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MONACO MOTORHOME LIMITED WARRANTY

WARRANTY - LIMITED: 2004

What the Period of Coverage Is:

If you use your Monaco® motorhome only for recreational travel and family camping purposes, the Limited Warranty provided by Monaco ("Warrantor") covers your new motorhome when sold by an authorized dealer, for twelve (12) months from the original retail purchase date or the first 24,000 miles of use, whichever occurs first. However, the Limited Warranty provided by Warrantor covers the steel or aluminum frame structure of the sidewalls (excluding slide outs), roof, and rear and front walls for sixty (60) months from the original retail purchase date or the first 50,000 miles of use, whichever occurs first.

If you use your motorhome for any rental, commercial or business purposes whatsoever, the Limited Warranty provided by Warrantor covers your new motorhome when sold by an authorized dealer for ninety (90) days from the original retail purchase date or the first 24,000 miles of use, whichever occurs first. In addition, the Limited Warranty provided by Warrantor covers the steel or aluminum frame structure of the sidewalls (excluding slide outs), roof, and rear and front walls for twelve (12) months from the original retail purchase date or the first 24,000 miles of use, whichever occurs first. A conclusive presumption that your motorhome has been used for commercial and/or business purposes arises if you have filed a federal or state tax form claiming any business tax benefit related to your ownership of the motorhome.

The above Limited Warranty coverage applies to all owners, including subsequent owners, of the motorhome. However, a subsequent owner must submit a warranty transfer form by filing the form through an authorized Monaco dealer. A subsequent owner's warranty coverage period is the remaining balance of the warranty coverage period the prior owner was entitled to under this Limited Warranty. Warranty transfer forms can be obtained by contacting the Customer Relations Department. There is no charge for the transfer.

***Limitations of
Implied Warranties***

ANY IMPLIED WARRANTIES ARISING BY WAY OF STATE LAW, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY AND ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN DURATION TO THE TERM OF THIS LIMITED WARRANTY AND ARE LIMITED IN SCOPE OF COVERAGE TO THOSE PORTIONS OF THE MOTORHOME COVERED BY THIS LIMITED WARRANTY. Warrantor disclaims all implied and express warranties, including the implied warranty of merchantability and the implied warranty of fitness for a particular purpose, on components and appliances excluded from coverage as set forth below. There is no warranty of any nature made by Warrantor beyond that contained in this Limited Warranty. No person has authority to enlarge, amend or modify this Limited Warranty. The dealer is not the Warrantor's agent but is an independent entity. Warrantor is not responsible for any undertaking, representation or warranty made by any dealer or other person beyond those expressly set forth in this Limited Warranty. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

***What the Warranty
Covers***

Warrantor's Limited Warranty covers defects in the manufacture of your motorhome and defects in materials used to manufacture your motorhome. Also see the section "What the Warranty Does Not Cover" set out below.

***What We Will Do to
Correct Problems***

Warrantor will repair and/or replace, at its option, any covered defect if: (1) you notify Warrantor or one of its authorized servicing dealers of the defect within the warranty coverage period and within five (5) days of discovering the defect; and (2) you deliver your Motorhome to Warrantor or Warrantor's authorized servicing dealer at your cost and expense. It is reasonable to expect some service items to occur during the warranty period. The performance of warranty repairs shall not extend the original warranty coverage period. Further, any performance of repairs after the warranty coverage period has expired or any performance of repairs to component parts and appliances excluded from coverage shall be considered "good will" repairs, which shall not alter the express terms of this limited warranty.

Warrantor may use new and/or remanufactured parts and/or components of substantially equal quality to complete any repair.

Defects and/or damage to interior and exterior surfaces, trim, upholstery and other appearance items may occur at the factory during manufacture, during delivery of the motorhome to the selling dealer or on the selling dealer's lot. Normally, any such defect or damage is detected and corrected at the factory or by the selling dealer during the inspection process performed by the Warrantor and the selling dealer. If, however, you discover any such defect or damage when you take delivery of the motorhome, you must notify your dealer or Warrantor within five days of the date of purchase to have repairs performed to the defect at no cost to you as provided by this Limited Warranty.

If either three or more unsuccessful repair attempts have been made to correct any covered defect that you believe substantially impairs the value, use or safety of your motorhome or repairs to any covered defect(s), which you believe substantially impairs the value, use or safety of your motorhome, have taken 30 or more days to complete, you must, to the extent permitted by law, notify Warrantor directly in writing of the failure to successfully repair the defect(s) so that Warrantor can become directly involved in exercising a final repair attempt for the purpose of performing a successful repair to the identified defect(s).

The Warranty Registration form must be returned to Warrantor promptly upon purchase to assure proper part replacement and repair of your motorhome. Failure to return the warranty registration form will not affect your rights under the Limited Warranty so long as you can furnish proof of purchase. For warranty service simply contact one of Warrantor's authorized service centers for an appointment, then deliver your motorhome (at your expense) to the service center. If you need assistance in locating an authorized warranty service facility, contact Warrantor's **Warranty Department (1-877-466-6226)**. The mailing address is:

How to Get Service

**Warranty Department
91320 Coburg Industrial Way
Coburg, Oregon 97408**

In the event the motorhome is inoperative due to malfunction of a warranted part, Warrantor will pay the cost of having the motorhome towed to the nearest authorized repair facility provided you notify Warrantor prior to incurring the towing charges to receive directions to the nearest repair facility.

Because Warrantor does not control the scheduling of service work by its authorized servicing dealers, you may encounter some delay in scheduling and/or in the completion of the repairs.

What the Warranty Does Not Cover

This Limited Warranty does not cover: any motorhome sold or registered outside of the United States or Canada; items which are added or changed after the motorhome leaves Warrantor's possession; items that are working as designed but which you are unhappy with because of the design; normal wear and usage, such as fading or discoloration of fabrics, or the effects of condensation inside the motorhome; defacing, scratching, dents and chips on any surface or fabric of the motorhome, not caused by Warrantor; routine maintenance, including by way of example wheel alignments; the automotive chassis and power train, including, by way of example the engine, drivetrain, steering and handling, braking, wheel balance, muffler, tires, tubes, batteries and gauges; appliances and components covered by their own manufacturer's warranty including, by way of example the microwave, refrigerator, ice maker, stove, oven, generator, roof air conditioners, hydraulic jacks, VCR, television(s), water heater, furnace, stereo, radio, compact disc player, washer, dryer, inverter and cellular phone; or flaking, peeling and chips or other defects or damage in or to the exterior or finish caused by rocks or other road hazards, the environment including airborne pollutants, salt, tree sap and hail.

Events Discharging Warrantor from Obligation Under Warranty

Misuse or neglect, accidents, unauthorized alteration, failure to provide reasonable and necessary maintenance (See Owner's Manual), damage caused by off road use, collision, fire, theft, vandalism, explosions, overloading in excess of rated capacities, and odometer tampering shall discharge Warrantor from any express or implied warranty obligation to repair any resulting defect.

Disclaimer of Consequential & Incidental Damages

THE ORIGINAL PURCHASER OF THE MOTORHOME AND ANY PERSON TO WHOM THE MOTORHOME IS TRANSFERRED, AND ANY PERSON WHO IS AN INTENDED OR UNINTENDED USER OR BENEFICIARY OF THE MOTORHOME, SHALL NOT BE ENTITLED TO RECOVER FROM WARRANTOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES RESULTING FROM ANY DEFECT IN THE MOTORHOME. THE EXCLUSION OF CONSEQUENTIAL AND INCIDENTAL DAMAGES SHALL BE DEEMED INDEPENDENT OF, AND SHALL SURVIVE, ANY FAILURE OF THE ESSENTIAL PURPOSE OF ANY LIMITED REMEDY. Some states do not allow the exclusion or limitation of consequential or incidental damages, so the above exclusions may not apply to you.

THESE WARRANTIES ARE NOT INTENDED TO "EXTEND TO FUTURE PERFORMANCE" AND ANY ACTION TO ENFORCE THESE EXPRESS OR ANY IMPLIED WARRANTY SHALL NOT BE COMMENCED MORE THAN NINETY (90) DAYS AFTER THE EXPIRATION OF THE RESPECTIVE WARRANTY COVERAGE PERIOD DESIGNATED ABOVE. THE PERFORMANCE OF REPAIRS SHALL NOT SUSPEND THIS NINETY (90) DAY LIMITATIONS PERIOD FROM EXPIRING. THESE TERMS AND ALL EXPRESS AND IMPLIED WARRANTY DISPUTES BETWEEN WARRANTOR AND PURCHASER SHALL BE GOVERNED BY THE SUBSTANTIVE LAWS OF THE STATE OF INDIANA, WITHOUT REGARD TO CONFLICTS OF LAW RULES. Some states do not allow the reduction in the statute of limitations or a choice of law provision, so the above reduction in the statute of limitations and/or choice of law provision may not apply to you.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY ALSO HAVE OTHER RIGHTS, WHICH VARY FROM STATE TO STATE.

51903

**WARRANTY -
LIMITED: 2004
ROADMASTER
CHASSIS**

ROADMASTER CHASSIS LIMITED WARRANTY

What the Period of Coverage Is:

If you use the Roadmaster Chassis that your motorhome is mounted upon for only recreational travel and family camping purposes, the Limited Warranty provided by Roadmaster ("Warrantor") covers your Roadmaster Chassis for thirty-six (36) months from the original retail purchase date or the first 36,000 miles of use, whichever occurs first.

If you use the Roadmaster Chassis that your motorhome is mounted upon for any rental, commercial or business purposes whatsoever, the Limited Warranty provided by Warrantor covers your new Roadmaster Chassis for Ninety (90) days from the original retail purchase date of the motorhome or the first 24,000 miles of use, whichever occurs first. A conclusive presumption that the Roadmaster Chassis has been used for commercial and/or business purposes arises if you have filed a federal or state tax form claiming any business tax benefit related to your ownership of the motorhome.

***Limitations of
Implied Warranties***

ANY IMPLIED WARRANTIES ARISING BY WAY OF STATE LAW, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY AND ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN DURATION TO THE TERM OF THIS LIMITED WARRANTY AND ARE LIMITED IN SCOPE OF COVERAGE TO THOSE PORTIONS OF THE ROADMASTER CHASSIS COVERED BY THIS LIMITED WARRANTY. Warrantor disclaims all implied and express warranties, including the implied warranty of merchantability and the implied warranty of fitness for a particular purpose, on components and appliances excluded from coverage as set forth below. There is no warranty of any nature made by Warrantor beyond that contained in this Limited Warranty. No person has authority to enlarge, amend or modify this Limited Warranty. Any dealer selling a motorhome assembled upon a Roadmaster Chassis is not the Warrantor's agent but is an independent entity. Warrantor is not responsible for any undertaking, representation or warranty made by any dealer or other person beyond those expressly set forth in this Limited Warranty. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Warrantor's Limited Warranty covers defects in the manufacture of the Roadmaster Chassis (as defined herein) and defects in materials used to manufacture the Roadmaster Chassis. The term "Roadmaster Chassis" as used herein means only the frame; frame cross members; steering axle, including the axle king pins and bushings; hubs and bearings; brake calipers; rotors, brake backing plates and related parts of the axle; tie rods; drag links; drive shafts, including the U-joints; carrier bearings; and, the axle housing and its internal parts. Also see the section "What the Warranty Does Not Cover" set out below.

What the Warranty Covers

Warrantor will repair and/or replace, at its option, any covered defect if: (1) you notify Warrantor or one of its authorized servicing dealers of the defect within the warranty coverage period and within five (5) days of discovering any such defect; and (2) you deliver the Roadmaster Chassis to Warrantor or Warrantor's authorized servicing dealer at your cost and expense. It is reasonable to expect some service items to occur during the warranty period. The performance of warranty repairs shall not extend the original warranty coverage period. Further, any performance of repairs after the warranty coverage period has expired or any performance of repairs to component parts and appliances excluded from coverage shall be considered "good will" repairs, which shall not alter the express terms of this limited warranty.

What We Will Do to Correct Problems

Warrantor may use new and/or remanufactured parts and/or components of substantially equal quality to complete any repairs.

Defect and/or damage to the Roadmaster Chassis may occur during manufacture at the factory, during delivery of the motorhome to the selling dealer or on the selling dealer's lot. Normally, any factory defect or damage is detected and corrected at the factory or by the selling dealer during the inspection process performed by the Warrantor and the selling dealer. If, however, you discover any such defect or damage when you take delivery of the Roadmaster Chassis, you must notify your dealer or Warrantor within five days of the date of purchase to have repairs performed to any such defect at no cost to you as provided by this Limited Warranty.

If either three or more unsuccessful repair attempts have been made to correct any covered defect that you believe substantially impairs the value, use or safety of your motorhome or repairs to any covered defect(s), which you believe substantially impairs the value, use or safety of your motorhome, have taken 30 or more days to complete, you must, to the extent permitted by law, notify Warrantor directly in writing of the failure to successfully repair the defect(s) so that Warrantor can become directly involved in exercising a final repair attempt for the purpose of performing a successful repair to the identified defect(s).

How to Get Service

For warranty service simply contact one of Warrantor's authorized service centers for an appointment, then deliver your Roadmaster Chassis (at your expense) to the service center. If you need assistance in locating an authorized warranty service facility, contact Warrantor's **Warranty Department (1-877-466-6226)**. The mailing address is:

Warranty Department
91320 Coburg Industrial Way
Coburg, Oregon 97408

In the event the Roadmaster Chassis is inoperative due to malfunction of a warranted part, Warrantor shall pay the cost of having the Roadmaster Chassis that the motorhome is mounted upon towed to the nearest authorized repair facility provided you notify Warrantor prior to incurring the towing charges to receive directions to the nearest repair facility.

Because Warrantor does not control the scheduling of service work by its authorized servicing dealers, you may encounter some delay in scheduling and/or in the completion of the repairs.

What the Warranty Does Not Cover

This Limited Warranty does not cover: modifications and alterations to the Roadmaster Chassis by others; the motorhome that is mounted upon the Roadmaster Chassis, including by way of example the motorhome manufacturer's design, manufacture, assembly and/or installation of the side walls, roof, windows, flooring, electrical system, plumbing system, LP-Gas system, appliances and slide outs; items that are working as designed but which you are unhappy with because of the design; normal wear and usage; routine maintenance including by way of example wheel alignments; component parts covered by their own manufacturer's warranty, including by way of example the engine, transmission, tires, tubes, batteries, exhaust system and the emission control systems; and, flaking, peeling rusting and chips or other defects or damage in or to the frame and frame cross members caused by rocks or other road hazards and the environment including airborne pollutants and salt.

Events Discharging Warrantor from Obligation Under Warranty

Misuse or neglect, accidents, unauthorized alteration, failure to provide reasonable and necessary maintenance (See Owner's Manual), damage caused by off road use, collision, fire, theft, vandalism, explosions, overloading in excess of rated capacities, and odometer tampering shall discharge Warrantor from any express or implied warranty obligation to repair any resulting defect.

THE ORIGINAL RETAIL PURCHASER OF THE ROADMASTER CHASSIS AND ANY PERSON TO WHOM THE ROADMASTER CHASSIS IS TRANSFERRED, AND ANY PERSON WHO IS AN INTENDED OR UNINTENDED USER OR BENEFICIARY OF THE ROADMASTER CHASSIS, SHALL NOT BE ENTITLED TO RECOVER FROM WARRANTOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES RESULTING FROM ANY DEFECT IN THE MOTORHOME. THE EXCLUSION OF CONSEQUENTIAL AND INCIDENTAL DAMAGES SHALL BE DEEMED INDEPENDENT OF, AND SHALL SURVIVE, ANY FAILURE OF THE ESSENTIAL PURPOSE OF ANY LIMITED REMEDY. Some states do not allow the exclusion or limitation of consequential or incidental damages, so the above exclusions may not apply to you.

***Disclaimer of
Consequential &
Incidental Damages***

THESE WARRANTIES ARE NOT INTENDED TO "EXTEND TO FUTURE PERFORMANCE" AND ANY ACTION TO ENFORCE THESE EXPRESS OR ANY IMPLIED WARRANTY SHALL NOT BE COMMENCED MORE THAN NINETY (90) DAYS AFTER THE EXPIRATION OF THE RESPECTIVE WARRANTY COVERAGE PERIOD DESIGNATED ABOVE. THE PERFORMANCE OF REPAIRS SHALL NOT SUSPEND THIS NINETY (90) DAY LIMITATIONS PERIOD FROM EXPIRING. THESE TERMS AND ALL EXPRESS AND IMPLIED WARRANTY DISPUTES BETWEEN WARRANTOR AND PURCHASER SHALL BE GOVERNED BY THE SUBSTANTIVE LAWS OF THE STATE OF INDIANA, WITHOUT REGARD TO CONFLICTS OF LAW RULES. Some states do not allow the reduction in the statute of limitations or a choice of law provision, so the above reduction in the statute of limitations and/or choice of law provision may not apply to you.

Legal Remedies

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY ALSO HAVE OTHER RIGHTS, WHICH VARY FROM STATE TO STATE.

**ROADMASTER CHASSIS DIVISION
MONACO COACH CORPORATION
91320 COBURG INDUSTRIAL WAY
COBURG, OREGON 97408**

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WARRANTY INFORMATION FILE

In addition to this Owner's Manual you will find a Warranty Information File in your unit. This file contains valuable documents about your motorhome's systems and equipment. Many of the component manufacturer's warranty registration cards can be found in the box. They will need to be filled out and mailed. Be sure you read and understand all the information in this file to help you safely operate, maintain and troubleshoot those items.

WOOD FINISH

Because no two trees look alike, authentic woods vary in color and character markings such as streaks, knots and grain patterns.

Since the stains may attach differently to these grain patterns, some natural light and dark areas may result. The beauty lies in these natural variations of color and grain that give each cabinet its own individual charm.

The beauty of these products is protected with a furniture-quality exterior finish. After a period of time, there may be minimal changes in the finish color as it ages in its surrounding conditions.

This is an inherent characteristic of this particular finish, and the natural aging process adds to the unique appearance of the cabinetry.

Due to the minor differences in tone, it may not be possible to match the finish color of existing cabinets exactly when replacing doors or adding additional cabinets at a later date.

The foregoing is not a warning. See the Limited Warranty or call (877) 466-6226 for warranty information and limitations.

Cayman 2004

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General Information

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The information contained in this document is intended to reflect standard and optional equipment included in a typically equipped model at the time of delivery to the initial retail owner. Your actual unit may vary from this document as a result of optional equipment that is not generally offered on this model. In the case that you are not the initial retail owner of this unit, this document will not reflect modifications that may have been performed by previous owners.

Product information and specifications are shown herein as of the time of printing. The motorhome manufacturer reserves the right to change product specifications, designs and standard equipment without notice and without incurring obligation.

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SAFETY SYMBOL LEGEND



Indicates a **WARNING**. Information pertaining to personal safety and/or potential extensive or permanent damage to the motorhome.



Indicates a **CAUTION**. Information pertaining to potential damage to the motorhome and/or its components.



Indicates electrical **DANGER**. Information pertaining to danger or caution of potential electrical shock to person(s) or component(s), and/or risk of electrical fire to motorhome.



Indicates **FLAMMABLE** or **EXPLOSIVE**. Information concerning fire or explosive material pertaining to personal safety and/or protection of the motorhome and its components.



Indicates **POISON**. Information pertaining to safety and/or use of a poisonous substance or harmful chemical.



Indicates a **NOTE**. Information and reminders concerning operation of motorhome and/or components.



Indicates **INSPECTION**. Inspection of the motorhome and/or its components is required. Additional instruction may follow.



Indicates **LUBE**. Lubrication, or addition of a lubricant product, to the motorhome and/or a specified component or part is required. Additional instruction may follow.



Indicates **ASSEMBLE/REPAIR**. Assembly, disassembly or installation of a component or part, and/or repair to the motorhome may be required. Assistance of Technical Support or Technician may be necessary.



Indicates **INFORMATION**. References to additional information regarding operation of the motorhome and/or its components found in additional sources other than the Owner's Manual. Also refers to the WARRANTY INFORMATION FILE, found within the Warranty Information Box inside the motorhome.



Indicates a **TIP**. Information regarding helpful hints and/or suggestion for ease of operation of the motorhome and/or its components.

This section contains warranty information and knowledge for the operation and care of the motorhome. Not all information may be applicable to your model of motorhome. More detailed information with **CAUTION** or **WARNING** instructions, other than what is found in this chapter, can be found in the manufacturer's owner manuals located in the owner information box.

Safety Instructions:

Many of the safety alert symbols are "Personal Safety Instructions." Definitions for the symbols are located on a previous page under "Safety Symbol Legend." It is important to thoroughly read and understand these safety instructions where the symbols are displayed throughout the manual. Failure to comply with specific instructions may result in personal injury or death. Many instructions are required by National Safety Associations.

Additional Information:

Changes, additions and supplemental information in the form of Manual Addendums and "Tech Tips" can be obtained by visiting our Website at **www.monaco-online.com**. Select one of the products from the product lineup. Go to the Service menu. A submenu will appear.

It may also be helpful to browse the "Tech Tips" menu for the other product lines. The tips may not completely apply to your particular model but information contained therein can be useful.

Out and About in the Motorhome:

In time you will develop a knack for spotting wonderful little roadside locations by turning off the main highway and exploring. There are many modern recreational vehicle parks (including state, county and federal parks) with good facilities where you can obtain hook-ups for electrical, water and sewage connections. Directories are published which describe these parks and the availability of services and hook-ups. On overnight or weekend trips, chances are you will probably not fill up the sewage holding tanks, deplete the water or LP-Gas supply, or run down the batteries which supply the living area with 12 Volt DC current. On longer trips, when you have stayed where sewer connections and utility hook-ups were not available, it will be necessary to occasionally empty the holding tanks and replenish the water and LP-Gas supply.

Many gas stations have installed sanitary dumping stations. Publications are available which list these dumping stations. When stopped for the night, the motorhome is built to be safely parked in any spot that is relatively level and where the ground is firm. Try to pick as level a parking spot as possible. All the facilities are fully self-contained and readily available within the motorhome.

CUSTOMER RELATIONS

Only by ensuring your confidence and satisfaction with our products and services can we have continued success as a manufacturer of motorhomes. We believe a good relationship with our customers is just as important as improving the technical excellence of our products. Your authorized dealer is pleased to help you with instructions about your motorhome and to offer service when you need it. If problems remain after you have consulted your dealer you are invited to contact our Customer Service Department. Please have all pertinent information (serial numbers, model number, etc.) when calling. We will work with the dealer and see that every attempt to resolve the matter is made.

**Customer Service Department
91320 Coburg Industrial Way
Coburg, Oregon 97408
877-466-6226**

REPORTING SAFETY DEFECTS

If you believe that your motorhome has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Monaco. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of motorhomes, it may order a recall or remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or Monaco. To contact NHTSA you may either call the Auto Safety Hot line toll-free at 1-800-424-9393 (or 1-202-366-0123 in the Washington D.C. area) or write to:

**NHTSA
U.S. Department of Transportation
400 Seventh Street
Washington, DC 20590
www.nhtsa.dot.gov**

TAKING DELIVERY ***Monaco*** ***Responsibilities***

Your motorhome has been manufactured to the highest quality and standards by factory trained personnel. Quality inspections are performed throughout the manufacturing process of your motorhome. The motorhome has been carefully and almost completely hand assembled in our factory. Prior to the motorhome arriving at the dealership, all systems have been carefully tested and inspected to ensure optimum performance. The necessary forms and required manuals have been placed in the motorhome at the time of shipment to the dealership.

Dealer Responsibilities

The dealer must perform additional pre-delivery inspections and system checks, assist in the customer's understanding of the Limited Warranty and assist in completing any necessary forms. They must do a customer orientation to the motorhome, its systems, components and their operation.

The dealer should also ensure the customer receives a complete Owner's Packet with warranty cards and registrations for the motorhome and for separately warranted products, including detailed operating and maintenance instructions. The dealer is responsible for performing a review of the Limited Warranty provisions with the customer, while stressing the importance of mailing warranty cards and registrations to the manufacturers within the prescribed time limit to avoid loss of warranty coverage. They must assist the customer in completing these forms and locating serial numbers. They should request that the customer reads all warranty information when possible and explain any provision not clearly understood.

The dealer should instruct the customer on how to obtain local and out-of-town service on the motorhome and its various individual warranted components, whether the service is warrantable or out of warranty.

Customer Responsibilities

As a new motorhome owner you are responsible for regular and proper maintenance. This will help you prevent conditions arising from neglect that are not covered by your Limited Warranty. Maintenance services should be performed in accordance with this Owner's Manual, and any other applicable manuals. As the owner, it is your responsibility and obligation to return the motorhome to an authorized dealer for repairs and service (See the Limited Warranty). Since the authorized dealer where you purchased your new motorhome is responsible for its proper servicing before delivery, and has an interest in your continued satisfaction, we recommend that Inspection, Warranty and Maintenance Services be performed by the dealership. We suggest that you take your new motorhome on a weekend shakedown before leaving on an extended trip.

SERVICE SUGGESTIONS

Know when to take your motorhome in for service. Give some thought to the appointment time. There are several things to consider when selecting a time for service. Location of the service center and the time of year can be a major issue. Monday and Friday are busy days for most dealers. Therefore, it makes sense to make a mid-week appointment whenever possible. Ask your dealer if additional time is needed for check in and completion of paperwork.

Prepare for the Appointment

If you're having warranty work done, be sure to have your warranty registration papers with you. All work to be performed may not be covered by the warranty; be sure to discuss additional charges with the service manager. Keep a maintenance log of your motorhome service history. This can often provide a clue to the current problem.

Prepare a List

Make a written list of specific repairs needed. It is important the service manager be aware of all previous work which has been done on your motorhome. For example: if the motorhome has been repaired due to an accident. While this may not seem important, it could have a significant effect on the dealer's diagnosis of a problem.

Be Reasonable With Your Requests

Do not leave a list of 20 items to be serviced and expect to have the motorhome back by 5:00 p.m. If you list a number of items, and must have your motorhome back by the end of the day, discuss the situation with the service manager and list items in order of priority. Some items may not be able to be repaired due to work loads or parts availability. Expect to make a second appointment for work not completed or for the long, drawn-out repair item.

No Looking Over the Technician's Shoulder

Please do not be offended when you are told you cannot watch the work being done. Many service area insurance requirements forbid the admission of customers into the service work area.

Inspect the Work Properly

Check out the service or repair job when you pick up your motorhome and notify the service manager of any dissatisfaction. If circumstances prevent returning for immediate corrective work, make an appointment as soon as possible.

FOR YOUR OWN REFERENCE

OWNER'S RECORD - SERIAL NUMBERS



INFORMATION: Many of the serial numbers for various items and components are filed on the Data Card located in the Warranty Information File box. Refer to the Manufacturer's individual Owner's Manuals for serial number locations that are not listed below.

Motorhome Serial Number _____

Motorhome Federal Vehicle Identification Number (VIN) _____

Entry Door Key Number _____

Compartment Door Key Number _____

Cooktop/Range Model & Serial Number _____
(Located under top burner plate)

Microwave Model & Serial Number _____
(Located behind door on case)

Refrigerator Model & Serial Number _____
(Located inside refrigerator compartment)

Generator Model & Serial Number _____
(Located in outside compartment on generator)

Roof Air Conditioner(s) Model & Serial Number _____
(Located under top cover on air conditioner) _____

Inverter Model & Serial Number _____

FOR YOUR OWN REFERENCE

OWNER'S RECORD - PERSONAL PROPERTY

Value

[illegible]

FOR YOUR OWN REFERENCE

OWNER'S RECORD - INSURANCE

Company: _____

Policy #: _____

Agent's Name & Address: _____

Business Phone #: _____

Emergency Phone #: _____

Renewal Date(s): _____

Notes: _____

GLOSSARY OF TERMS

AC Electricity - Alternating current also known as household power.

Air Compressor - Pumps air to and builds air pressure in an air system.

Air Governor - Controls the operation of the air compressor by constantly monitoring air pressure in the supply tank of the air system. The air governor initiates the unload cycle when the cut-out pressure is reached.

Ampere (Amp) - The unit of measure of electron flow rate of current through a circuit.

Ampere-hour (Amp-hr. AH) - A unit of measure for a battery electrical storage capacity, obtained by multiplying the current in amperes by the time in hours of discharge. (Example: A battery which delivers 5 amperes for 20 hours, delivers 5 amperes times 20 hours, or 100 Amp-Hr. of capacity.)

Black Water - Term associated with the sewage holding tank. The toilet drains directly into this tank.

Chassis Battery - Powers chassis 12 Volt accessories and starts engine.

Circuit - An electric circuit is the path of an electric current. A closed circuit has a complete path. An open circuit has a broken or disconnected path.

City Water - A term associated with the water supply that you hook-up to at campgrounds. It is called city water because water is pulled from a central source (like in a city) and not the fresh water tank.

Compressor Load Cycle - The time during which the air compressor is building air pressure in an air system.

Compressor Unload Cycle - The time during which the air compressor is idling and is not building air pressure in an air system.

Curbside - This refers to the side of the motorhome which faces the curb when it is parked. Often called the door side or the passenger's side.

Current - The rate of flow of electricity or the movement rate of electrons along a conductor. It is comparable to the flow of a stream of water. The unit of measure for current is the ampere.

Current - Alternating (AC) - A current that varies periodically in magnitude and direction. A battery does not deliver alternating current. Also referred to as shore power, utility power, inverter power, generator power, etc.

Current - Direct (DC) - Power that is stored in a battery bank or supplied by photovoltaics, alternator, chargers and DC generators. Direct current is also known as battery power.

Cut-In Pressure - The pressure level in the air system supply tank which triggers the compressor load cycle. May apply to some water systems, such as water pump, accumulator tank, etc.

Cut-Out Pressure - The pressure level in the air system supply tank which triggers the compressor unload cycle. May apply to some water systems, such as water pump, accumulator tank, etc.

Cycle - In a battery, one discharge plus one recharge equals one cycle.

Drain Trap - This is a curve that is in all drains. Water is trapped in the curve and this creates a barrier so tank odors cannot escape through the drain.

Dry Camping - Camping in the motorhome when there is no city water hook-up or shore power. In other words, using only the water and power that is in the motorhome and not from another source.

Dump Station - A site where the waste (grey) and sewage (black) tanks can be drained. In most states it is illegal to drain waste tanks anywhere other than at a dump station.

Dump Valve - Another name for the T-handle valve used to drain the sewage (black) and waste (grey) tanks.

Egress Window - The formal name for the emergency window located in the rear of the motorhome. Egress windows can be easily identified by their red handles.

Full Hook-Up Site - A campground that has city water, shore power and sewer hook-ups or connections available.

Grey Water - Term associated with the waste water holding tank. Water from the sink drains, the shower and the washer/dryer (if equipped) go into this tank.

House Battery - Powers 12 Volt lights and accessories inside motorhome.

LED - (Light Emitting Diode) Indicator light.

Low Point Drain - The lowest point in the plumbing. Drains are placed here so that water will drain out of the lower end of the motorhome. These drains must be closed when you fill the water tank.

OHM - A unit for measuring electrical resistances.

Ohm's Law - Express the relationship between Volt (E), amperes (I) in an electrical circuit with resistance (R). It can be expressed as follows: $E = IR$. If any two of the three values are known, the third value can be calculated by using the above formula.

Pounds Per Square Inch Gauge (psig) - Pressure measured with respect to that of the atmosphere. This is a pressure gauge reading in which the gauge is adjusted to read zero at the surrounding atmospheric pressure. It is commonly called gauge pressure.

Roadside - This refers to the side of the motorhome which faces the road when it is parked. Often called the off-door side or the driver's side.

Shore Line - This is the electrical cord which runs from the motorhome to the campground 120 Volt electrical supply.

Shore Line Plug - The 120/240 Volt outlet allows the motorhome to be hooked up to a campground facility.

Stinger - An arm attachment on a tow truck that is used to lift motorhome slightly so that it can be towed.

VIM - Vehicle Interface Module.

Volt - The unit of measure for electric potential.

Watt - The unit for measuring electrical power, i.e. the rate of doing work, in moving electrons by or against an electric potential.

Wet Cell Battery - A type of battery that uses liquid as an electrolyte. This type of battery requires periodic maintenance such as cleaning the connections and checking the electrolyte level.

VENDOR LIST

Air Bags

Firestone
317-818-8600
www.bridgestone-firestone.com

Air Conditioner - Dash

SCS/Frigette
800-545-6341
www.scsfrigette.com

Air Conditioner - Roof

Dometic Corp.
800-544-4881
www.dometic.com

Air Filter

Donaldson
(612) 887-3131
www.donaldson.com

Alternator

Leece-Neville
800-346-8093
www.prestolite.com

Awnings

Carefree
800-621-2617
www.carefreeofcolorado.com

Axles - Front (WET)

Westport
216-431-2000
www.westportaxle.com

Axles - Rear

Dana Spicer
800-666-8688
www.dana.com

Batteries

Interstate
800-272-6548
www.interstatebatteries.com

Brakes-Anti-Lock Brake System (ABS)

Meritor Wabco
800-535-5560
www.meritorauto.com

Brakes - Hydraulic

Bosch Braking System Corp.
800-521-5462

Carbon Monoxide Detector

Safe-T-Alert
800-383-0269
www.safe-t-alert.com

Cooktop

Atwood
800-873-4328
www.atwoodmobile.com

Engine

Cummins
800-343-7357
www.cummins.com

Energy Management System (Optional)

Intellitec
800-251-2408
www.intellitecsve.com

Entry Step

Kwikee
800-736-9961
www.kwikee.com

Fan - Bathroom Exhaust

Fan-Tastic Vent
800-521-0298
www.fantasticvent.com

Filters - Engine

Racor Fluid Filters
800-344-3286
www.parker.com/racor/

Fire Extinguisher

Kidde
800-654-9677
www.kiddesafety.com

Flooring - Plank

Wilson Art
800-433-3222
www.wilsonart.com

Fuel Sender

Centroid Products
800-423-3574
www.centroidproducts.com

Furnace

Atwood
800-873-4328
www.atwoodmobile.com

Generator

Onan
800-888-6626
www.onan.com

Home Theater System (Optional)

Sony
800-222-7669
www.sony.com

Inverter (Optional)

Xantrex Technology
800-446-6180
www.xantrex.com

Leveling Jacks - Hydraulic

RVA
760-746-5732

Liquefied Petroleum Protectors

Safe-T-Alert
800-383-0269
www.safe-t-alert.com

LP-Gas Tank

Manchester
800-753-8265
www.mantank.com

Microwave

Sharp Electronics Corp.
800-237-4277
www.sharp-usa.com

Monitor Panel

KIB Enterprises
574-294-1504
www.kibenterprises.com

Outside Mirrors

Ramco Industries, Inc.
800-321-4819
www.ramco-eng.com

Power Converter

Progressive Dynamics
616-781-7802
www.progressivedyn.com

Radio - Dash

Kenwood
800-536-9663
www.kenwoodusa.com

Rear Vision System

Jenson
800-732-6866
www.jensonaudio.com

Refrigerator

Norcold
800-543-1219
www.norcold.com

Satellite Radio System (Optional)

Sirius
888-539-7474
www.siriusradio.com

Shock Absorbors

Monroe
800-880-7580
www.tenneco-automotive.com

Slide-Out Motor - Main & Bedroom

Power Gear
800-334-4712
www.powergear.com

Steering Gear

Sheppard
717-637-3751
www.rhsheppard.com

Television

Sony
800-222-7669
www.sony.com

Television Antenna

Winegard
800-288-8094
www.winegard.com

Tires

Goodyear Tire & Rubber
800-321-2136
www.goodyear.com

Toilet

Thetford
800-521-3032
www.thetford.com

Transfer Switch

Iota Engineering
800-866-4682
www.iotaengineering.com

Transmission

Allison Transmission
800-524-2303
www.allisontransmission.com

Transmission Shiftpad

Arens Controls
847-328-6905

VCR

Sony
800-222-7669
www.sony.com

Video Selector Box

Winegard
800-288-8094
www.winegard.com

Water Heater

Atwood

800-873-4328

www.atwoodmobile.com

Washer/Dryer (Optional)

Splendide

800-356-0766 ext. 5

www.splendide.com

Water Filters - Flow Pur

Flomatic System Inc.

800-461-4406

www.flowmatic.com

Water Pump

Shurflo

800-854-3218

www.shurflo.com

Wheels Simulators

Wheel Masters

800-325-9484

www.wheelmasters.com

Windshield Wipers

Diesel Equipment

800-632-4959 (In State - NC)

800-222-7159 (Out of State)

www.diesequipment.com

MANUAL ADDENDUMS

www.monaco-online.com

Click on **Monaco**,
click **ENTER** to enter the main web page.
Then click on the **SERVICE** link and choose
MANUAL ADDENDUMS from the drop down menu.

TECH TIPS

Find current and archived tech tips with answers
to frequently asked questions at:

www.monaco-online.com

Click on **Monaco**, click **ENTER** to enter the main web page.
Then click on the **SERVICE** link and choose **TECH TIPS** from
the drop down menu.

CAYMAN 2004

Your suggestions are very important to us and we are continually striving to improve the quality of our manuals. After becoming familiar with your new recreational vehicle and the accompanying manual, please take the time to answer the following questions. When you are finished please return the survey via mail to our Technical Publications Department, or you may fax the survey to (541) 681-8031, Attention: Technical Publications Department. Feel free to attach an additional page if you desire.

1. Is this your first recreational vehicle? YES / NO

2. Was the overall appearance and lay-out of this manual what you expected to see in your new recreational vehicle?

3. Was the information within this manual helpful in acquainting you with your new recreational vehicle? If not please address any area(s) we need to expand or improve on.

4. Were the operating instructions clearly written, and were you able to follow the steps without any difficulty?

5. Is there any additional information you would like to see incorporated within the owner's manual?

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ADDRESS: _____

SERIAL # _____

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MONACO COACH CORPORATION
91320 COBURG INDUSTRIAL WAY
COBURG, OR 97408-9908**

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Limited Warranty Transfer Application

Mail Monaco Coach Limited Warranty
Transfer Application to:

Monaco Coach Corporation
Warranty Transfer
91320 Coburg Industrial Way
Coburg, OR 97408

Please read terms and representations below before signing.

DEALER IMPRINT

TRANSFER COVERAGE FROM:			
A PRIOR OWNER INFORMATION			
	FIRST NAME	INITIAL	VEHICLE IDENTIFICATION NUMBER

TRANSFER COVERAGE TO:			
B NEW OWNER INFORMATION			
	FIRST NAME	INITIAL	LAST NAME
			TELEPHONE NUMBER
	STREET ADDRESS	DATE OF TRANSFER	
	CITY	STATE	ZIP
	ODOMETER READING AT TRANSFER		

SIGNATURES

C

NEW OWNER'S SIGNATURE

SELLING DEALER SIGNATURE

TERMS & REPRESENTATIONS

By your signature(s) on this form, and in order to induce Monaco Coach Corporation to transfer its Limited Warranty, you represent the following:

1. That you have received and read a copy of the Limited Warranty.
2. You understand that the unit is to be used only for family camping and cross country travel on improved roads.
3. All information provided by you on this form is true and correct.
4. You understand that you are purchasing a pre-owned recreational vehicle and Monaco Coach Corporation does not make any representation as to its present condition.
5. You understand that the Limited Warranty does not cover the chassis, component parts and appliances if they are covered by a separate warranty issued by the chassis, component part or appliance manufacturer.





Cayman 2004

Driving & Safety

Section 2

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Section two contains information on driving tips, emergency situations, towing, safety devices, weighing the motorhome and tires.

DRIVING & SAFETY

There are significant differences between a passenger automobile and a motorhome. Always be aware of these differences when traveling. The key to safely operating a motorhome is **inspection**. If a defect is found during a pre-trip inspection, it could save time and money, as well as help to ensure a safe trip. Several states require that the motorhome be inspected prior to registration. Know and observe the laws of the states in which you will be traveling. Laws may vary from state to state. A systematic inspection conducted prior to moving the motorhome will ensure nothing is overlooked and will assist in familiarizing the owner with the motorhome. Prior to moving the motorhome perform a general **inspection**, which includes examining the condition of the vehicle and the surrounding area of the motorhome for hazards. Look high and low when walking around the motorhome.

Inspections

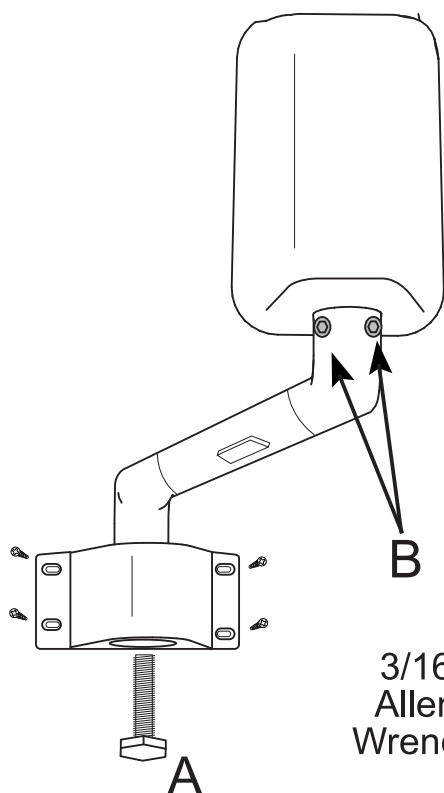


The location of the driver's seat in the motorhome is higher and farther to the left than most vehicles. This creates a different perspective of the roadway. Rely on the outside mirrors to line up with the center of the road and to check the conditions behind the motorhome. The dashboard may contain more gauges and controls than are normally found in passenger automobiles. Become familiar with these gauges and their indications before starting out.

Familiarize Yourself

Prior to starting out, the mirrors will need to be adjusted. It is recommended an assistant be used with these procedures. This will prevent any damage to mirror or motorhome.

Mirror Adjust (Manual)



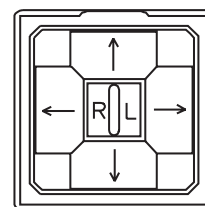
3/16
Allen
Wrench



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NOTE: Use the mirror adjust switch located on the shift tower console to fine tune the upper mirror view.

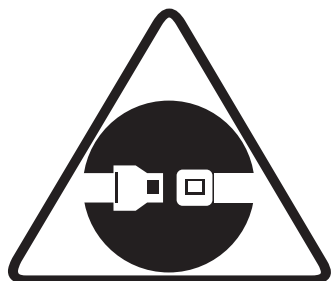


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Mirror Adjusting:

- Tools needed: 3/16" Allen wrench and a 3/4" socket.
- Adjust the driver's seat to the travel position.
- Using the 3/4" socket, have the assistant loosen the bolt located at the base of the mirror. (See point "A" on the drawing).
- Adjust the mirror arm so that there is a clear side view of the coach.
- Tighten the bolt once the proper adjustment is made.
- To adjust the "head" of the mirror, loosen the Allen set screws located at the top of the arm shown on point "B". Adjust the head of the mirror to the left or right for the desired view.
- Tighten the Allen set screws.

Safety Seat Belts



All occupants must be furnished with and use seat belts while the motorhome is moving. The driver's seat, and all other seats designed to carry passengers while the motorhome is in motion, are equipped with safety seat belts. Do not occupy beds or any seats that are not equipped with a safety belt while the motorhome is in motion. Safety belts are supplied at affixed seating positions. The driver's seat must be locked in the forward facing position while motorhome is in motion. Do not use a seat belt on more than one person.

To fasten the seat belt, pull the belt out of the retractors and insert the tab into the buckle; you will hear a click when the tab locks into the buckle. Seat belt lengths automatically adjust to your size and sitting position. Do not route belts over armrest.



WARNING: Safety belts are supplied at affixed seating positions. Do not occupy seats not equipped with safety belts while the motorhome is in motion. Seat belts must only be used on permanently mounted seats. Do not use a single seat belt on more than one person. Pilot and Co-pilot seats must be locked in a forward facing position with seat belts fastened while the motorhome is in motion. Avoid seat rotation while in transit.

Child Safety Seat:

Children that fit into **Example 1** and **Example 2** require the use of a child safety seat. In the motorhome, the child safety seat can be positioned in two places. On the front passenger (co-pilot) seat and on the forward facing permanently mounted booth dinette seat.



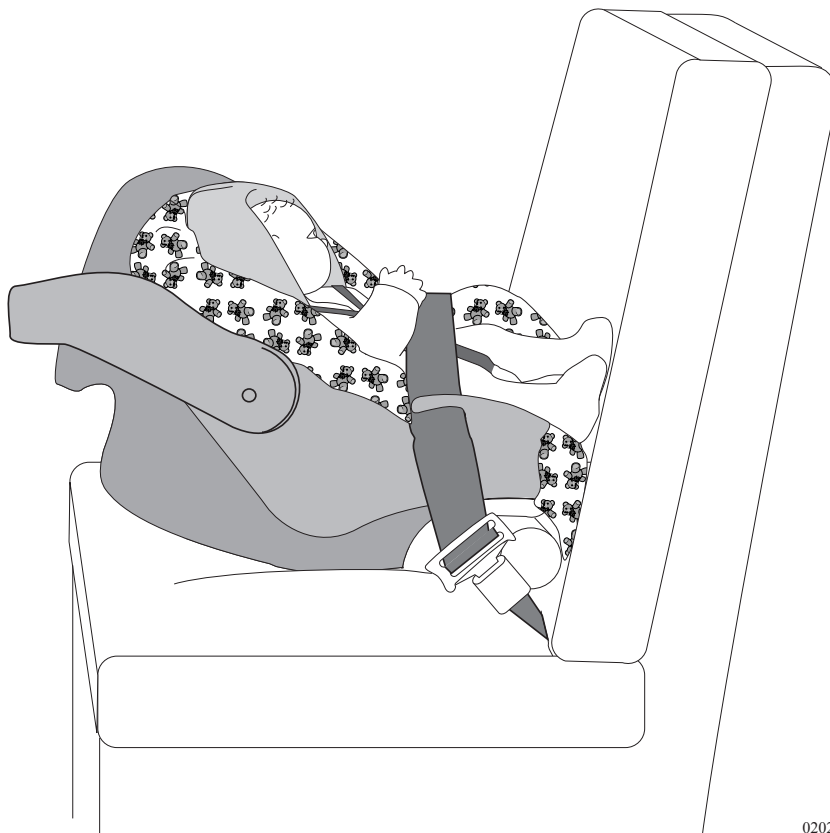
WARNING: Children must not be transported unrestrained. Infants must be placed in approved safety seats. Small children must be restrained in child safety seats. Do not use a single seat belt on more than one child. Failure to comply with these rules can lead to injury or death.



NOTE: Individual states and Canadian provinces may have laws that can exceed the requirements described above. It is your obligation to know and comply with the laws in the state or province in which you travel.

A child safety seat is required for a child:

- From birth to one year, or up to 21 pounds, the child is considered an infant. A (convertible) safety seat for an infant must be secured facing rearward. The top of the head must be below the top of the safety seat. Secure safety seat harness straps at or below the shoulders. (See **Example 1**).



020231b

Example 1: Convertible Seat Facing to the Rear.

- Children over 40 pounds (ages 4 to 8) unless over 4' 9" require a booster seat. The booster seat places the child's waist and shoulders at the proper height for the supplied safety belt to be effective. The top of the head must be below the top of the safety seat. (See **Example 2**).



Example 2: High back booster seat facing forward.



WARNING: Installation illustrations are for reference only, and are not to be used as a guide. Because there are many styles of safety and booster seats, refer to the safety seat manufacturer's manual for proper installation and how to properly install and secure the safety or booster seat.



NOTE: Individual states and Canadian provinces may prohibit use of a safety or booster seat in the front seat.

Seat Belt Care:

Keep the belt clean and dry. To clean, use a mild soap and lukewarm water. Never use bleach, dye or abrasive cleaners as they may weaken the belt. Inspect the belts periodically. Check for cuts, frays or loose parts. Replace any damaged parts. Do not disassemble or modify the system. Replace the belt assembly if it has been in a severe impact, even if damage is not obvious.

The motorhome is a complex vehicle and requires an increased level of driving awareness because of its size and various components. Due to the motorhome's length the turning radius will be much wider than that of a standard automobile. Always pay close attention to the perimeter of the motorhome: front, sides, rear, roof and undercarriage. Ensure the surrounding area is clear of obstacles. Utilize the driving mirrors to observe traffic conditions as well as the motorhome exterior: tires, bay doors, blind spots, etc. Use a push-pull method of steering, with both hands parallel on the steering wheel.

The motorhome is also heavier than an automobile with a higher center of gravity. These factors affect the reaction time of the motorhome. Swerves and sharp turns, especially performed at high speeds, could result in the loss of control of the motorhome. Keep the size of the motorhome in mind and drive with extra caution to avoid situations which might require quick momentum changes. Increase reaction time by paying attention to traffic and road conditions 12 to 15 seconds ahead of the motorhome's position.

The motorhome will travel safely and comfortably at highway speed limits. However, it takes more time to reach highway speed. When passing another vehicle, allow extra time and space to complete the pass due to the added length of the motorhome. When descending a long hill, use the exhaust or engine brake. The transmission and engine will help control downhill speed and can extend the service life of the brake lining. The distance required to stop the motorhome is greater than an automobile. The brakes are designed for the (GVWR) Gross Vehicle Weight Rating. Practice stopping away from traffic to get the "feel" of the distance required to stop the motorhome.

When backing up, have the co-pilot stand at the road side rear corner so the co-pilot remains visible in the roadside mirror. The co-pilot can watch for any obstacles and give hand signals during the backing up process.

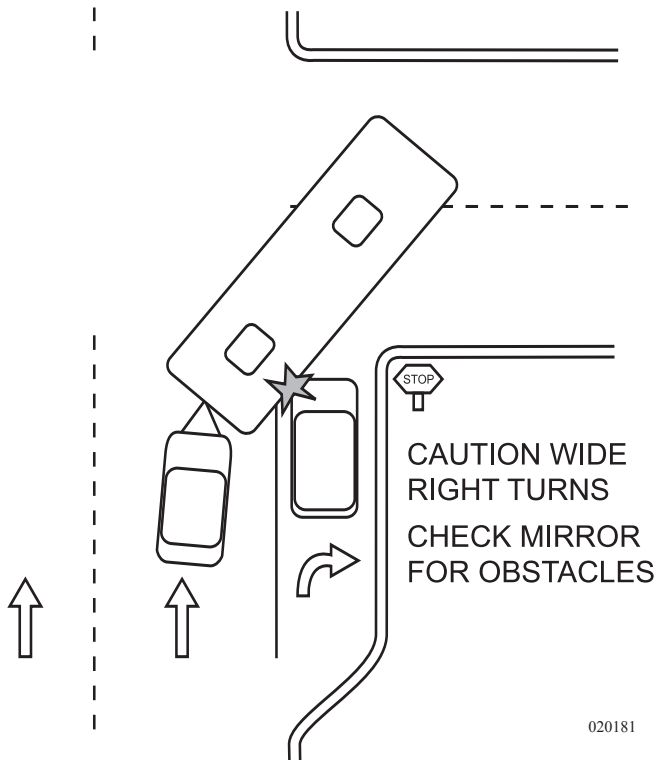
When traveling, make sure bridges being crossed can support the weight of the motorhome. Check the tonnage limit of the bridges before crossing them. Signs should be posted at bridge entrances. Check the posted height of all overpasses or situations where overhead clearance is limited. Keep in mind, road surfaces may have been repaved or become packed with snow and therefore the actual posted clearance height would not apply in such conditions.



downhill.eps

Driving Cautions:

- Avoid getting too close to the edge of the road, a soft shoulder may not support the weight of the motorhome.
- Side spacing is best maintained by keeping the motorhome centered in the driving lane.
- Driving lanes in work zones can be uneven, congested and narrower than usual.
- Be cautious of road debris which can damage the undercarriage of the motorhome or become lodged in the dual tires causing damage to the tires, wheel rims or tow car.
- Keep in consideration that posted speed signs are passenger automobile rated. Therefore, an extra awareness of the driving conditions and appropriate speed for a motorhome are necessary, especially on corners and mountain roads.
- Downgrade speed should be at least 5 mph less than upgrade speed, or downgrade speed should be attainable within three seconds of a brake application.
- Use a four second rule when following other vehicles at speeds under 40 mph. Use a five second rule when following at speeds over 40 mph.



Right Turns:

Negotiating a right hand turn in a motorhome can be difficult. Many drivers fear they cannot make the turn without entering into the other lane or jumping the curb. Here are a few tips to make a right hand turn easier:

- As the turn approaches, look into the mirror to ensure the lane to the left is clear, then move wide over to the left.
- When you are about to make the turn; the left rear wheel should touch the center line of the road and your hips should be parallel to the roadside curb of the corner being turned. This will aid in avoiding a premature turn.
- Make the turn slowly.
- Check mirrors frequently, being aware of necessary clearance and space management of the motorhome, while negotiating the turn.

Left Turns:

- Do not start the turn until the center of the intersection is reached with your hips. If there are two lanes available, take the right hand lane. A car or driver on the left hand side is easier seen.

Ascending a Grade:

When approaching an uphill grade, try to assess how steep and long it is before beginning to climb. Prepare early for long climbs.

Unlike gasoline engines, diesels do not necessarily produce more power by pressing further on the accelerator! A gasoline engine will happily work at full throttle (at least for a short period of time), but a diesel usually just wastes fuel at full throttle. The power output from a diesel engine is dependent upon the following:

- **RPM** - Every engine has a range of RPM where it produces power most efficiently.
- **Fuel/Air mixture** - At a given RPM, an engine, even with the help of a turbo-charger, can only "pump" a given volume of air into the combustion chamber. This volume of air can combine with only so much fuel efficiently; so it follows logically that feeding more fuel to the fire will simply waste fuel.

Determine the ranges where the motorhome works best by driving long grades in a way that temperatures will remain stable for the duration of the climb.



IMPORTANT SAFETY TIP: If the road speed degrades to the point where the motorhome is moving significantly below the posted speed, turn on the four way flashers. Take advantage of pullouts if traffic is building. Once in the pullout, if there is sufficient clearance for safety, take a break. Idle the engine to allow the exhaust and the turbo to cool. While these are cooling, the transmission also cools. Monitor the gauges.



Descending a Grade:

When descending a long grade, use the braking force of the engine and the auxiliary braking device (i.e. the Jake Brake or exhaust Pac Brake) to maintain a safe, slow speed. Do not rely entirely on the service brakes to slow the motorhome when descending long grades. "Pumping" and riding the service brakes is not recommended when descending a grade, as the brakes can overheat. Over-use can result in the loss of brake effectiveness.

If it is necessary to use the service brakes for additional braking, use moderately heavy pressure on the brake pedal to reduce the motorhome speed to the desired speed of travel, then release it.

Before descending a grade, shift the transmission to a lower gear and use the engine to slow the vehicle. Monitor the motorhome speed while descending the grade.

If the motorhome begins to accelerate while proceeding down the grade, or it becomes necessary to slow the motorhome, activate the auxiliary braking device.

Night Driving:

- As always be well rested and alert when driving. If necessary, find a safe stopping place to rest until ready to continue.
- Avoid using any interior lights while driving. They can create a glare on the windshield, decreasing visibility.
- Dim the dash lights to a comfortable level to reduce the level of glare.

Extreme Heat and Hot Weather Conditions:

- Observe all gauges frequently. Any variations from the normal conditions should be evaluated promptly.
- Check tire pressure before traveling in hot conditions. Tire air pressure increases with heat. It is not advisable to let air out of a hot tire. When the tires cool down they will return to the correct/previous tire pressure.
- Pay extra attention to hoses and belts which are more susceptible to fatigue in extreme heat.

Winter and Cold Climate Conditions:

- The motorhome should be prepared for Cold Weather Use.
- Keep speeds slow and steady. Make moves gradually and increase visual distance for a gain in reaction time.
- If road or weather conditions are treacherous find a safe stopping place and wait for conditions to improve.
- Avoid using an engine retarding device on wet or slippery surfaces, which can cause the drive wheels to skid.
- Wipers should be in good condition and the washer reservoir should have sufficient window wash fluid that has antifreeze included within it.
- Use the mirror heat to keep the mirrors clear.
- Remove any ice build-up from the entry step to avoid accidental slipping.

Wet Conditions:

- The risk of hydroplaning is increased if tires are worn or improperly inflated.
- Be aware that heavy rain or deep standing water can affect brake application causing them to apply unevenly or grab.

Fuel Economy:

Driving styles, wind resistance, terrain, vehicle weight, and engine-driven accessories are some of the many factors that contribute to the fuel economy.

Guidelines to Help Increase Fuel Efficiency:

- When starting out, apply the throttle lightly and accelerate gradually, avoid using excessive throttle and accelerating quickly.
- Check the tire pressure. A low tire is not only a safety hazard, it also increases rolling resistance which increases fuel consumption.
- While operating the motorhome, keep the engine at a low to mid operating range of 1100 to 1500 RPM. This will use less fuel than operating at higher RPM.
- Avoid using full throttle when ascending a long hill. This wastes fuel and increases engine operating temperature from incomplete combustion. Manually shift to a lower gear and use less throttle. Fuel will burn more efficiently.
- Avoid extended idling to "warm-up" the engine. Start the engine and wait long enough for normal oil pressure to register. Engage the high idle feature until the engine coolant temperature gauge raises. The engine is now ready for travel. Whenever coolant temperature is below 160° F (as in an idling engine) incomplete combustion occurs. This causes carbon buildup and raw fuel will wash the lubricating oil from the cylinder walls diluting the crankcase oil.
- Excessive idling (more than 15 or 20 minutes) can clog fuel injectors and may eventually cause piston rings and valves to stick.
- Operate the transmission with the **MODE** function set to **Economy** whenever possible; this allows for earlier shifts and enhanced fuel economy.
- Follow the maintenance schedule for the engine, transmission and chassis. Proper maintenance will lead to enhanced fuel economy, motorhome performance, and overall longevity.

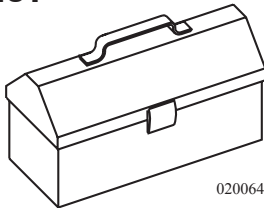
Refueling:

- Truck stops are good refueling points for motorhomes.
- Know which side the fuel port is on. There may not be adequate space to turn around in the parking lot to reposition for the pump.
- Check overhead clearance heights before pulling through the fuel island.
- Be aware of the concrete/steel posts installed around the fuel island.
- Avoid running over the fuel hose as it can get hung up on the motorhome, causing body damage.
- Use of gloves is recommended for refueling. Store the gloves in the outside compartment.
- To prevent grease and fuel deposits from being tracked into the motorhome when refueling, change shoes before entering the motorhome. Store the extra pair near the entry door.

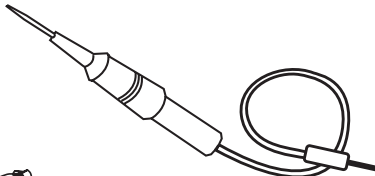


WARNING: Avoid the risk of fire or explosion. Turn off all pilot lights and appliances before entering a refueling station.

PRE-TRIP PREPARATIONS - CHECKLIST



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Test Light

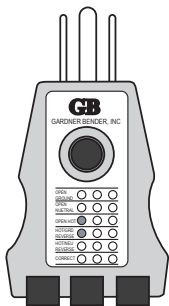


T-Bolt
Clamp



Link

090333b



Polarity Tester

The following list highlights items that need to be checked on the motorhome before traveling. Prior to departure several items will need to be prepared. Some suggestions are listed below. Use the lists as general guidelines when preparing to depart. By doing so, there is a better chance of not facing problems during the trip. For chassis maintenance details, please refer to the chassis section.

Items To Carry:

- Local, State and National Maps. A “Motor Carrier” road atlas can be useful for showing maps, refueling stations and truck repair facilities.
- An emergency road kit containing a flashlight, road flares, warning signs and a fire extinguisher.
- Potable/non-potable water hoses and a water pressure regulator.
- Hand tools.
- 12 Volt DC test light and a 110 AC Polarity Tester. These may be helpful when on the phone with a technician.
- A battery hydrometer to check the condition of battery electrolyte.
- A spare 12 Volt continuous duty solenoid (if applicable).
- An assortment of spare fuses.
- One link kit for ride height control assembly (air suspension only).
- A spare alternator belt.
- Charge air cooler T-bolt clamp.

Interior Items:

- Start refrigerator operation the night before departure to get a head start on the cooling process. Pre-cool items prior to loading the refrigerator.
- If necessary, load pots, pans, utensils, soap, linens, etc.
- Secure and fasten the bi-fold and pocket doors. Lock the shower door.
- Close roof vents and windows.
- Secure any loose, heavy or sharp objects in case of a sudden stop.
- Close all cabinet doors and drawers.
- Walk the interior and check for items not secured.
- Test the appliances before leaving home.
- Turn interior lighting off.

Exterior Items:

- Check operation of all exterior lights, headlamps, taillights, brake and clearance lights.
- Check the battery fluid level of Liquid Lead Acid batteries.
- Check all fluid levels on the chassis and generator. (See **Chassis Information** section and the generator manual for details.)
- Check the fuel/water separator in the engine compartment. Clean and drain if needed.
- Adjust the mirrors.
- Check the windshield wipers.
- Fill the LP-Gas tank.
- Test the generator.
- Make sure the following items are in the motorhome: sewer connection hose, water fill hose, awning rod and electrical adapters.

Engine Checklist:

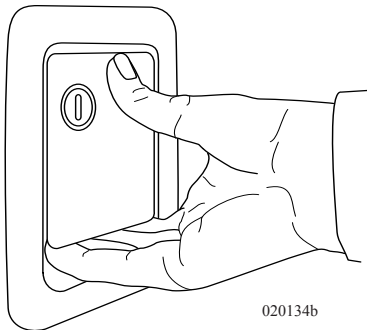


- **Inspect** the engine, transmission and engine compartment for fluid leaks.
- Inspect the area under the motorhome for fluid leaks or puddles.
- Check all fluid levels, oil, antifreeze, transmission, hydraulic fluid and washer fluid.
- Inspect belts and hoses for wear.
- Inspect wiring for loose, frayed or corroded connections.
- Start engine and listen for any unusual noises.



Driving Preparations:

- **Inspect** fluid level (if applicable) in oil bath hubs.
- Fill the water tank and make sure the waste tanks are empty. Test the water pump.
- Disconnect and store the fresh water hose.
- Check all tire pressures.
- Check tires for cuts, punctures, weather damage or cracks in the sidewalls and tread areas.
- Check for foreign objects lodged between dual tires.
- Make sure all lug nuts are tight. This should be done by an approved repair facility.
- If applicable, program the navigation system.
- Secure all awning locks.
- Check items in storage bays to prevent shifting or damage to items.
- Outside compartment doors should be closed and locked.
- Look around, above and under the motorhome for obstructions.
- Check fuel level gauge. Fill the fuel tank if necessary.
- Check all other dash gauges for operation and correct level indications.
- Secure and lock the entry door for travel.



Storing Cargo:

When the latch is opened the storage doors will swing out and up. Caution must be exercised when opening as cargo may shift during traveling. When closing the bay doors, be sure to keep fingers away from the openings.



CAUTION: Open the cargo door slowly as cargo may shift forward during travel.



WARNING: To avoid injury, never place your hands or fingers near the edges of the bay door when opening or closing. Always use the latch handle. Apply pressure with the other hand just above the latch handle.

It is important to remember that regardless of how large the motorhome is there is a limit to its storage capacity. Pack as lightly as possible to allow for additional storage during the trip. It is often easier to purchase needed items at the final destination rather than to discard items to make room for additional cargo.

When packing the motorhome keep two things in mind: turning and braking. For the motorhome to handle well, the load will need to be evenly distributed side-to-side and front-to-back. Additionally, heavy items should be stored as low as possible to keep the motorhome from becoming top heavy. Make sure that everything is secure and safe from quick turns, bumps and sudden stops.

When loading the motorhome, please follow these guidelines:

- Distribute the cargo weight evenly from side-to-side and front-to-back. This practice will prevent both handling problems and uneven stress on the components throughout the life of the motorhome.
- Heavy items should be stored near the rear axle, lighter items stored toward the front.
- To maintain a low center of gravity and reduce sway, store light items in the overhead cabinets and heavier items near the floor.
- Secure loose items to prevent weight shifts that could affect the balance of the motorhome.

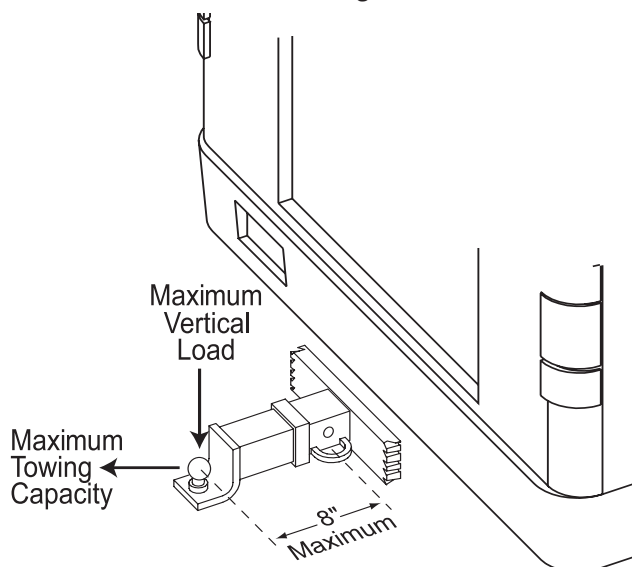


TIPS: Multi-purpose items, versatile clothing and periodic removal of unused cargo will streamline cargo storage.

When using the rear hitch receiver, remember that the motorhome is intended for towing light loads and is primarily designed as a recreational vehicle. Safety and durability of the hitch receiver requires that the receiver be used properly. Avoid excessive towing loads or other misuse of the receiver. Towing will affect fuel economy.

Weight pushing down on the rear hitch must not exceed 10% of the hitch capacity. It is recommended to weigh the motorhome when fully loaded to ensure proper weight distribution of the GCVW (Gross Combined Vehicle Weight). When weighing the motorhome add all passenger weight to the GCVW total. The motorhome fully loaded, including fresh water and LP-Gas and any vehicle or trailer towed by it, must not exceed the GCVW.

HITCH
- Using the Rear Receiver



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WARNING: Most states and Canadian provinces require any trailer or vehicle being towed have adequate auxiliary brakes. Failure to comply with these State and Canadian province requirements may result in fines and/or pose a safety hazard, which may result in an accident.



MONACO
COACH CORPORATION

Coburg, Oregon
Springfield, Oregon
Wakarusa, Indiana
Elkhart, Indiana
Nappanee, Indiana

Any Towed Vehicle or Trailer Over 1000 lbs (454 kg) Should Have Separate Functioning Brake System.

Refer To Owner's Manual For Additional Towing Guidelines

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MONACO
COACH CORPORATION

Coburg, Oregon
Springfield, Oregon
Wakarusa, Indiana
Elkhart, Indiana
Nappanee, Indiana

Do Not Cut, Weld or Modify

Do Not Exceed Vehicle Ratings

Maximum Towing Capacity 4,000 Lbs.
(1,814 Kg.)

Maximum Vertical Load 400 Lbs.
(181 Kg.)

Any Towed Vehicle or Trailer Over 1000 lbs (454 kg) Should Have Separate Functioning Brake System.

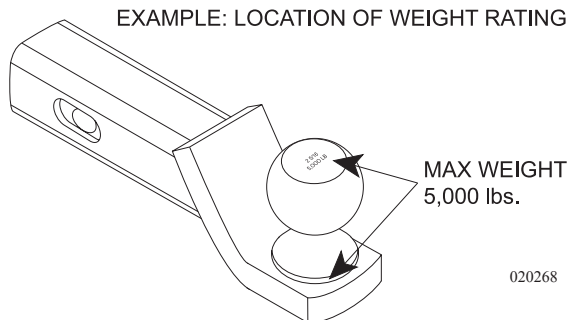
Refer To Owner's Manual For Additional Towing Guidelines

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WARNING: Do not tow a trailer or vehicle that exceeds the rated capacity of the hitch receiver. Overloading the hitch receiver can cause unusual handling characteristics and overstress the hitch receiver and chassis. It could also void the warranty. If there are any questions, call a factory technician.



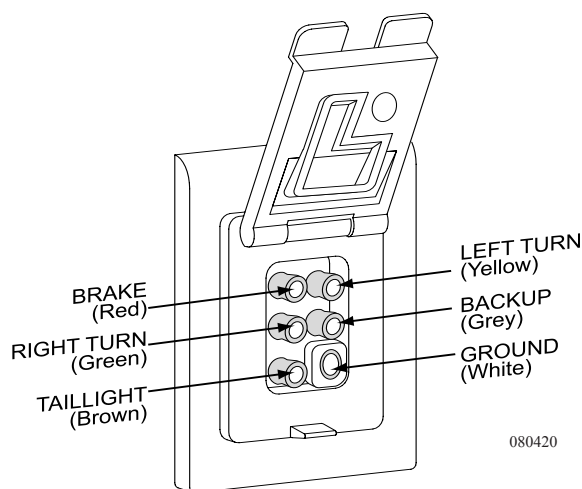
Tow Car or Trailer:

1. Connect a tow car or trailer to the motorhome with safety chains rated for the weight of load.
2. Make the electrical connection and perform a light check before starting a trip and at each rest stop.
3. Check the tires frequently. Flat tires on a towed vehicle cannot be detected from the motorhome while driving. A flat tire is a safety hazard and may cause extensive damage.



WARNING: Be sure the weight ratings of the ball mount, tow ball and safety chains are equal to or greater than the load. The use of an extension to the receiver or extended ball mount will significantly reduce hitch receiver weight ratings. Modifications to the hitch receiver or use of the hitch receiver other than intended can void the warranty on hitch receiver, chassis or both.

Tow Plug Connection

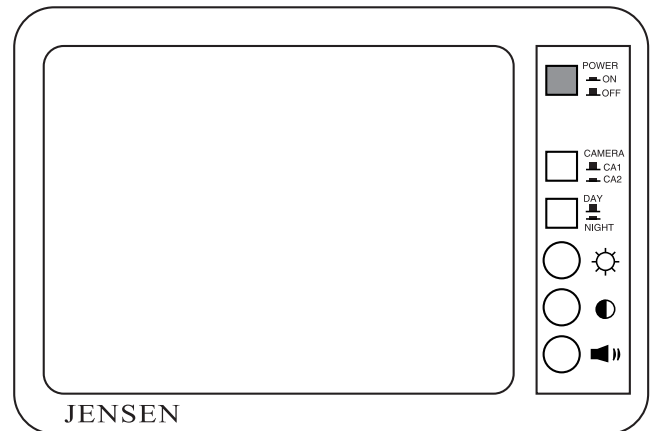


NOTE: When towing a trailer or vehicle with a two-wire system, a turn signal/brake light converter will be needed to adapt the tow plug wiring to the item being towed.

REAR VIEW SYSTEM

The rear view system is designed to provide the driver with a limited rear view behind the motorhome. The field of view is 140° in the diagonal plane, 121° in the horizontal plane, and 90° in the vertical plane.

The driver can see what is behind the motorhome with the ability to listen to a guided assistant. This is useful during backing procedures. The rear vision system will automatically turn ON when the gear selector is placed in reverse. Turning the main power switch ON will allow continuous operation of the rear vision system when the ignition key is ON.



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Power Switch:

The switch, when **ON** (in) position, engages the monitor for viewing. The **green** LED indicator illuminates. When the switch is **OFF** (out), the monitor is in a **STANDBY** mode of operation. The **green** LED remains illuminated when the ignition is on. The monitor displays rear viewing when the transmission is shifted to **REVERSE**.

Camera Selector:

This switch should be left in the **CA1** (out) position. **CA2** (in) position is not used in the motorhome.

Day/Night Switch:

This switch should be left in the **DAY** (out) position for normal viewing. When set in **NIGHT** (in) picture brightness is reduced. **NIGHT** should be used for night viewing and driving through tunnels.

Bright Control:

Clockwise rotation increases the picture brightness. Counterclockwise rotation decreases the picture brightness.

Contrast Control:

Clockwise rotation increases the picture contrast. Counterclockwise rotation decreases the picture contrast.

Audio Control:

Clockwise rotation increases the volume level. Counterclockwise rotation decreases the volume level.

The camera angle may be adjusted to display a suitable rear view. The camera housing cover will need to be removed to gain access to the hexagon mounting bolts. The mounting bolts can be repositioned to the desired angle. Refasten the camera housing cover and seal using an appropriate sealant.

BACKING UP A MOTORHOME

Whether you are a long time owner of recreational vehicles, or just starting out, backing up can be a challenge. Following some simple guidelines may help reduce the challenge. When backing up, the driver (pilot) should be comfortable using the mirrors, the back-up camera and the co-pilot's directions (ground guide) for assistance. Practice first, backing up with the co-pilot's guidance in a large unobstructed parking lot. Backing up is a team effort.

The backing up process should begin while the motorhome is in forward motion. Maneuver the motorhome to align with the chosen site. This allows straight alignment with the site. Aligning the motorhome with the site after the backing process begins will require considerably more room than an automobile, and may require more than one attempt. When the motorhome is properly aligned with the site, the parking area will be visible in both mirrors. Use straight lines, such as road markings, as reference points when possible.

If the destination does not have "pull-through" sites, try to pick a solid, level site. If possible, pick a site located on the left side. This is the preferred side. The driver will have a better field of vision by using the roadside mirror. If the site is on the right side, the driver will have to use the curbside mirror for backing up, which leaves a blind spot. When a potential site is spotted, stop the motorhome before the site. Get out and observe the area for soft ground, posts, large rocks, low hanging limbs or other obstacles. If the site meets the particular criteria, prepare to back in carefully. Have the co-pilot provide guidance using the five hand signals.

The co-pilot will perform just as important a job as the driver. When guiding the driver, the co-pilot should be located safely at the left rear corner of the motorhome, facing forward, while remaining visible in the roadside mirror at all times. The co-pilot should make a conscious effort to maintain sight of the driver through the roadside mirror as the front of the motorhome maneuvers.

If the driver loses sight of the co-pilot, stop the backing up process until the co-pilot returns to view. To avoid mishaps, the co-pilot should be focused only on what the driver is doing, with brief observation moments. The driver should receive directions only from the co-pilot. If necessary, stop the backing up process to have co-pilot inspect other areas or angles of concern. Use of walkie-talkies will aid in guidance.

When the co-pilot is guiding the driver, only five clearly defined signals should be used, with only one signal given at a time. Flailing arms with indecisive signals only confuse the driver. Signals should be given with purpose and confidence. Directional signals are directing travel of the rear of the motorhome.

If the desired direction is left, the co-pilot points left. For example: The co-pilot will use his/her right arm and forefinger pointing distinctly left with arm and finger held on a horizontal plane, indicating desired direction of travel of the rear of the motorhome. This type of directional signal is easily discerned in the mirror by the driver. The directional signal given will remain steady until desired movement is completed.

The five directional signals are as follows:

1. Co-pilot uses left hand and arm held horizontal, with forefinger pointing right, to direct rear of motorhome to the right.
2. Co-pilot uses right hand and arm held horizontal, with forefinger pointing left, to direct rear of motorhome to the left.
3. Co-pilot uses both arms and hands parallel with thumbs pointing up and to rear in a waving vertical motion. This signals driver to maintain a straight back direction.
4. Co-pilot holds arms horizontally, hands open with palms facing one another. Start with a wide separation, gradually closing distance of hands, in a rate appropriate to vehicle speed, to indicate amount of distance to the stop point.
5. Closed fists indicates STOP.



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Backing Up Trailers:

Trailers have only one pivot point. Trailers may be backed up. Towed vehicles using a tow bar or tow dolly have more than one pivoting point which makes this type of equipment not suitable for backing. If using this type of towing equipment, plan ahead. Park safely along the road and walk a distance, if necessary, to avoid a possible back up situation. Avoid putting the motorhome and tow vehicle in a backing situation. To back up this combination, completely disconnect the tow vehicle from motorhome. Trying to back up the motorhome with a tow vehicle connected will result in damage to the motorhome, tow vehicle and towing device.

The same rules for backing a motorhome may be applied when backing a trailer. When preparing to back a trailer into a space, maneuver the motorhome sweeping wide, then turn back to the opposite direction. This sets the motorhome and trailer in a position to maneuver the trailer into the space. When backing up a trailer, the driver may become disoriented with the direction of the steering wheel in relation to the direction of the trailer. The bottom of the steering wheel must be moved in the desired direction of the trailer. For example: If the desired direction of the trailer is left, rotate the bottom of the steering wheel left. If the trailer moves in an undesired direction, use a short “pull-up” method, pulling forward just far enough to align the trailer with the space. The co-pilot should stand safely at the left rear corner of the trailer within view of the driver in the roadside mirror, using the five hand signals for guiding.



CAUTION: Tow bars or car dollies generally are made to travel in a forward direction only. Most towing equipment of this type is not designed for backing. Never attempt short back up distances with a tow bar or tow dolly. Damage to the motorhome, vehicle or towing device will result.

SET-UP PROCEDURES - CHECKLIST

If the site for the motorhome has full hook-ups, use this quick reference hook-up checklist. This hook-up list is only a guide. This checklist has information on hooking up the utilities and preparing the appliances for use. Specific information on slide room, awning and leveling system operations is discussed in detail in other sections.

- If applicable, unlock any travel locks which may be securing the slide room awning. Check for lateral clearance before extending the slide-out room.



NOTE: To operate the slide rooms: The ignition must be OFF, the park brake must be set. Ensure the bay doors directly under the slide room are closed.

- Follow the procedures and guidelines for “Leveling the Motorhome.”
If the motorhome is equipped with hydraulic jacks, be certain the parking surface will accommodate the weight placed on the jacks.

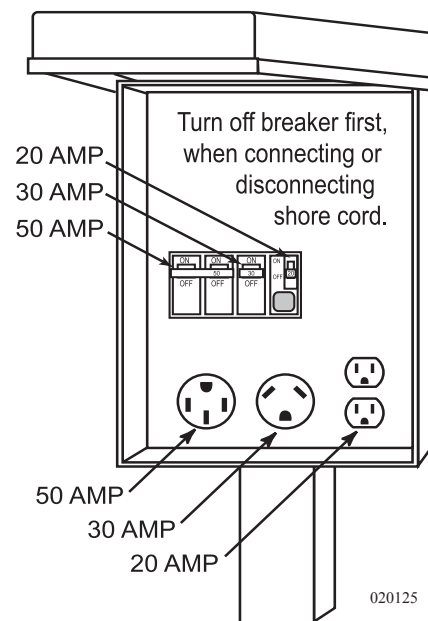


CAUTION: Before leveling the motorhome survey the area around and under the motorhome for obstructions which can damage the motorhome or undercarriage components when the air bags are deflated.



CAUTION: Hot asphalt may not support the weight that is placed on the hydraulic jack pads. Place thick plywood under the jack pads to help disperse the weight. Never use the leveling system to support the entire weight of the motorhome. Damage from excessive torsional twists can result.

- Open the LP-Gas tank primary valve.
- If possible, begin appliance operation on LP-Gas for the first 60 minutes. Switch the refrigerator operation to gas, start the Aqua-Hot (if needed). This will allow time for the inverter to stabilize the battery charging.
- Prepare the shore cord to be plugged in. Uncoil and inspect the cord. Perform any necessary cord maintenance. Install proper electrical adapters if anything other than 50 Amp service is provided. Operate electrical appliances in sequence when hooked to a limited shore power service. Turn shore power circuit breaker OFF prior to plugging in the shore cord.



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CAUTION: If shore power service is limited to 15 or 20 Amps, use of light duty extension cords and electrical adapters will create a voltage loss through the cord and at each electrical connection. Line voltage loss and the resistance at each electrical connection can be a hazardous combination. Damage to sensitive electronic equipment may result!

- If cable service is provided, hook-up a 75 Ohm RG59 or RG6 cable to the cable connection in the service center. If the motorhome has a video selector box press the appropriate viewing button for the item desired.
- A phone connection port is provided in the service center. Phone utility outlets are placed throughout the motorhome, including a phone line attached to the satellite receiver for Pay-Per-View movies and events.

-
- Hook the potable water hose to the city water connection in the service center. A water pressure regulator is built in. Turn the hand valve so the pointer indicates “city water” or “tank fill” as desired.



NOTE: A water pressure regulator attached between the city water faucet and the potable fresh water hose will protect the hose from swelling or bursting under high city water pressure. Securing the pressure regulator to the hose with pliers will prevent the regulator from being misplaced.

- Hook-up the sewer hose. Sewer drain pipe diameters are generally either three or four inches. Proper sewer hose adapters will ensure against leaks or spillage. With the sewer hose properly connected open the grey water valve. The black water valve remains closed until the tank is full or until time of departure.

DRY CAMPING TIPS

Plan ahead and conserve resources while dry camping. Dry camping requires fully charged and properly maintained batteries (corrosion cleaned, terminals tightened, cables checked, etc.). If battery water is low, fill the batteries with distilled water only. Water containing a high concentration of minerals (tap water) will alter the battery chemistry, reducing battery capacity, performance and longevity. Before arriving at your destination, fill up with fuel for the generator.

Begin with a full fresh water tank. Be sure to fill the hot water tank, then "top-off" the fresh water tank. Make sure the waste holding tanks are empty. When the fresh tank is low, the waste holding tanks will more than likely be close to full. Empty the waste holding tanks before refilling the fresh water tank.

Solar panels are a valuable addition to help charge the batteries. The motorhome is equipped with solar panels which offsets the parasitic loads and will charge the batteries during daylight hours. Clean the solar panels regularly for optimum performance. Dust, dirt, grime and pollution from the road and air will reduce the amount of sunlight to the photocells reducing their efficiency. Clean the solar panels with window cleaner and a soft cloth.

Most dry camping locations can accommodate motorhomes of various lengths. Confirm that the facility you plan on visiting can accommodate your motorhome's length and size. Ask about drive-through sites. These are best, especially if there is a tow car attached. If this type of site is not available it is better to disconnect the tow car before beginning down the campground roadway.

Arrive at camp during daylight hours to properly set-up the motorhome and prepare for the evening. If arriving late it may be better to park in an open area for the evening than risk damage negotiating a narrow and winding campground road. When driving through the campground beware of low hanging limbs, tree trunks and barriers lining the roadway. Have the co-pilot or the campground host provide assistance when negotiating curves and bends. Maneuvering the motorhome into a camp site takes skill and patience. Prior to pulling into a space get out and inspect the area. Check for any obstructions and make sure the space has enough room to extend slide rooms and awnings.

When dry camping, hookups are not a concern. Take extra time to properly set-up. Before lowering the air suspension and leveling the motorhome, check underneath for obstacles that may damage undercarriage components.

When using the automatic leveling system, be sure people and pets are not moving in the coach during the leveling process. When leveling manually, interior movement is less critical.

Keep in mind ways to minimize battery consumption. Batteries will still charge from the generator or solar panel. However, not all parasitic loads on the batteries are stopped. Check battery voltage using the monitor panels or battery meter in the inverter remote panel. It is best not to let the batteries go dead before using the generator to charge the batteries. If possible, run the generator twice a day, morning and afternoon. The length of time the generator will need to run varies. It is like driving, depending on how far you drive dictates how much fuel you will need to fill up. When the inverter remote panel indicates Float, that should be a sufficient amount of charge.

Setting Up for Dry Camping:

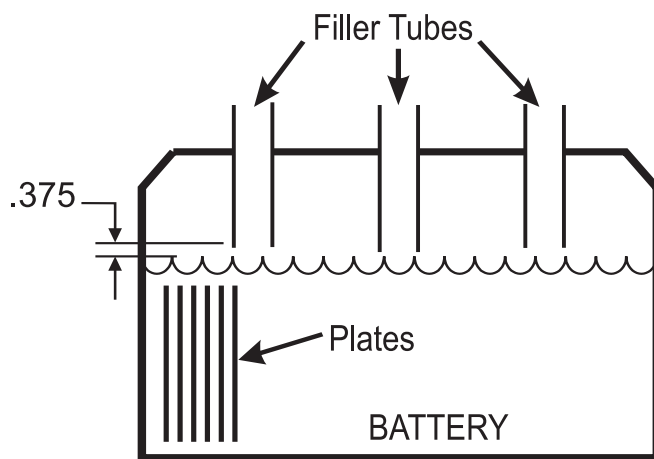
- Switch refrigerator operation from Auto to LP-Gas.
- Open windows during the day instead of using the roof air conditioner.
- Some battery draw is unavoidable. The interior house power must be on to operate many interior items such as lights, water heater, refrigerator and roof air conditioner.
- Operate the water heater on diesel. Turn it on about twenty minutes before hot water is needed. Once the water is heated it will stay hot for several hours. Turn off the water heater when it is not needed.
- If interior heat is needed during the nighttime, set the thermostat temperature a bit lower to prevent the furnace from cycling all night. This uses less battery power and conserves LP-Gas.
- Check on small items that use battery power, such as the porch light, bay lights, the light under the step, generator compartment lights, engine compartment lights, etc. If the television is not being used, turn off the 12 Volt booster. Even one light accidentally left on, such as under the front cap, reduces battery reserves quickly.

-
- Keep flashlights handy. Build a campfire when spending nighttime hours outdoors. Extinguish the flames before retiring for the evening. Many campgrounds place wood or cement barriers between the site space and fire pit. Illuminate any barriers or obstacles in the pathway to the motorhome.
 - Place a large flashlight inside the front door for navigating through the coach during the night without having to use interior lights. If interior lighting is needed, use one light in a central location, such as the vanity. Unscrew one or two bulbs to conserve battery power.
 - During the day it is still important to conserve on energy. Turn on the water pump only when using water. Turn the pump off when not in use.
 - If it is too early in the morning or too late in the day to run the generator, use the inverter for AC power. Remember to turn off the inverter when not in use. When the rest of the campers are up and about, turn on the generator and run it for a couple of hours to help charge the batteries. The generator may seem loud, however, the noise is minimal just a short distance away from the coach. Run the generator during clean up and preparation for the day.
 - Check the monitor panels frequently and keep track of water usage and battery consumption. Routinely check the fuel level.
 - To conserve on battery power, plan what is needed from the refrigerator prior to opening it. If weather does not permit eating at the picnic table, or if no picnic table is available, eat at the dinette table by candlelight.
 - Careful management of water is critical when dry camping. Know the motorhome tank capacities. Picture the amount of liquid in a gallon container. Visualize that amount each time you run the water. If you are dry camping for an extended period, limit shower usage. Turn the water off when soaping down in the shower. If water conservation is critical, take a sponge bath. Use a glass to conserve water while brushing your teeth. Chances are a campground without hookups will not have comfortable shower rooms or bathrooms, but may only be equipped with primitive facilities. However, if it helps to economize on fresh water and holding tank capacity, use them.
 - Do not fill the sink full of water to wash a few dishes. Use disposable dishes whenever possible. Conserve propane by cooking dinner over the campfire. However, if cooking over the campfire is not desired, use the cook top or microwave. If you use the inverter to operate the microwave, battery power will be consumed quickly. If possible, use the generator to operate the microwave. It is healthy for the generator to operate under a heavy load such as the microwave. Allow the generator to warm up for a couple of minutes before applying a load.

- Leave shoes outdoors or at the entry step to avoid tracking in dirt.
- Get back to nature and still enjoy the comforts of the motorhome.
With a little imagination, the ways to conserve available resources while dry camping are endless.

Typical Current Draw:

- Interior house power draws 1.5 Amps just to have it on.
- A 13" TV has a 1.7 Amp draw.
- Rope lights (10 ft) are a 1.3 Amp draw.
- The porch light is a 2.0 Amp draw.
- One fluorescent dual bulb light has a 2.1 Amp draw.
- One halogen ceiling light has a .09 Amp draw.



NOTE: The distilled water level in battery should be 3/8" below the filler tube.

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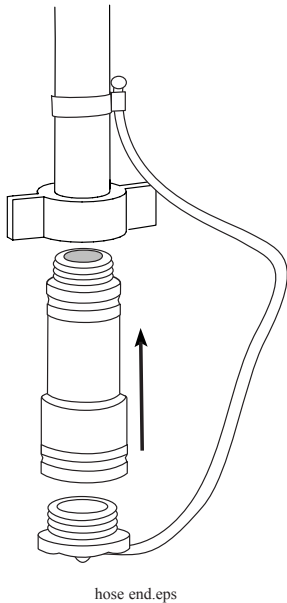
Battery State of Charge vs Voltage/Specific Gravity			
VOLTAGE	SPECIFIC GRAVITY	STATE OF CHARGE	DEPTH OF DISCHARGE
12.66	1.265	100%	0%
12.45	1.225	75%	25%
12.25	1.190	50%	50%
12.05	1.145	25%	75%
11.90	1.100	0%	100%

Battery Voltage: Fully charged with battery at rest for one hour.

Battery Charge Voltage chart

BREAKING CAMP

Below is a checklist guide to reference when preparing to break camp. Preparing the motorhome for travel will require several small tasks. Properly securing and storing items will help prevent them from getting lost or being damaged during travel.



Outside Checklist:

- Disconnect the cable TV, lower the television antenna and (if applicable) the satellite dish.
- Disconnect and stow the phone line.
- Retract the awnings and secure them for travel.
- Close the LP-Gas tank valve. Check the level of the LP-Gas tank to ensure a sufficient amount is available.
- Drain and flush the holding tanks. First close the grey water valve, run enough cold water down the sink and shower drains until the grey tank is at least 50% full. Be careful not to overfill or flood the grey tank. Next, open the black tank valve allowing the drain cycle to complete. **If applicable**, connect a **non-potable** water hose to the No-Fuss hose bib and flush the black tank system. Close the black tank valve, open the grey water valve. The water from the grey tank will help flush the solids from the drain hose.
- Disconnect the sewer hose. Flush hose with clean water from a **non-potable** hose. Store the hose. Install the sewer cap.
- Fill the fresh water tank (using the potable hose). Disconnect and store the fresh water hose. Remove any hose protected water pressure regulator from the city water faucet.
- Turn shore power breaker off and disconnect the shore line. Wind up and store the shore cord.
- **Inspect** fluid level in oil bath hubs if applicable and check all tire pressures.
- Secure all compartment doors and entry door.
- **Inspect** tires and wheels.
- Check for fluid leaks under or around the motorhome.



Engine Checklist:



- **Inspect** the engine, transmission and the engine compartment for fluid leaks.
- **Inspect** the area under the motorhome for fluid leaks or puddles.
- Check all fluid levels: oil, antifreeze, transmission, hydraulic fluid and washer fluid.
- **Inspect** belts and hoses for wear.
- **Inspect** wiring for loose, frayed or corroded connections.
- Start engine and listen for any unusual noises.
- **Inspect** gauges and controls for proper operation.

Interior Checklist:

- If applicable, clear the slide room path, clean the floor, move the driver seat forward and make sure the bay doors are shut. Retract the slide room. When the slide room is fully retracted secure any slide room locks.

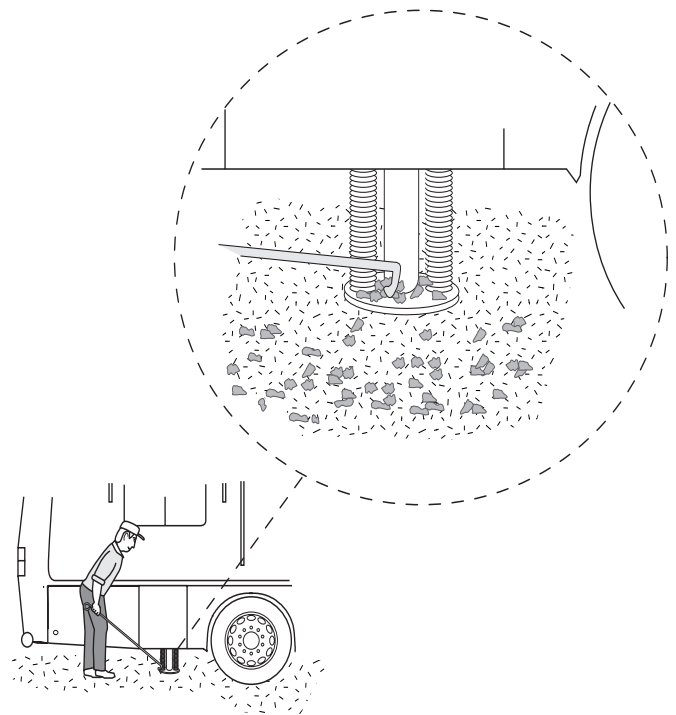


NOTE: To operate the slide-out the ignition must be OFF and the park brake must be set.

- Secure and fasten the bi-fold and pocket doors. Lock the shower door.
- Close roof vents and windows.
- Secure any loose, heavy or sharp objects in case of a sudden stop.
- Close all cabinet doors and drawers.
- Turn off water heater, water pump and furnace.
- Walk through the interior and check for any unsecured items.
- Turn the interior lighting off.
- Check the fuel level gauge. Check all other dash gauges for operation and correct level indications.

Departure Checklist:

- Check items in storage bays to make sure shifting or damage of items will not occur.
- Look around, above and under the motorhome for obstructions. Check for debris stuck between the rear dual tires.
- Walk around the motorhome and camp area checking for forgotten items.
- Outside compartment doors should be closed and locked.
- Check operation of all exterior lights, headlamp, taillamp, brake and clearance lights.
- Secure and lock the entry door for travel.
- Secure all awning travel locks.
- When using the hydraulic jacks ensure the jack pad is clear of debris when retracted. Loose rocks, gravel and debris can be thrown from the jack pad and can possibly damage the tow car.
- Carefully pull forward out of the campsite. If necessary, clean the site and check for forgotten items.



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EMERGENCY ROADSIDE PROCEDURES

If an emergency situation occurs, use the appropriate braking technique and pull off the roadway a safe distance from traffic (if possible). Set the parking brake and turn on the hazard warning flashers, especially when parked alongside traffic lanes. In the event of an emergency stop due to a mechanical breakdown or other motorhome related problems, contact the manufacturer's **Customer Support (1-877-466-6226)** or an emergency service provider.

An emergency road kit should include at least three reflective warning signs, road flares, a flashlight, spare automotive fuses and an assortment of hand tools. For added safety a separate fire extinguisher should be considered. The motorhome is equipped with a fire extinguisher located inside next to the co-pilot seat. Road flares or reflective warning signs should be displayed if the motorhome is alongside of the road for any length of time.

Guidelines for placing the warning triangles depend upon the road characteristics and visibility. For example: The standard placement is 10 feet, 100 feet and 200 feet from the rear of the motorhome when on a divided highway or one-way road. On a two-way road, with traffic traveling both directions, the same placement would also be required at the front of the motorhome. Roads with curves and hills may require the placement of the last/furthest triangle to be 500 feet behind the motorhome in order to safely warn approaching traffic.



INFORMATION: In the event of a roadside emergency, contact the nearest Cummins Center at **1-800-DIESELS (800-343-7357)** for Cummins Customer Assistance Center.

In Case of Flat Tire



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In the event of a flat tire, it is recommended to call for roadside assistance. The size and weight of the motorhome and its tires require the proper equipment to change the tire. A professional service technician will have the equipment and training needed to repair or replace the tire. In the case of sudden tire failure, avoid heavy braking. Hold the steering wheel firmly and gradually decrease speed. Slowly move to a safe off-road place, which should be a firm level spot. Turn the ignition off and turn the hazard flasher system ON. Save the old tire for possible warranty coverage.

INFORMATION: *Goodyear* emergency service number is **877-484-7376**.

Running Out of Fuel:

When the motorhome runs out of fuel, air enters the fuel lines and fuel system components on the engine. Diesel engines are sensitive to air in the fuel system. If the engine has stalled due to low fuel, it will be necessary to prime the fuel system before the engine will start. Several gallons of fuel will be needed in the tank before attempting to prime the fuel system.

Low Fuel - Priming the Fuel System



CAUTION: The engine will sputter for a short period before it stops running due to a low fuel condition. Pull off the road on a firm level surface a safe distance away from traffic. Steering may become stiff if the engine stops running.

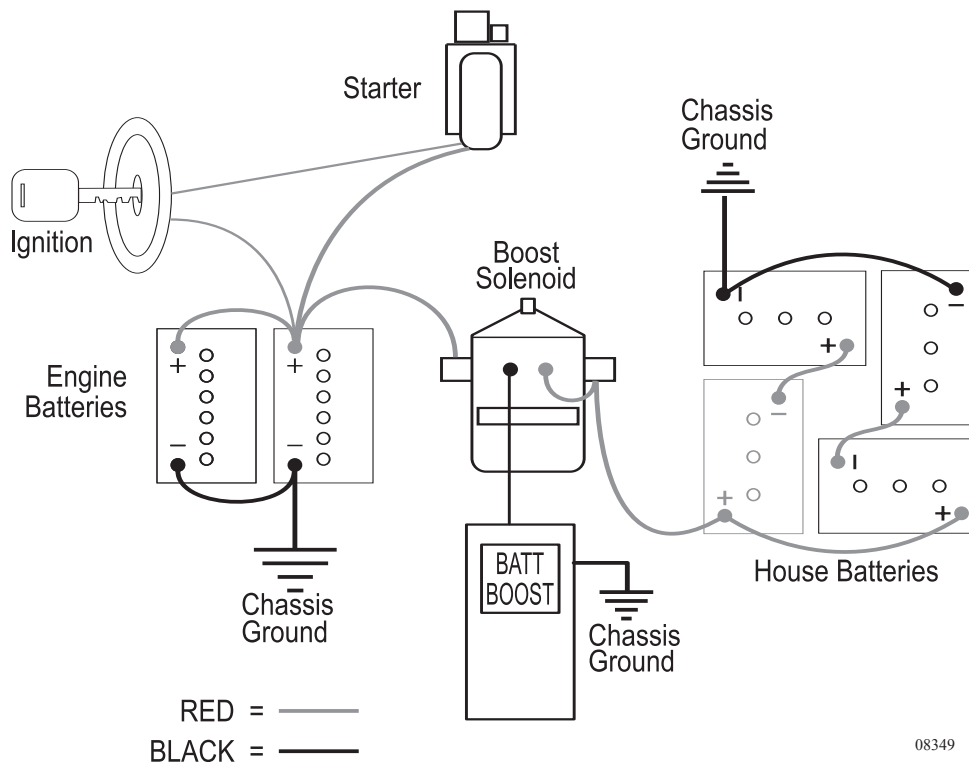
Alternative Starting Procedure:

A weak or discharged battery will not supply the amount of CCA (Cold Cranking Amps) necessary to initiate and maintain cranking the engine while supplying the required voltage to start the engine. If the engine fails to crank, or cranks slowly due to a weak chassis battery, there are electrical back-up systems in place that will increase chassis battery voltage.

Jump Starting

Battery Boost Switch:

The Battery Boost switch engages a heavy-duty solenoid to electrically connect the house batteries to the engine battery in the event the engine won't crank or cranks slowly. The solenoid is designed for short-term high current intermittent use. Engaging the boost solenoid for an extended period will damage the solenoid.



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To Use the Solenoid:

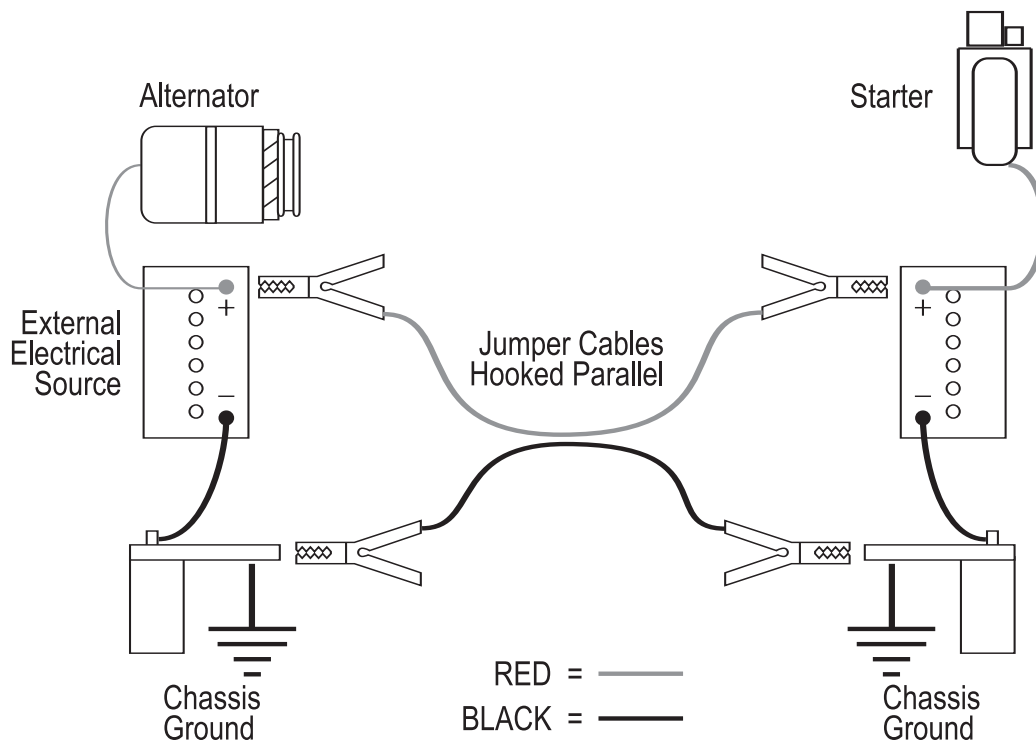
- With the ignition key off, press and hold the Battery Boost switch for ten seconds. After ten seconds, continue to hold the switch down and turn on the ignition. Observe the battery voltage gauge on the dash, it should read at least 12 Volts. If voltage is sufficient, try to start the engine.
- If the engine fails to crank, or does not crank fast enough, discontinue the attempt. Continued attempts will only diminish any remaining surface charge in the chassis battery ending any future alternative attempts.
- Next, start the generator. This may require using the Battery Boost switch as the generator starts from the engine battery. When the generator is operating, the electrical combination of the generator, inverter and isolator will charge the batteries.
- Allow the generator to run approximately ½ hour before attempting to start the engine.
- After ½ hour of generator operation, with the generator operating, hold down the Battery Boost switch for one minute. Release the switch for one minute, then engage the switch for one minute. Alternate this cycle three to five times. This will avoid overheating the Boost solenoid.
- Next, hold the switch down for one minute and turn the ignition on. The battery voltage gauge on the dash should indicate at least 12 Volts. If voltage is sufficient with the Boost switch held down, try to start the engine.
- If the engine fails to crank, or fails to crank quickly, the chassis battery may be depleted and the motorhome will require jump-starting or an external charger hooked to the chassis battery. When using jumper cables to start the engine, the cables must connect in a parallel configuration. That is positive (+) to positive (+) and negative battery (-) to negative chassis (-). Always connect the positive (+) before connecting the negative (-). To prevent arcing when disconnecting the cables, disconnect the negative (-) before disconnecting the positive (+).



WARNING: Batteries can emit explosive gases. Always ventilate the battery compartment prior to any work or service to the batteries. Extinguish all smoking material and keep all open flame and spark producing devices away from battery area.



CAUTION: A large amount of electrical current is required to jump-start an engine. The sizes of the battery, alternator and jumper cables supplying the "jump" are current limiting factors. Voltage fluctuations that occur during a jump-start procedure can damage sensitive electronic equipment and charging systems. Wait a sufficient amount of time for a surface charge to build before attempting to crank an engine when using a jump-start procedure. If uncertain about performing a jump-start procedure, contact a professional. Damage and personal injury can occur if this procedure is not performed correctly.



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Jump Starting

- When using an external electrical source to connect to the chassis battery, turn the main battery disconnect switches **OFF** prior to hooking up the jumper cables.
- Hook up the cables then wait several minutes to allow a surface charge to build in the chassis battery before attempting to start the engine.
- Turn **ON** the battery disconnect switches and attempt to start the engine.

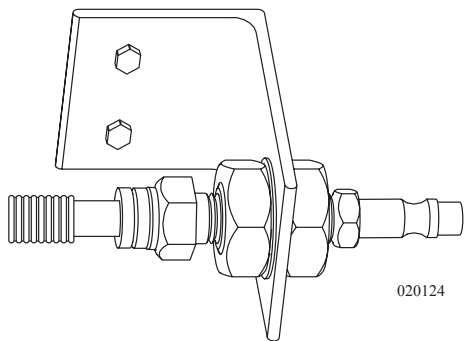
DO NOT crank the engine more than a few seconds.

- After the engine has started disconnect the cables. Disconnect the negative (-) cables before disconnecting the positive (+) cables to prevent arcing.
- If the engine does not crank, or cranks slowly, **DO NOT CONTINUE**. Extensive damage, fire or injury can occur. Obtain help from a qualified technician.



WARNING: The gases around the battery can explode if exposed to flames, sparks or other sources of ignition. An explosion can result in injury or vehicle damage. Batteries contain sulfuric acid, which burns skin, eyes and clothing. Do not connect the end of the second cable to the negative (-) terminal of the battery to be jumped. A spark may cause an explosion of the gases that surround the battery. Connect only to the chassis, away from the battery.

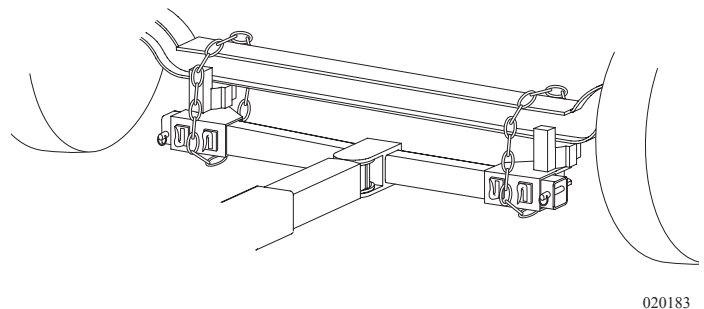
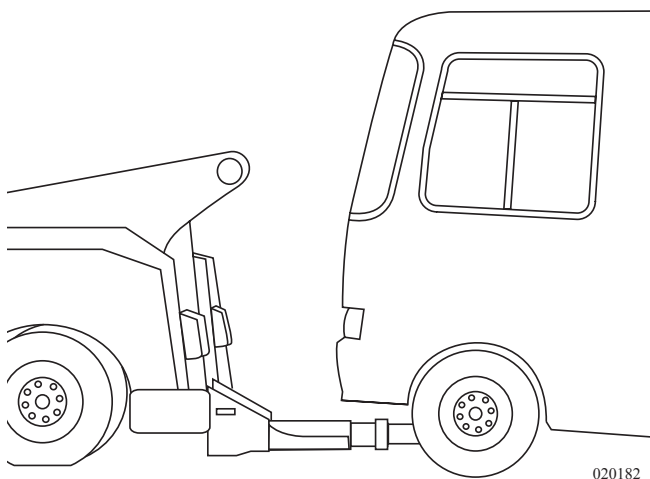
TOWING PROCEDURES

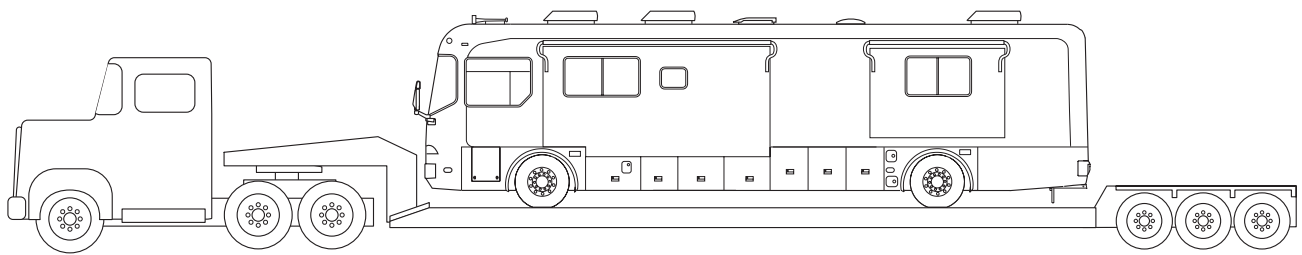


If calling a towing company for service, it is recommended to use a lowboy/landall type of trailer. If a tow truck is used it needs to have a support arm that goes under the motorhome and secures to the front axle. Inform the tow company of the axle weights and total weight of the motorhome. Other important information is the length of the motorhome, number of passengers and milepost location. Two tow trucks may be necessary. One to tow the motorhome and the other to tow a trailer or the tow vehicle if it is not operational.

The towing company may need to locate the air nipple to release the emergency brake. The air nipple should be used by towing personnel only. Generally, if the motorhome ever needs to be towed, use the following instructions:

- Secure any loose or protruding parts if the motorhome is damaged.
- Inspect the points of attachment on a disabled motorhome. If attachment points are damaged, select other attachment points at a substantial frame structural member.
- Never allow anyone to go under a motorhome while it is being lifted by towing equipment unless the disabled motorhome is adequately supported by safety stands.
- Do not tow the motorhome from the rear. Towing from the rear will severely overload the front tires and suspension possibly resulting in tire and/or front suspension failure. Rear frame extensions are not designed to support weight loads imposed by lifting the motorhome from the rear.





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- If the rear wheels are disabled, place the motorhome on a flat bed trailer or use a heavy duty dolly under the rear wheels and tow the motorhome from the front.
- The drive shaft must be removed to prevent damage to the transmission. Secure the end caps to prevent losing or contaminating the needle bearings.
- The mud flap may need to be removed to prevent damage due to limited ground clearance.



WARNING: In case the motorhome requires towing, ensure all precautions are followed. The drive shaft must be disconnected and the mud flap may need to be removed. The manufacturer WILL NOT cover damage to the motorhome caused by a towing company.

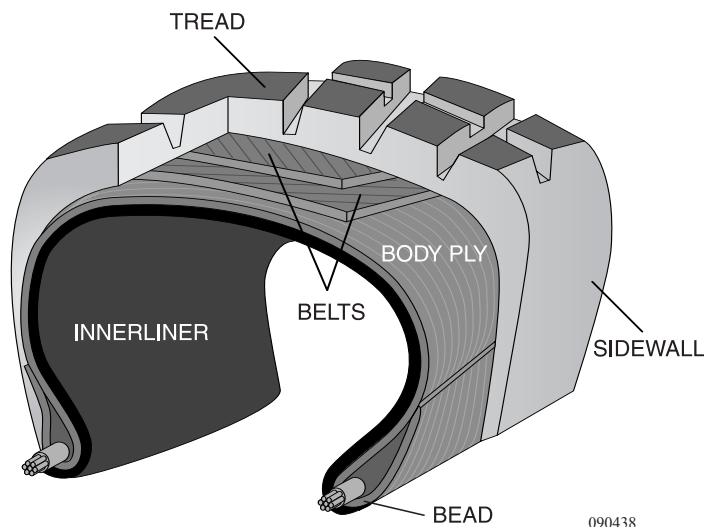
A tire designed for a motorhome is a very technical and precisely engineered product. To obtain maximum wear and the best service out of the tires, it is helpful to understand their function. A tire is a "container" that holds air. A combination of air and the tire casing support the motorhome and its contents.

TIRES

The following information concerning tires, weighing the motorhome and subsequent tire information are set in the order in which the process is performed or experienced. The motorhome must be weighed fully loaded before the proper tire inflation pressure can be obtained. Since the tire is the only contact the motorhome has with the road surface, it is critical that proper tire pressure be maintained so that it will properly support the weight of the motorhome. Improper tire pressure will lead to abnormal wear or sudden tire failure.

The tire performs other functions, such as traction for moving, stopping, steering and providing a cushion for the motorhome.

Modern tire technology blends a unique mix of chemistry, physics and engineering to provide a high degree of comfort, performance, efficiency, reliability and safety. To obtain the maximum wear and best service of the tires it is helpful to understand the components and function of the tires.



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Tire Components:

Tread: Provides traction and cornering grip.

Belts: Stabilize and strengthen the tread.

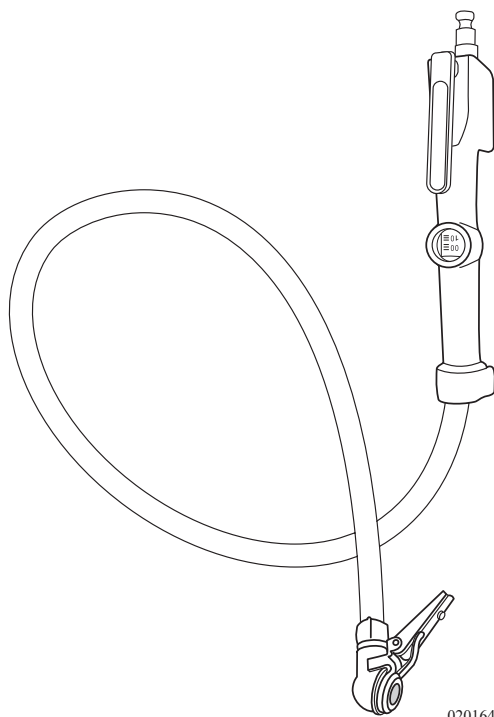
Sidewall: Protects the side of the tire from road and curb damage.

Body Ply: Gives the tire strength and flexibility.

Bead: Assures an air-tight fit with the wheel.

Inner liner: Keeps air inside the tire.

Importance of Air Pressure



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The most important factor in maximizing the life of the tires is maintaining proper inflation. Driving on any tire that does not have the correct inflation pressure for the load of the motorhome is dangerous and may cause premature wear, tire damage and/or loss of control of the motorhome.

An under-inflated tire will build up excessive heat that may go beyond the design limits of the rubber and radial cords, which could result in sudden failure. An under-inflated tire will also cause poor motorhome handling, rapid and/or irregular tire wear and an increase in rolling resistance that results in a decreased fuel economy.

An over-inflated tire will reduce the tire's footprint/contact patch with the road, thus reducing traction, braking capacity and handling of the motorhome. Over-inflation of a tire for the load will result in a harsh ride, uneven tire wear and is susceptible to impact damage.

Maintaining correct tire inflation pressure for each loaded wheel position on the motorhome is of the utmost importance and must be a part of regular motorhome maintenance.



WARNING: Driving on a tire that is under-inflated can exceed the design limits of the tire and may damage the sidewall. A damaged sidewall can burst upon inflation resulting in serious damage, injury or death. Aged tires are also susceptible to sidewall damage. For safety purposes clear the area of people and pets during tire inflation. Inflate the tires using a remote inflation device.

Federal law requires that the specifications for the tire's maximum load rating be molded into the sidewall of the tire. The amount of air pressure to use is dependent on the weight of the motorhome when it is fully loaded. The chart within this section indicates the weights that can be properly supported by varying air pressures. Decreasing air pressure decreases load carrying capacity.

Always comply with the tire manufacturer's recommended pressure inflation guideline. The actual weight of the motorhome can vary significantly depending on how it is loaded. For optimum tire wear, ride and handling always comply with the manufacturer guideline. A tire inflation chart listing proper inflation pressure for different loads is contained in this section of the manual.

The tires of the motorhome are inflated to pressure(s) appropriate for the actual weight on each axle in the unloaded, shipped condition. When the motorhome is loaded, check and adjust the inflation pressure on each tire as needed.

Always inflate tires to the pressure indicated in the tire chart for the load carried by the tire. **DO NOT OVERINFLATE OR UNDERINFLATE THE TIRES.**

The Gross Axle Weight Rating (GAWR) of the axles listed on the federal certification label attached to the motorhome is the maximum allowable loaded weight on an axle.

When the actual loaded weight of the motorhome and the weight on each axle is unknown, follow the recommended tire inflation pressure(s) listed on the federal certification label. When loading a motorhome never exceed the motorhome's Gross Vehicle Weight Rating (GVWR) or the GAWR for each axle.

Contact the tire manufacturer for further information concerning proper tire pressure inflation and other tire issues.

Goodyear Tire Chart

TIRE SIZE	MAX Speed Rating (MPH)	Dual (D) Single (S)	Inflation Pressure PSI											
			70	75	80	85	90	95	100	105	110	115	120	125
225/70R19.5	75	D	2720	2860	3000	3115	3245	3415(F)	3490	3615	3750(G)			
		S	2895	3040	3195	3315	3450	3640(F)	3715	3815	3970(G)			
245/70R19.5	75	D	3415	3515	3655	3970(F)	4115	4265	4410(G)					
		S	3640	3740	3890	4080(F)	4190	4335	4540(G)					
255/70R22.5 G169 RSA	75	D			3970	4110	4275	4410	4455	4610	4675	4915	5070(H)	
		S			4190	4370	4550	4675	4895	5065	5205	5400	5510(H)	
265/75R22.5	75	D		4040	4205	4370	4525	4685	4805(G)					
		S		4070	4255	4440	4620	4800	4975	5150	5205(G)			
275/70R22.5 G169 RSA	75	D				4770	4980	5180	5390	5590	5800	6000	6200	6395(H)
		S				5170	5400	5630	5850	6070	6290	6510	6730	6940(H)
275/80R22.5	75	D				4855	5080	5305	5525	5745	5965	6180	6395(H)	
		S				5265	5515	5755	6000	6235	6475	6710	6940(H)	
295/75R22.5	75	D		4690	4885	5070	5260	5440	5675(G)	5800	6005(H)			
		S		4725	4945	5155	5370	5510	5780	5980	6175(G)	6370	6610(H)	
295/80R22.5	75	D			4855	5100	5335	5570	5805	6035	6265	6490	6720	6940(H)
		S			5480	5750	6020	6285	6550	6810	7070	7320	7580	7830(H)
315/80R22.5 G409 MBA	75	D				5840	6070	6395	6540	6770	6940	7210	7610(J)	
		S				6415	6670	6940	7190	7440	7610	7920	8270(J)	
315/80R22.5 G291	75	D				5840	6070	6395	6540	6770	6940	7210	7610(J)	
		S				6415	6670	6940	7190	7440	7610	7920	8270(J)	
11R24.5 G159	75	D			5070	5260	5450	5640	5820	6005(G)	6170	6405	6610(H)	
		S			5310	5550	5780	6000	6210	6610(G)	6790	6970	7160(H)	
11R24.5 G357	75	D			5070	5260	5510	5675	5840	6005(G)				
		S			5310	5550	5840	6095	6350	6610(G)				
285/75R24.5	75	D		4740	4930	5205	5310	5495	5675(G)					
		S		4770	4990	5210	5420	5675	5835	6040	6175(G)			

Monaco Coach is not the author of the chart. Information was obtained from the Truck Tire section of the Goodyear web site at www.goodyear.com. For current load and inflation charts visit the web site or contact a local tire dealer.

Regularly check the tire pressure. A nail or screw can lodge in a tire and create a slow leak. The object may eventually be spotted on a front tire or an outside rear dual. However, if there is a slow leak on an inside dual, it will probably go unnoticed. If you begin driving unaware that an inside dual tire is low on air pressure or is flat, very quickly (in most cases a few miles) the outside rear tire will heat up due to carrying double the load. This can lead to failure of the outside tire resulting in two flat tires on the same side of the same axle.

Check the tire pressure every two weeks or at least once a month and before any major trip. Check the tire pressure every "drive" morning on both long and short trips (driving a day or less). Check the tire pressure before leaving on a trip and again before starting your trip home. Check the tire pressure before storing the motorhome for any length of time. More importantly, check the tire pressure when removing the motorhome from storage.

Check the tire pressure when the tires are "cold" and have not been driven for more than one mile. The rated load capacity for cold inflation pressure is based on ambient temperature. If you must check the tires when they are warm or hot, allow for a slight increase in air pressure. The pressure should be within a couple of pounds of each other on the same axle. Never let air out of a hot tire.

When checking the inflation pressure, use a high-quality truck tire air gauge. These have an angle dual head. This type of pressure gauge can check the pressure of the inner dual wheel that has the valve stem pointing outward and the outer wheel has the valve stem pointing inward. Nothing should restrict the ability to easily check the tire's air pressure daily when traveling in the motorhome. Use valve stem caps with a positive seal to prevent air escaping from the valve stem. If there are extension hoses on the valve stem, make sure they are good quality reinforced stainless steel braid. Attach hoses securely to the outer wheel.

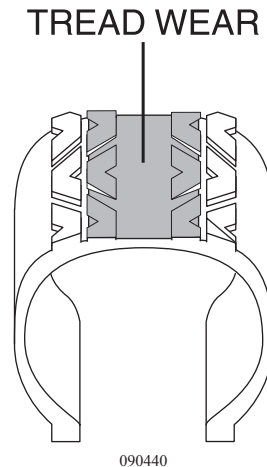
Optimum tire performance is achieved at proper inflation pressure for the load carried. Do not mix tires of different tread patterns on the same axle. The difference in traction could cause rear end gear fight and mechanical damage to the drive train. Never mix tires of a different size or construction on the same axle.

Higher than recommended pressure can cause:

- Hard ride.
- Tire bruising or carcass damage.
- Rapid tread wear in the center of the tire.



WARNING: Improperly inflated tires can effect handling or cause sudden tire failure possibly resulting in loss of vehicle control. Always use an accurate tire pressure gauge when checking tire pressure.



*Example of Overinflation
More wear in center.*

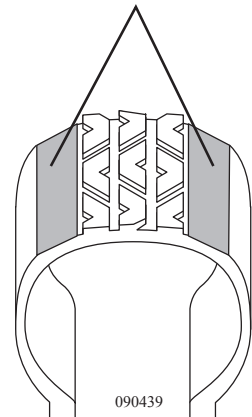
Lower than recommended pressure can cause:

- Tire squeal on turns.
- Separations.
- Rapid and uneven wear on the edges of the tread.
- Circumferential breaks.
- Tire container may bruise or rupture.
- Higher risk of road hazard.
- Tire cord breakage.
- Loss of casing durability.
- Excessive tire temperature.
- High fuel consumption.
- Reduced handling quality.

Unequal tire pressures on same axle can cause:

- Uneven braking, swerve upon acceleration.
- Steering lead, torque steer.
- Reduced handling quality.

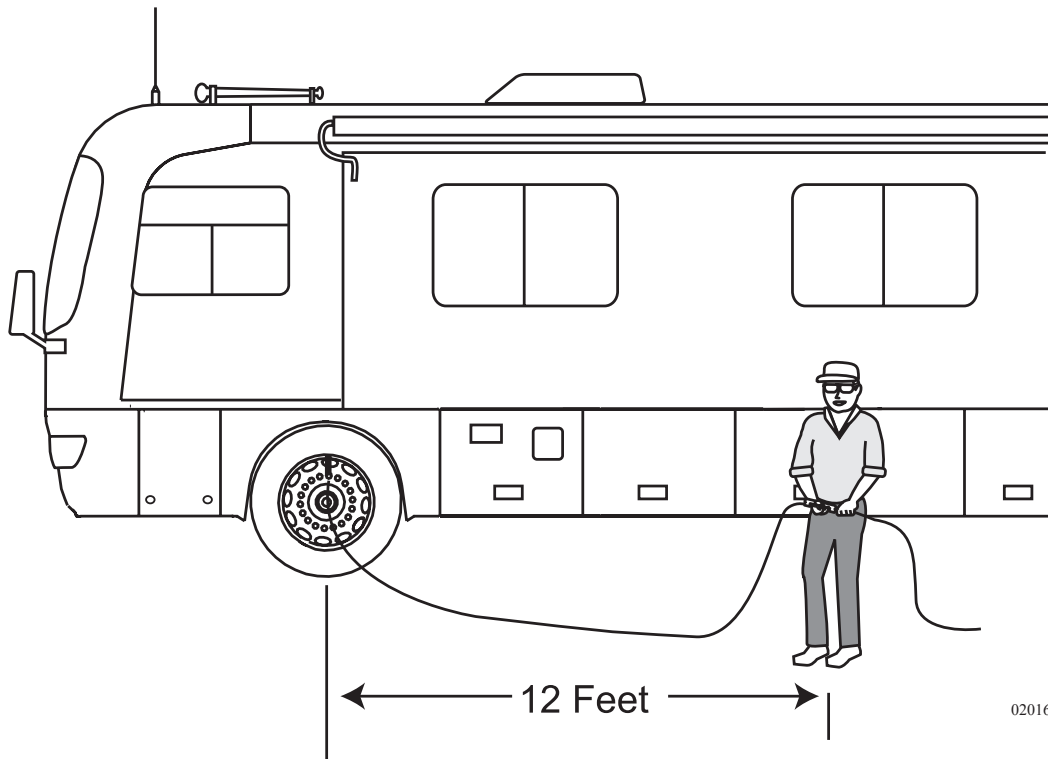
TREAD WEAR



*Example of Underinflation
More wear on edges.*



WARNING: Driving on a tire with low air pressure can exceed the design limits of the tire. Damage to the sidewall of the tire can occur. A damaged sidewall can burst upon inflation causing serious damage, injury or death. Aged tires are also susceptible to sidewall damage. For safety purposes clear the area of people and pets during tire inflation. Inflate tires using a remote inflation device.



1. When checking the air pressure in the tires, make sure the tires are cool before increasing or reducing air pressure. Even driving a short distance can heat up tires.



NOTE: If the motorhome must be driven a distance to get air, check and record the tire pressure first and add the appropriate air pressure when reaching the pump. It is normal for tires to heat up and the air pressure inside to go up as driven. Never “bleed” or reduce air pressure when tires are hot.

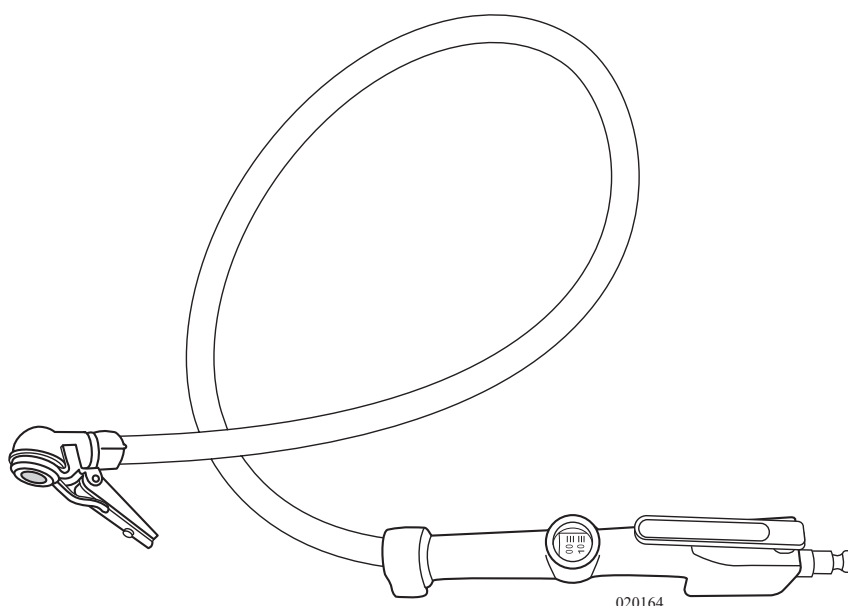
2. Remove the cap from the valve on one tire.
3. Firmly press a tire gauge onto the valve and record reading.
4. Add air to achieve recommended air pressure.
5. If the tire is over filled, release air by pushing on the metal stem in the center of the valve. Then recheck the pressure with the tire gauge.
6. Replace the valve cap.
7. Repeat with each tire.



8. Visually **inspect** the tires to make sure there are no nails, or other objects embedded that could poke a hole in the tire and cause an air leak.
9. Check the sidewalls to make sure there are no gouges, cuts, bulges, or other irregularities.



NOTE: Air pressure in a tire goes up (in warm weather) or down (in cold weather) 1 to 2 pounds for every 10 degrees of temperature change.



Supporting When Leveling

Extreme caution must be taken to ensure that the tires are fully supported when placing blocks under the tires. The load on the tire should be evenly distributed on the support block. In the case of dual tires, distribute the load evenly on blocks for both tires. If not properly supported, the steel cables in the sidewall of the tires may be damaged and could lead to premature fatigue of the sidewall.



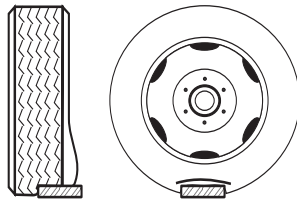
CAUTION: Supporting the tires prevents damage to the sidewall of the tires and does not prevent tire roll.

Tire "Support" Methods

INCORRECT

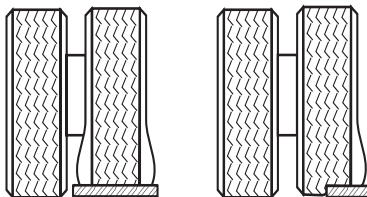
Singles

Only a portion of the tire is supporting the full load.

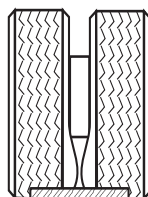


Duals

One tire or a portion of one tire is supporting the full load.

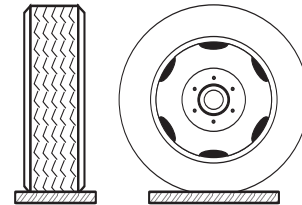


One tire or a portion of the two tires supporting the full load.



CORRECT

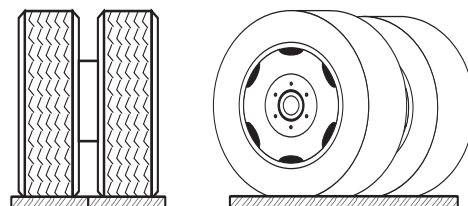
Singles



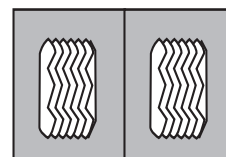
Tire Footprints



Duals



Dual Tire Footprints



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Tire Vibration

Sudden tire failure or blowout is often preceded by tire vibration. Some other symptoms that can cause tire failure are a bulge in the sidewall or swelling in the tire carcass. Striking an object or large hole in the road surface can damage a tire. Inspect the tires immediately after such an occurrence. Continue to inspect the tires periodically thereafter in case minor damage occurred. Rotation forces can continue to stress damaged areas that can manifest later in a sudden tire failure. If an unusual vibration begins, or a bulge is noticed in a sidewall, have the tires evaluated by a qualified professional as soon as possible.

Tire Rotation

Tire rotation can increase the useful life of the tires by achieving uniform wear on all of the tires. The first tire rotation is the most important in determining which rotation pattern to use. Have the tire manufacturer determine the tire rotation pattern. Any unusual or unique wear patterns, or indications of uneven wear that may have developed, should be evaluated for possible tire rotation. Misalignment, imbalance or other mechanical problems may exist and will need corrected prior to rotation.

After a tire rotation, check and adjust the inflation pressures for the actual loads of the wheel position accordingly.

Tires are warranted by the tire manufacturer. The motorhome manufacturer is not responsible for warranty coverage or tire wear.

Tread

Tires must be replaced when the tread is worn down to 4/32 of an inch on the front and 2/32 of an inch on the rear in order to prevent skidding and hydroplaning. If there are questions regarding tread wear consult a tire dealer as soon as possible.

Built in tread wear indicators, or “wear bars,” which look like narrow strips of smooth rubber across the tread will appear on the tire when the tread is worn down to 2/32 of an inch. When these “wear bars” are noticed, the tire is worn out and should be replaced.

Visually check the tires for signs of uneven wear. The tire may have irregular tread wear if there are high and low areas or unusually smooth areas. Consult the tire manufacturer as soon as possible.



WARNING: In many instances the life of the tires on the motorhome is not determined by mileage but by age. Tires are subject to weathering. Weathering cracks run in circumference with the tire. Though the sidewall of the tire may look fine and be structurally sound, weathering can occur inside the well of the tread, therefore replacement may be determined not by mileage but age. Have the tire manufacturer inspect the tires for age weathering.

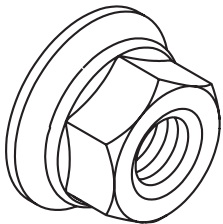
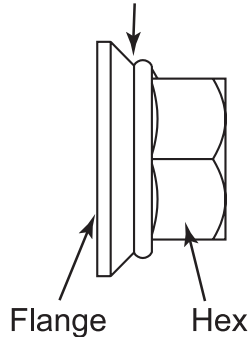
Tire Care

Road oil will cause deterioration of the rubber. Dirt buildup will help hold chemicals in the air next to the tire and will also cause deterioration.

When cleaning any rubber product, proper care and methods in cleaning must be used to obtain the maximum service years out of the tires. Use a soft brush and a mild detergent to clean the tires. If a dressing product is used to “protect” the tires from aging, use extra care and caution. Tire dressings that contain petroleum products or alcohol may cause deterioration or cracking.

In many cases it is not the dressing that causes a problem, but the chemical reaction that subsequently occurs. When these same dressing products are used on a passenger car tire that is replaced every three to four years, it is rare to see a major problem. However, in most cases, motorhome tires may last longer due to limited annual mileage, and exposure.

For Used Nuts
Add 2 drops of Oil
Between Flange
and Hex



090268c

Hub Piloted Mounting:

- Before using flange nuts that have already been used in service, apply two drops of oil at one point between the flange and hex. This will allow parts to rotate freely and provide the proper clamping force when tightened. Use any common lubricant typically used for fasteners. Examples are motor oil and general purpose lubricating oils. Excessive lubricant is not desirable, this will not improve the nut torquing performance. Excessive lubricant makes the nuts hard to handle, attracts dirt to the nuts and may cause unsightly appearance to the wheel. Only used nuts need to be lubricated.
- Since flange nuts generate higher clamping force always use grade eight studs with hub mount wheels.
- Before installing the wheels, lubricate the hub pilot pads with a drop of oil to prevent galling. Do not lubricate any other wheel or hub surface.
- For a hub with intermittent pilot pads, position a pad at the twelve o'clock position to center the wheel and reduce runout.



NOTE: Loosen and tighten lug nuts in a star pattern sequence. Sequence tighten to 50 ft. lbs. first, then sequence tighten to 500 ft. lbs. Over-tightening can cause distortion.



WARNING: Never use wheels or lug nuts different than the original equipment as this could damage the wheel or the mounting system. Damage to the wheel or mounting system could cause a wheel to come off while the recreational vehicle is in motion.

Front Wheels:

Slide the front wheel over the studs, being careful not to damage stud threads. Snug the nuts in sequence, do not tighten them fully until all have been seated. Tighten the nuts to 500 ft.lbs in sequence (as shown in the illustration).

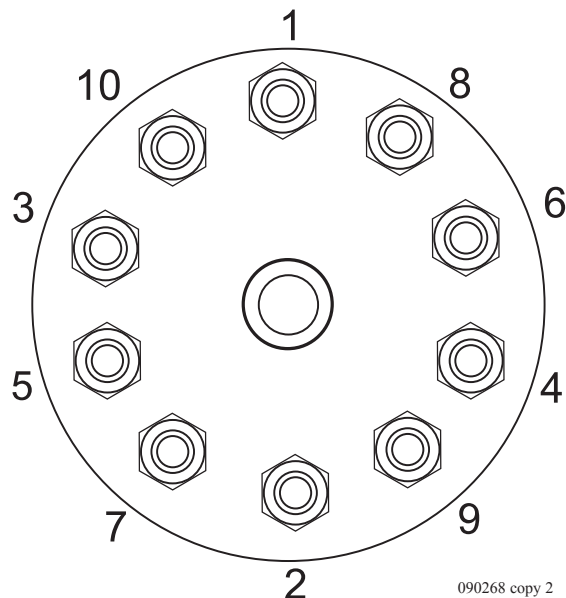
Dual Rear Wheels:

Slide the inner dual wheel over the studs, being careful not to damage the stud threads. Align the handholds for valve access and slide the outer dual wheel over the studs, again being careful not to damage the stud threads.

Snug the nuts in sequence, do not tighten them fully until all have been seated. Tighten the nuts to 500 ft. lbs. using the sequence (as shown in the illustration). The hub mount wheels use two piece flange cap nuts for both front and rear applications. No inner cap nuts are required.

Torque the Nuts Properly:

- Tighten the wheel nuts to the recommended lug nut torque. Do not over tighten.
- Maintain the nut torque at the recommended level through planned periodic checks or at 10,000 mile intervals, whichever comes first.
- If air wrenches are used they must be periodically calibrated for the proper torque output. Use a torque wrench to check the air wrench output and adjust the line pressure for the correct torque.



Nut Tightening Sequence

Storage of Tires - Long Term

The motorhome is designed for recreation, not long-term storage. However, unless you are living in your motorhome full-time it will have to be stored. Rubber tires age faster when not being used. A cool, dry, sealed garage is the preferred method of storage. Many recreational vehicles are stored outside in the elements. Some storage surfaces may cause tires to age prematurely. Placing a barrier (i.e. cardboard, plastic or plywood) between the tire and the storage floor/ground surface will help to protect the tires.

When the tire is anticipated to be out of service for a period of thirty days or more, the motorhome should be in the long-term storage condition. The ideal conditions include placing the motorhome on “jack stands” to remove all weight from the tires. Then the inflation pressure can be reduced by 15 psi. However, this is not always possible, with a few simple steps the aging effects from long-term storage or a non-use period can be reduced.



NOTE: If the motorhome is stored with weight on the tires they should be inflated to the maximum inflation pressure as indicated on the Federal Identification Tag.

- Thoroughly clean the tires.
- Unload the motorhome so there is minimum weight on the tires.
- Ensure the surface is reasonably level, firm, clean and has good drainage.
- Move the motorhome every three months to prevent cracking in bulge areas as well as flat spotting from prolonged sidewall strain and tread deflection.
- Cover the tires to block direct sunlight and ultraviolet rays.
- Store the motorhome out of a high ozone area.

Failure to take these steps can cause early deterioration and shorten the life of the tires. The type of surface the motorhome is parked upon will have an affect on how much moisture accumulation occurs on the chassis and flooring. Moisture can eventually seep into the interior. Further, the type of surface can affect the tires.

- Gravel covered parking area still allows moisture to evaporate from the ground, through the gravel and to the underside of the motorhome.
- Sealed concrete pads allow better ventilation under the motorhome.
- Storage buildings with sealed concrete floors or heated storage facilities greatly reduce the amount of moisture accumulation and protect the motorhome from moisture damage.
- Wet, oily, or greasy surfaces should be avoided. Highly reflective surfaces, such as sand or snow, should be avoided. Heat absorbent surfaces, such as black asphalt, will cause problems as well.



Before removing the motorhome from long-term storage thoroughly **inspect** each of the tires. This means a close examination of each tire's tread area and air pressure. If the pressure check indicates the tires have lost air during storage, inflate them to the correct pressure for the current load before putting the motorhome into service.

Proper weight distribution, load management and operating within established limitations will aid in safe and enjoyable travel. The information contained in this publication outlines guidelines and provides worksheets for weighing procedures.

Proper weight distribution and load management is an individual responsibility. Once the process and procedures are understood, weighing the motorhome is not complicated. In order to correctly manage load and weight distribution, more than one weight measurement will need to be taken and/or repeated. Each wheel position must be weighed to accurately determine the weight placed on each wheel position for proper weight computations.

The entire process of weight management begins with the Gross Vehicle Weight Rating as listed on the Federal Certification Label. **This weight cannot be exceeded.**

Unloaded Vehicle Weight means the weight of the motorhome full of fuel with engine fluid level full. Cargo Carrying Capacity defines the maximum weight of all cargo, including passengers. After the motorhome is loaded it will need to be weighed again. These weight measurements will be used to ensure proper weight distribution and tire inflation pressures.

Weight Terms:

Numerous Federal, State and local governments mandate weight limits. Understanding the terminology and performing proper weighing procedure will help eliminate confusion. It is important to understand there are two reasons to weigh the motorhome. One to find out the **Cargo Carrying Capacity (CCC)** and the other to ensure no axle is overloaded.

The **Gross Axle Weight Rating (GAWR)** of the axles is listed on the federal certification label attached to the motorhome. This is the maximum allowable loaded weight on a particular axle. This label is generally located to the rear of the driver's seat, on the wall.

When the actual loaded weight of the motorhome, and the weight on each axle is unknown, follow the recommended tire inflation pressure(s) listed on the federal certification label. When loading a motorhome never exceed the motorhome's **Gross Vehicle Weight Rating (GVWR)** or the **GAWR** for each axle.



NOTE: Contact the tire manufacturer for further information concerning proper tire pressure inflation and other tire information.

The **Gross Vehicle Weight Rating (GVWR)** and **Gross Axle Weight Rating (GAWR)** listed on the Federal Certification Label attached to the motorhome will detail the chassis manufacturer's and/or the RV manufacturer's total vehicle maximum weight rating and per axle weight rating.

The **GVWR** is the maximum total weight for which the motorhome is rated - including passengers, fluids and cargo. The **GAWR** is the maximum weight for which a single axle is designed. The tires, wheels, axle, the motorhome frame and/or other components of the motorhome, could limit these per axle and total maximum weight ratings.

The Federal Certification Label is a guide in knowing the maximum loaded axle weight rating **GAWR**, and subsequently the correct tire inflation pressure for that weight. Every recreational vehicle, even of the same make and model, will vary in actual loaded axle weights because of different options and personal loads.

While the actual loaded axle weight should be below the **GAWR**, the motorhome must be weighed in a loaded condition to know its actual weight. Weigh the front axle, the total unit, rear axle and the tag axle. It is possible for a motorhome to be within the **GVWR** yet overloaded on a single axle. It is even possible for one wheel position to be overloaded, even though the **GAWR** has not been exceeded. For this reason it will be necessary to weigh each wheel position of the motorhome to give a clear indication of exactly how the weight of the motorhome is distributed.

Instructions and diagrams are presented on the following pages. When the total weight and the weight on each axle is known, the tire load data chart in this manual will show the correct cold inflation pressure per tire for each axle.

There are two important factors to consider when loading the motorhome: **total weight** and **balance**. When loading heavy objects keep them as low as possible, preferably on the floor or below in storage compartments. Load weight must be distributed as evenly as possible.

The following is an explanation of commonly used weight abbreviations.

- **Gross Vehicle Weight Rating (GVWR):** Maximum permissible weight of this motorhome. **GVWR** is equal to or greater than the sum of **UVW** plus **CCC**.
- **Unloaded Vehicle Weight (UVW):** Weight of this motorhome as built at factory with full fuel, engine oil and coolants. **UVW** does not include cargo, fresh water, LP-Gas, occupants or dealer installed accessories.
- **Cargo Carrying Capacity (CCC):** Equal to **GVWR** minus each of the following: **UVW**, full fresh potable water weight (including water heater), full LP-Gas weight, and **SCWR**. Tongue weight of towed vehicle and dealer installed equipment will reduce **CCC**.
- **Gross Combination Weight Rating (GCWR):** The maximum allowable loaded weight of this motorhome and any towed trailer or towed vehicle.
- **Gross Axle Weight Rating (GAWR):** Load-carrying capacity specified by manufacturer of a single axle system, as measured at tire ground interfaces.
- **Sleeping Capacity Weight Rating (SCWR):** The manufacturer's designated number of sleeping positions multiplied by 154 pounds.

Tire Pressure:

A motorhome may weigh slightly heavier on one side than on the other. Tire inflation pressure of the heavier side tires determines the inflation pressure for all tires on that axle due to the weight transfer that occurs when cornering. The weight load will be transferred on the opposite side from the direction in which the motorhome is cornering.

Improperly inflated tires, or suspension that is incorrectly loaded, can result in poor fuel economy, poor handling and over-stressed chassis components. Vehicle loading will influence tire inflation pressure and the load carried by each axle. This is why each wheel position must be weighed. Motorhome axle configuration and floor plan styles will require different weighing procedures.



NOTE: When weighing a motorhome, each tire on any axle must be inflated to the same pressure. The wheel position carrying the most weight will determine the tire inflation pressure for each tire of that particular axle.

Scales:

Certified public scales are located in a variety of places such as moving and storage lots, farm suppliers with grain elevators, gravel pits, recycling companies and large commercial truck stops.

If you are not aware of a nearby public scale, check the local area telephone book yellow pages under "scales-public" section or "weighers." A nominal fee will be charged, but this is money wisely spent.

Weight scale types and weighing methods determine the procedure used to calculate proper tire inflation pressure and axle loading. There are several types of scales in use today. A platform scale will allow the entire motorhome to fit on the scale, which will read the **GVW** with only one scale recording required. A segmented platform scale is designed to weigh only one axle at a time, which may require two or three scale readings to determine the **GAW** or **GVW** total. A single axle scale enables one axle at a time. Some scales will read only one wheel position at a time due their physical size. Several scale readings may be required to determine the **GAW** or **GVW** total, regardless of scale type. Each wheel position will require weighing. This is referred to as a six point weigh. This type of weighing procedure will accurately determine what the correct tire inflation pressure should be. Depending on the type of scale being used, several different scale readings may be required.



NOTE: The most accurate method to determine proper tire pressure is to independently weigh each wheel position. Weighing the entire axle will not accurately determine the total weight carried by that wheel position. When calculating the drive axle dual tire pressure using a independent corner weigh method, divide the total weight by two to determine the weight carried by each tire. Each wheel position must be weighed and recorded.

During weighing, the scales as well as the motorhome must be as level as possible to obtain an accurate scale reading. Even though an axle or side is not physically on the scale, a definite lean in the motorhome will produce inaccurate scale readings.

Weight Label

MODEL YEAR: _____ MAKE: _____ MODEL: _____

UNIT NO. _____ CHASSIS VIN: _____

		<u>LBS.</u>	<u>KGS.</u>
<u>GVWR</u>	(Gross Vehicle Weight Rating) is the maximum permissible weight of this fully loaded motorhome	_____	_____

<u>UVW</u>	(Unloaded Vehicle Weight) is the weight of an exemplar Motorhome as manufactured at the factory with full fuel, engine oil and coolants (*1)	_____	_____
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<u>SCWR</u>	(Sleeping Capacity Weight Rating) is the manufacturer's designated number of sleeping positions multiplied by 154 pounds (70 kilograms)	_____	_____
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<u>CCC</u>	(Cargo Carrying Capacity) is the GVWR minus each of the following: UVW, full fresh (potable) water weight (including water heater), full LP-Gas weight and SCWR (*1).....	_____	_____
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<u>GCWR</u>	(Gross Combination Weight Rating) means the maximum allowable loaded weight of this motorhome and any towed trailer or towed vehicle.(*2).....	_____	_____
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FACTORY INSTALLED OPTIONS are options installed at the factory but do not include dealer installed after market equipment... _____

CARGO CARRYING CAPACITY (CCC) COMPUTATION

GVWR	_____	_____
minus UVW	_____	_____
minus fresh water (*3) weight of ____ gallons @ 8.3 lbs./gal	_____	_____
minus LP-Gas weight of ____ gallons @ 4.2 lbs./gal	_____	_____
minus SCWR of ____ persons @ 154 lbs./person.....	_____	_____
CCC for this motorhome (*4)	_____	_____

WARNING: CONSULT OWNER MANUAL(S) FOR SPECIFIC WEIGHING INSTRUCTIONS AND TOWING GUIDELINES INCLUDING AUXILIARY BRAKE REQUIREMENTS FOR ANY TOWED TRAILER OR TOWED VEHICLE.

Factory installed options do not include dealer installed after market equipment.

WARNING:DO NOT EXCEED THE GVWR, GCWR AND/OR GAWR AFTER LOADING YOUR MOTORHOME WITH WATER, FUEL, PASSENGERS AND CARGO.

GAWR (Gross Axle Weight Rating) means the maximum permissible load weight a specific axle is designed to carry. See Federal Certification Label for disclosure of The GAWR for each axle.

(*1) The UVW and CCC have been determined by weighing an exemplar motorhome with some but not all optional equipment available for each model year, make and model of motorhome. The result of the weighing of the exemplar motorhome is then used in calculating the UVW and CCC of other motorhomes of same model year, make and model. Your actual UVW and CCC may vary based upon options ordered. Please contact the manufacturer for the actual weight of each option.

(*2) Consult your Owner's Manual for towing limitations, restrictions and other guidelines.

(*3) Your motorhome's fresh water tank and water heater taken together determine the gross fresh water capacity. Your usable fresh water capacity, however, may be less.

(*4) Dealer installed equipment and towed vehicle tongue weight will reduce CCC.

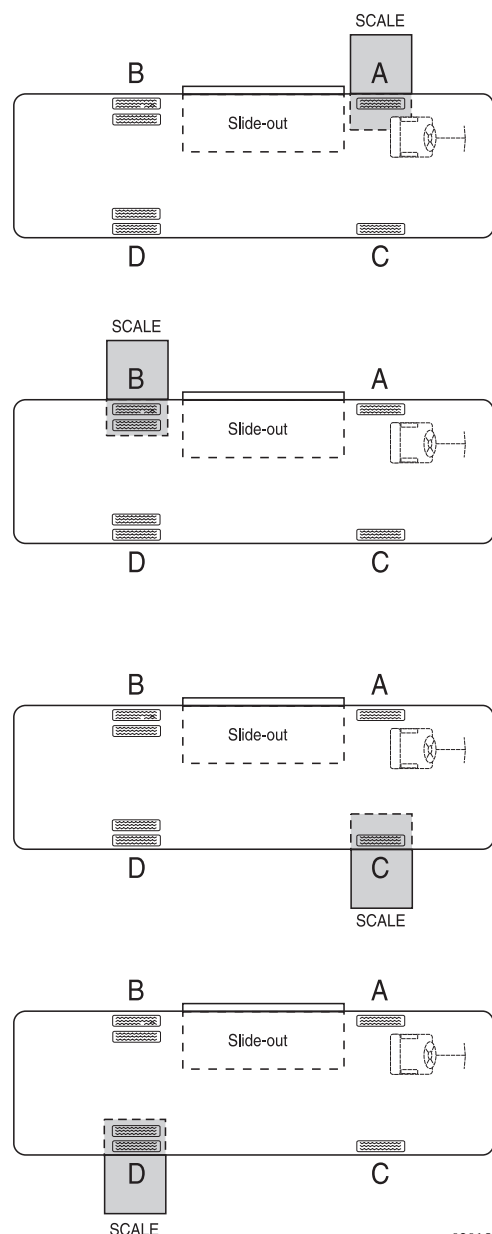


NOTE: The following scale readings and Gross Axle Weight Ratings are fictitious. Actual scale readings and Gross Axle Weight Ratings will vary with model and options.

Four-Point Weighing (Example)

The motorhome must be weighed fully loaded to obtain accurate scale readings and to determine the proper tire pressure. All slide rooms, must be in retracted position.

- Take the rear axle **Gross Axle Weight Rating (GAWR)** and divide it by two. Example: Rear axle **GAWR** taken from the motorhome Vehicle Certification Label is 20,000 lbs. Divide the figure by 2, using chart below, record 10,000 lbs. on Scale B and D, line 1.
- Weigh the roadside rear corner (Scale B) and record weight on chart Scale B, line 2. Example: 7,100 lbs.
- Weigh the curbside rear corner (Scale D) and record weight on chart Scale D, line 2. Example: 6,900 lbs.
- Add chart Scale B and D, lines 1, for **Gross Axle Weight Rating (GAWR)** and record on chart under Totals. Example: 20,000 lbs.
- Add chart Scale B and D, lines 2, for actual **Gross Axle Weight (GAW)** and record on chart under Totals. Example: 14,000 lbs.
- Actual **Gross Axle Weight (GAW)**. Example: 14,000 lbs., is not to exceed **Gross Axle Weight Rating (GAWR)**. Example: 20,000 lbs.
- Refer to the Tire Chart (Tire size 295/80R22.5). Use the highest actual weight, Scale B or D, line 2. Example 7,100 lbs. Determine the proper tire pressure for each tire using the Load Inflation chart. Example: 115 psi or stamp on the sidewall of the tire.
- Repeat above procedures to determine front axle Scale A and C, tire pressures.



WARNING: Improperly inflated or overloaded tires can cause a blowout. An overloaded axle can cause a component failure of the suspension system. Tire blowout or broken suspension components can lead to loss of vehicle control resulting in property damage, personal injury or death.



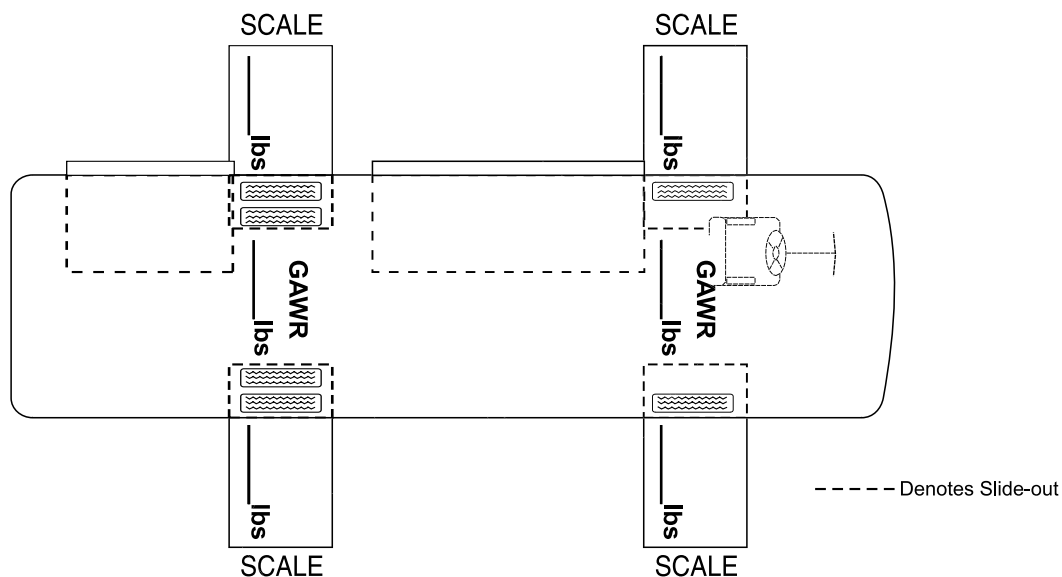
CAUTION: If actual weight carried by any tire is below the tire chart weight specification minimum tire pressure the minimum inflation pressure must be maintained. Tire pressure below the minimum inflation pressure can overheat and damage the tire casing leading to premature tire failure or blowout.

	ROADSIDE		CURBSIDE		TOTAL AXLE WEIGHT	GROSS AXLE WEIGHT RATING GAWR	GAWR Minus Total Axle Weight
FRONT AXLE	1. 6,500	+	6,500	=	13,000	13,000	4,000
	2.(A) 5,000		(C) 4,000		9,000		
DRIVE AXLE	1. 10,000	+	10,000	=	20,000	+ 20,000	6,000
	2.(B) 7,100		(D) 6,900		+ 14,000		
020255b			Total Axle Weight		= 23,000 UVW	= 33,000 GVWR	= 10,000 CCC



NOTE: These measurements are with a full fuel tank and nobody in the motorhome.

020255B



Load and Inflation Tables:

The load and inflation table helps to determine the correct inflation for the motorhome tire after properly weighing the motorhome. All pressures are rated at a cold psi. Cold conditions are defined as early in the morning, before the day's ambient temperature, sun's radiant heat or the heat generated while driving have caused the tire pressure to temporarily increase. Pressure should be checked early and when the motorhome has not been driven more than one mile. Check interval should be in the morning, before the "drive" trip and every morning on extended trips. Use a quality truck tire gauge with a multiple angle airhead to ensure access both dual wheel positions of the drive axle. Ensure the valve cap is replaced on the stem after inflation is checked to keep the valve core free of dirt and foreign material. Material lodged between the valve core and internal stem can cause a slow leak resulting in tire failure.

Understanding the Inflation Table

- Tire size is on the left margin of the Table.
- Determine the "Single" inflation reading or "Dual" inflation reading.
This is denoted with a "D" or "S" on the Table. Single is for the Front axle. Dual is for the Drive axle.
- Find the corresponding psi at the top columns to see the corresponding maximum weight capacity for that psi.



NOTE: Every load range has a maximum rating as well as a minimum rating. Do not exceed those ratings.

- Rated load capacities are listed for individual tires in a Dual or Single position.

TIRE SIZE	MAX Speed Rating (MPH)	Dual (D) Single (S)	INFLATION PRESSURE PSI												
			65	70	75	80	85	90	95	100	105	110	115	120	125
8R19.5	75	D S	2350 2410	2460 2540	2570 2680	2680 2800	2780 2930	2880 3060	2980 3170	3070 3280	3160 3400	3375(F) 3500(F)			
225/70R19.5	75	D S		2720 2895	2860 3040	3000 3195	3115 3315	3245 3450	3415(F) 3640(F)						
245/70R19.5	75	D S		3415 3640	3515 3740	3655 3890	3875(F) 4080(F)	3940 4190	4075 4335	4375(G) 4545(G)					
265/70R19.5	75	D S				3750 3970	3930 4180	4095 4355	4300 4540	4405 4685	4560 4850	4805 5070	4860 5170	5070(G) 5355(G)	
9R22.5	65	D S	3120 3190	3270 3370	3410 3560	3550 3730	3690 3890	3820 4050	3950(F) 4210	4350	4500(F)				
10R22.5	65	D S	3690 3770	3870 4000	4040 4210	4200 4410	4375 4610	4520 4790	4670 4970	4875(F) 5150(F)	4970 5320	5110 5490	5250(G) 5680(G)		
11R22.5	75	D S				4760 4990	4950 5220	5120 5430	5300 5640	5470 5840	5750(G) 6175(G)	5800(H) 6240	6430	6610(H)	
12R22.5	65	D S				5190 5450	5390 5690	5590 5920	5780 6140	5960 6370	6150 6590	6320 6790	6500 7010	6750(H) 7390(H)	
245/75R22.5	75	D S		3260 3470	3425 3645	3640 3860	3740 3980	3890 4140	4080 4300	4190 4455	4335 4610	4410(G) 4675(G)			
255/70R22.5	75	D S		3585 3815	3765 4005	3970 4190	4110 4370	4275 4550	4410 4675	4455 4895	4610 5065	4675 5205	5070(H) 5510(H)		
265/75R22.5	75	D S			4040 4070	4205 4255	4370 4440	4525 4620	4685 4800	4805(G) 4975	5150	5205(G)			
275/70R22.5	75	D S					4535 4885	4750 5080	4960 5305	5165 5530	5370 5750	5575 5965	5775 6185	5975 6400	6175(H) 6610(H)
275/80R22.5	75	D S					4855 5265	5080 5515	5305 5755	5525 6000	5745 6235	5965 6475	6180 6710	6395(H) 6940(H)	
295/75R22.5	75	D S			4690 4725	4885 4945	5070 5155	5260 5370	5440 5510	5675(G) 5780	5800 5980	6005(H) 6175(G)	6370	6610(H)	
295/80R22.5	75	D S				4855 5480	5100 5750	5335 6020	5570 6285	5805 6550	6035 6810	6265 7070	6490 7320	6720 7580	6940(H) 7830(H)
315/80R22.5	75	D S					5840 6415	6070 6670	6395 6940	6540 7190	6770 7440	6940 7610	7210 7920	7610(J) 8270(J)	7390 8820
285/75R24.5	75	D S			4740 4770	4930 4990	5205 5210	5310 5420	5495 5675	5675(G) 5835	6040	6175(G)			

Cargo Carrying Capacity:

When weighing the motorhome it is important to understand that each motorhome, even of the same model year, floorplan and length will weigh different due to options and accessories. The **Gross Vehicle Weight Rating (GVWR)**, **Gross Combination Weight Rating (GCWR)** and/or **Gross Axle Weight Rating (GAWR)** must not be exceeded.

GVWR of the vehicle limits the weight of the entire load combination, regardless of the mix of water, LP-Gas, passengers, or cargo.

It is important to understand the weighing process is performed in two phases. The first phase is determining the **Cargo Carrying Capacity (CCC)** and the second to ensure the **GVWR** is not exceeded when adjusting tire pressures. The weighing process should start by recording the **GVWR** from the Federal Weight Label, then weighing the motorhome unloaded, without passengers and with a full fuel tank. Engine and transmission fluid levels must be full. This is known as the **Unloaded Vehicle Weight (UVW)**. Once this weight has been recorded it can be subtracted from the **GVWR**.

$$\text{GVWR } \underline{35,000} - \text{UVW } \underline{20,000} = \text{A } \underline{15,000}$$

Next, begin to calculate the **Cargo Carrying Capacity (CCC)**.

Fresh water weight and LP-Gas weight can now be subtracted from the remaining total line "A".

- Water weight is the number of gallons multiplied by 8.3.
- LP-Gas weight is the number of gallons multiplied by 4.2.

A 10-gallon water heater with a 40-gallon fresh tank would total 50 gallons times 8.3, or 415 pounds.

A 30-gallon LP-Gas tank will have 24 gallons of LP-Gas due to the 80% valve. This would mean 24 gallons multiplied by 4.2, or 100.8 pounds.

$$\text{A } \underline{15,000} - 415 = \text{B } \underline{14,585}$$

$$\text{B } \underline{14,585} - 100.8 = \text{C } \underline{14,484.2}$$

Next, calculate the **Sleep Capacity Weight Rating (SCWR)**. The manufacturer's designated number of sleeping positions for the motorhome multiplied by 154 pounds.

The 154 pounds (70kg) is the average weight established by the US Federal Government and Transport Canada, and is used to arrive at **Cargo Carrying Capacity (CCC)**. However, actual sleep capacity weight may be greater. The **SCWR** is not intended to limit the sleeping capacity to a specified weight.

Example: If the manufacturer has designated the motorhome sleeping position at 4 (616 pounds) and there are four people who weight 200, 200, 178 and 138 pounds, totaling 716 pounds, that doesn't mean the sleeping capacity is reduced to three individuals, but rather the **CCC** is reduced by 100 pounds due to the actual passenger weight.

$$C \quad \underline{14,484.2} \quad - \text{SCWR} \quad 716 \quad = \text{CCC} \quad \underline{13,768.2}$$

Cargo Carrying Capacity (CCC) is how much cargo the motorhome can carry. However, tongue weight of a towed vehicle will further reduce this amount.

Now the motorhome can be fully loaded and ready to be weighed to ensure **GVWR** is not exceeded. Once the motorhome is fully loaded it is ready to be weighed to obtain an accurate scale reading and determine the proper tire pressure. All slide rooms must be in the retracted position. The motorhome must remain as level as possible on the scale, even though an axle or side is not physically on the scale.

- Each wheel position must be weighed to accurately determine the weight carried at each wheel position.
- Refer to the previous examples on how to weigh each wheel position. Each wheel position weight must be weighed and recorded to determine proper tire inflation.
- Wheel position weights are not to exceed any **Gross Axle Weight Rating (GAWR)** and **Gross Vehicle Weight Rating (GVWR)** as printed on the Motorhome Vehicle Certification Label.
- Compare wheel position weights with weigh ratings on the label. Do not operate if wheel position weights exceed maximum specifications. Items will need to be removed until rating weight is within specification.



WARNING: Further instructions for towing guideline, including auxiliary brake requirements for any towed trailer or towed vehicle, are found in other areas of this manual.

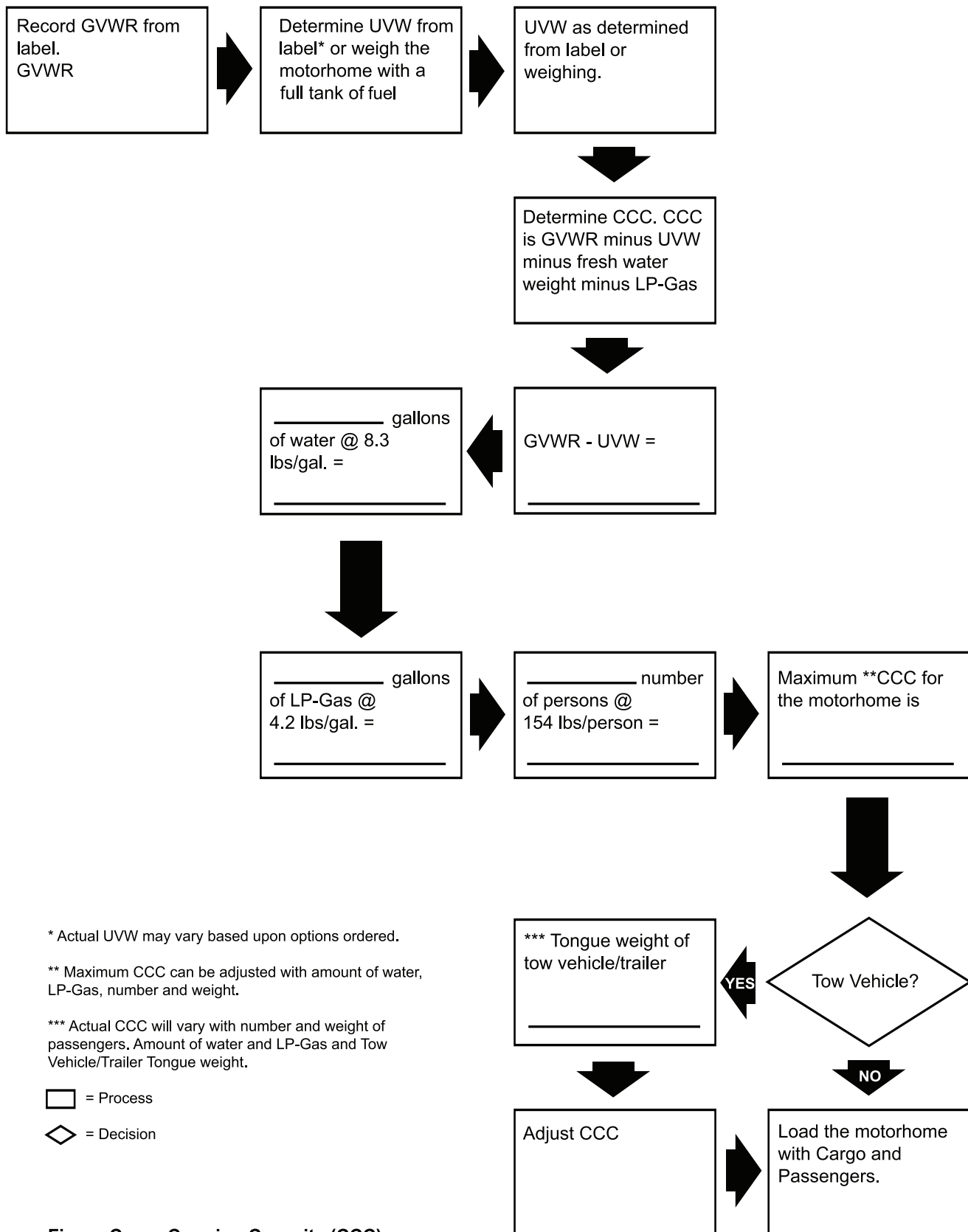


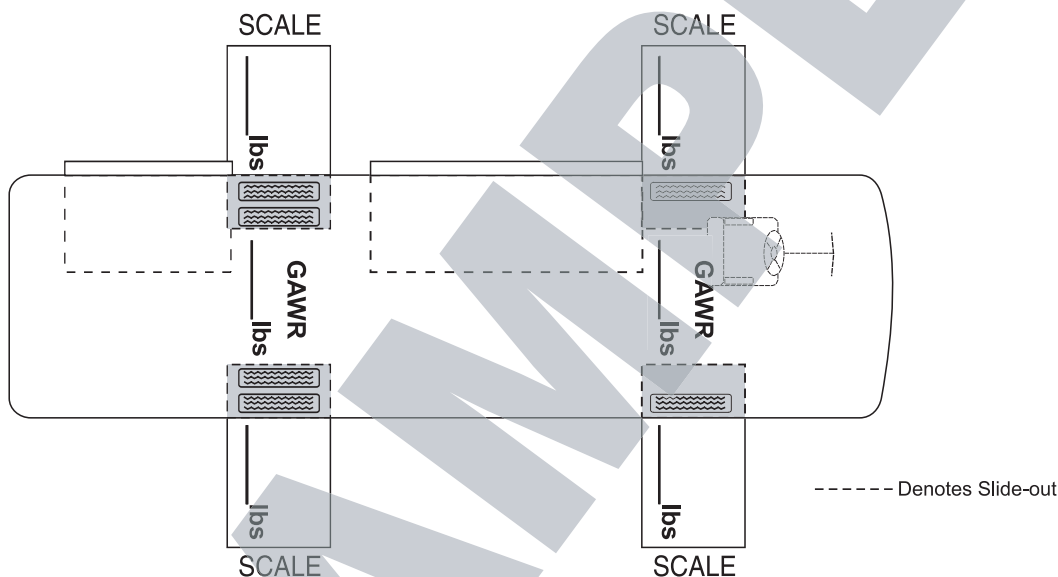
Figure Cargo Carrying Capacity (CCC)

020254

	ROADSIDE		CURBSIDE		TOTAL AXLE WEIGHT	GROSS AXLE WEIGHT RATING GAWR	GAWR Minus Total Axle Weight
FRONT AXLE	1. 6,500	+	6,500	=	13,000	13,000	4,000
	2.(A) 5,000		(C) 4,000		9,000		
DRIVE AXLE	1. 10,000	+	10,000	=	20,000	+ 20,000	6,000
	2.(B) 7,100		(D) 6,900		+ 14,000		
			Total Axle Weight		= 23,000 UVW	= 33,000 GVWR	= 10,000 CCC



NOTE: These measurements are with a full fuel tank and nobody in the motorhome.



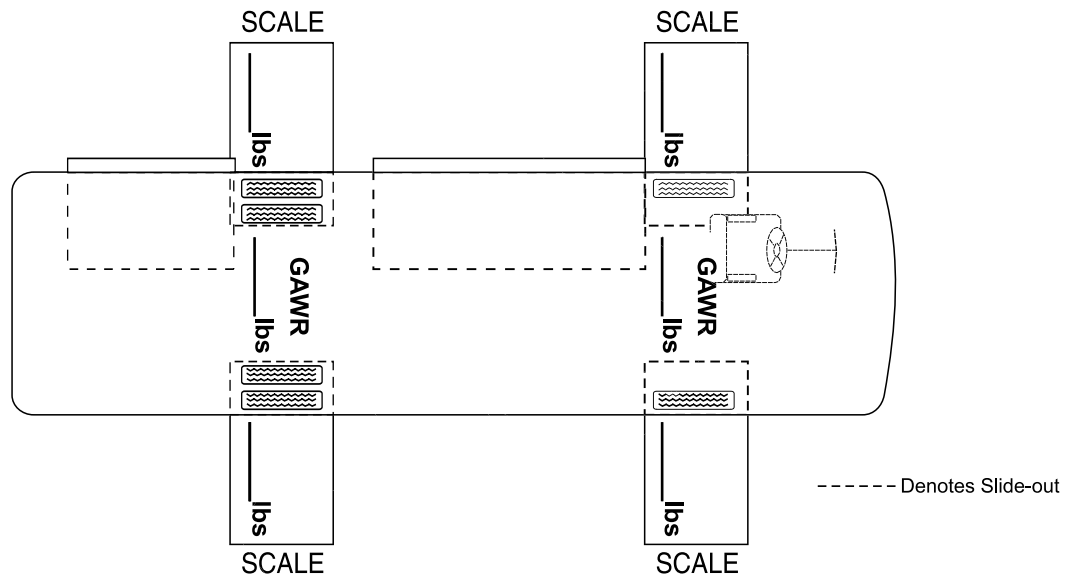
	FORMULA	UVW 23,000 CAPACITY		CCC 10,000
FRESH WATER	Subtract Gallon @ 8.3 lbs/gal	100 x 8.3 = 830	-	9,170
WATER HEATER	Subtract Gallon @ 8.3 lbs/gal	10 x 8.3 = 83	-	9,087
LP-GAS	Subtract Gallon @ 4.2 lbs/gal	40 x 4.2 = 168	-	8,919
SLEEP CARRYING WEIGHT RATING	Subtract Persons @ 154 lbs/person	5 x 154 = 770	-	8,149
Maximum Cargo Carrying Capacity will change by varying any of the capacities. Tongue Weight of a towed vehicle will reduce the Cargo Carrying Capacity (CCC).		Maximum Cargo Carrying Capacity CCC		8,149

020255B

	ROADSIDE		CURBSIDE		TOTAL AXLE WEIGHT	GROSS AXLE WEIGHT RATING GAWR	GAWR Minus Total Axle Weight
FRONT AXLE	1.	+		=			
	2.(A)		(C)				
DRIVE AXLE	1.	+		=			
	2.(B)		(D)		+		
			Total Axle Weight		= UVW	= GVWR	= CCC



NOTE: These measurements are with a full fuel tank and nobody in the motorhome.



		UVW	CCC	
	FORMULA	CAPACITY		
FRESH WATER	Subtract Gallon @ 8.3 lbs/gal	X 8.3 =	-	
WATER HEATER	Subtract Gallon @ 8.3 lbs/gal	X 8.3 =	-	
LP-GAS	Subtract Gallon @ 4.2 lbs/gal	X 4.2 =	-	
SLEEP CARRYING WEIGHT RATING	Subtract Persons @ 154 lbs/person	X 154 =	-	
Maximum Cargo Carrying Capacity will change by varying any of the capacities. Tongue Weight of a towed vehicle will reduce the Cargo Carrying Capacity (CCC).		Maximum Cargo Carrying Capacity CCC		

020255B

Weight Record Sheet:

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

= _____
TOTAL GROSS
VEHICLE WEIGHT

DATE: _____

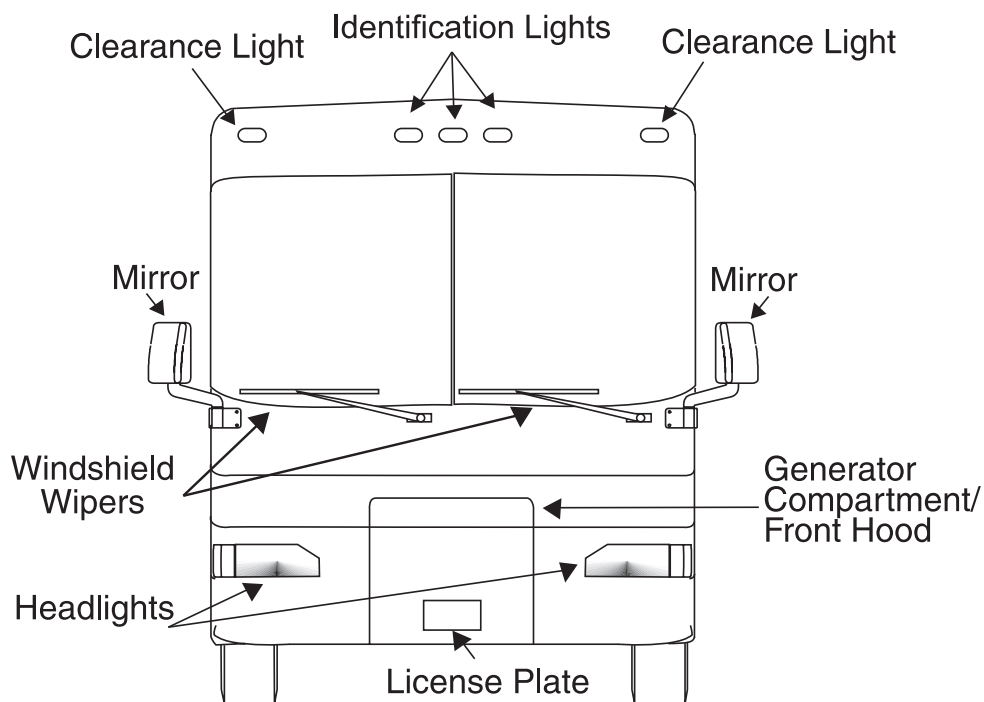
PLACE: _____

FRONT: _____ + _____ = _____
LEFT RIGHT TOTAL

REAR: _____ + _____ = _____
LEFT RIGHT TOTAL

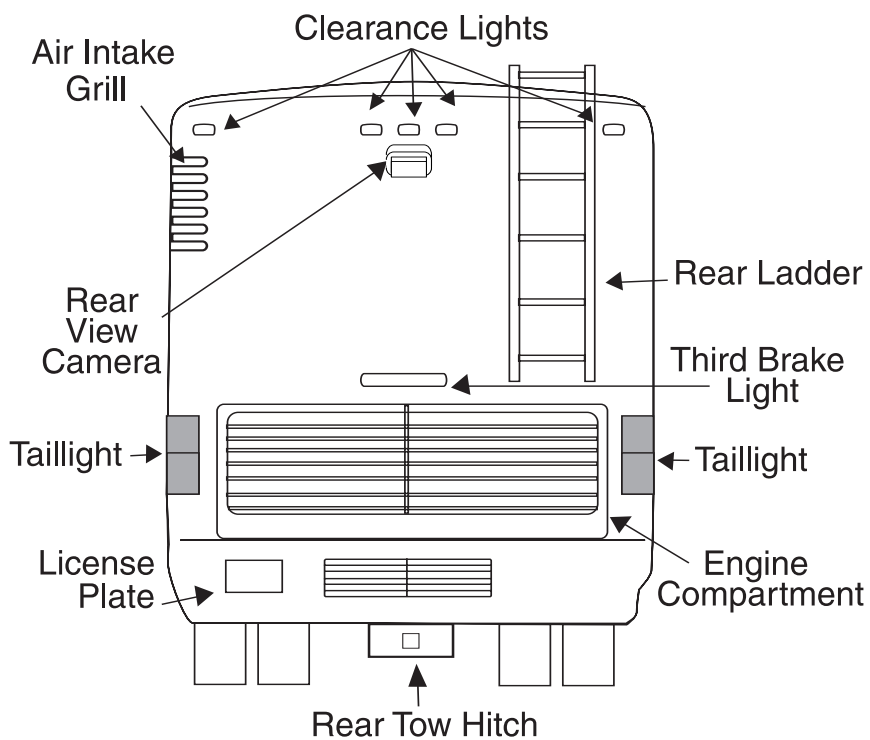
= _____
TOTAL GROSS
VEHICLE WEIGHT

VIEWS - *Front*



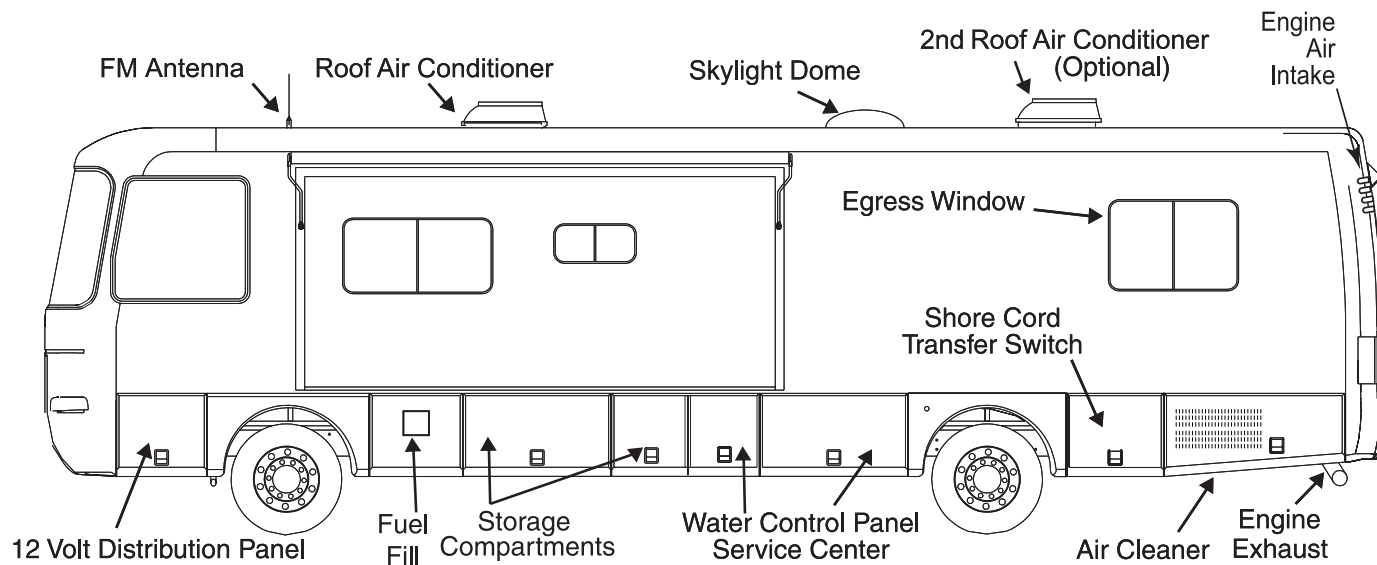
010725

Rear



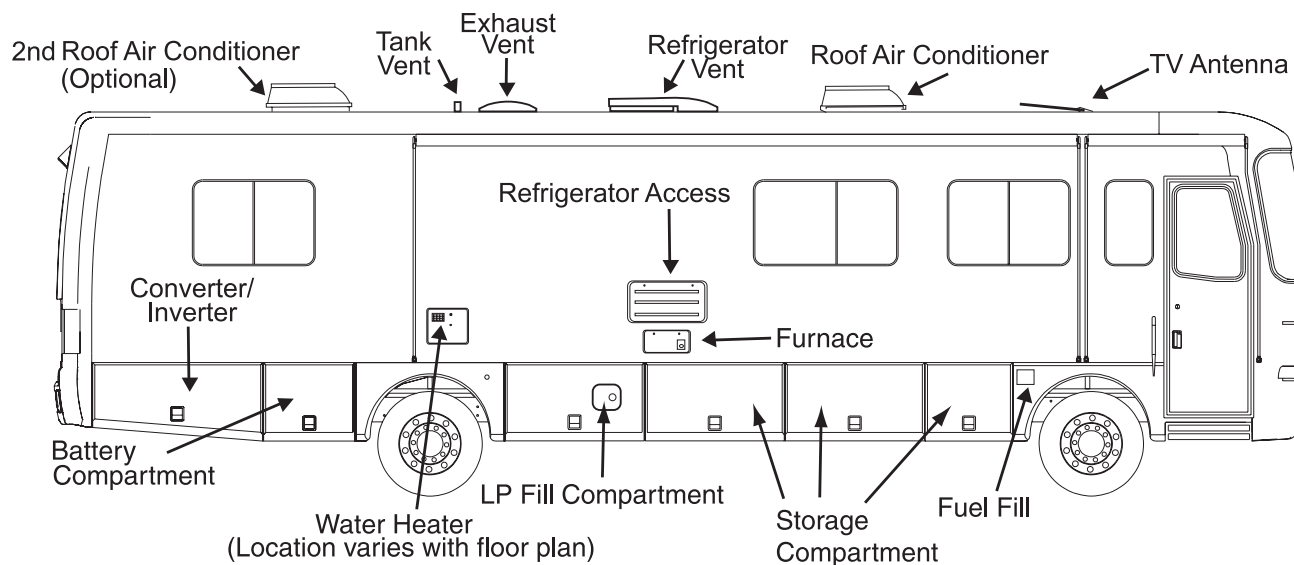
010726c

Roadside



010723d

Curbside



010724e

SPECIFICATIONS CHART

2004 Cayman Specifications	32PBD	34PDD	34SKD	36PDD	36PDQ
----------------------------	-------	-------	-------	-------	-------

Weights

Gross Vehicle Weight Rating	24,000 lb.	24,000 lb.	24,000 lb.	24,000 lb.	24,000 lb.
Gross Combined Weight Rating	28,000 lb.	28,000 lb.	28,000 lb.	28,000 lb.	28,000 lb.
Front Gross Axle Weight Rating	8,500 lb.	8,500 lb.	8,500 lb.	8,500 lb.	8,500 lb.
Rear Gross Axle Weight Rating	15,500 lb.	15,500 lb.	15,500 lb.	15,500 lb.	15,500 lb.

Measurements

Wheelbase	188"	204"	204"	228"	228"
Overall Length	32' 4"	34' 4"	34' 4"	36' 4"	36' 4"
Overall Height with A/C	11' 9"	11' 9"	11' 9"	11' 9"	11' 9"
Interior Height	6' 6"	6' 6"	6' 6"	6' 6"	6' 6"
Interior Width	94.5"	94.5"	94.5"	94.5"	94.5"
Exterior Width	100.5"	100.5"	100.5"	100.5"	100.5"

The actual overall length of the recreational vehicle may differ from that indicated due to variances in the manufacturing process and/or installed components. The actual length may be greater or less than that indicated.

Tank Capacities

Water Heater	10 gal.	10 gal.	10 gal.	10 gal.	10 gal.
Grey Tank	52 gal.	52 gal.	TBA	TBA	TBA
Black Tank	52 gal.	52 gal.	TBA	TBA	TBA
Fresh Tank	92 gal.	92 gal.	TBA	TBA	TBA
LP Tank *	38 gal.	38 gal.	38 gal.	38 gal.	38 gal.
Fuel Tank	75 gal.	75 gal.	75 gal.	75 gal.	75 gal.

* Actual filled LP capacity is 80% of listing due to safety shut off required on tank.



NOTE: This chart reflects product specifications available at the time of printing. Therefore any floor plans introduced thereafter may not be reflected in the chart. All other information contained throughout the manual will still apply.

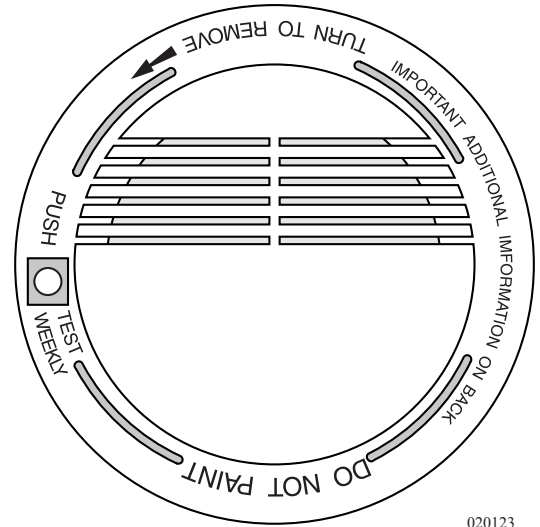


NOTE: All tank capacities are estimated based upon calculations provided by the tank manufacturers and represent approximate capacities. The actual "usable capacity" may be greater or less than the estimated capacities based upon fabrication and installation of the tanks.

Statistics show that most fire casualties are not caused by direct flame, but by less visible smoke (products of combustion). The smoke detector responds to both visible and invisible products of combustion. The smoke detector will automatically return from alarm to normal state when the reason for activation, the presence of smoke, is completely removed. Fires are commonly caused by smoking in bed, leaving children unattended or using flammable cleaning fluids. Please be safety conscious and avoid unnecessary risk.



WARNING: There is no way to ensure there will be no injury or loss of life in a fire; however, the smoke detector is intended to help reduce the risk of tragedy. Additional smoke detectors may help to reduce the risk. Proper use and care of the smoke detector could save lives.



020123

When a 9 Volt DC battery is correctly connected, the smoke alarm is operating. The LED will flash every minute showing the battery is supplying power. A load alarm will sound when a production of combustion is sensed.

Operation



NOTE: The unit will not operate without a battery. A battery flag will pop up preventing the unit from being installed to the mounting bracket without a battery. Carbon zinc batteries average a service life of one year. Alkaline batteries average a service life of one to two years.

Simply press the test button on the smoke alarm cover for approximately three seconds. The alarm will sound if all electronic circuitry, horn and battery are working properly. The smoke alarm should be tested at least once a week when the motorhome is in use, prior to each trip and when the motorhome has been in storage. When testing the smoke alarm it is advised to stand at arms length.

Testing



CAUTION: Never use an open flame to test the smoke alarm. You may ignite and set fire to the alarm and to the motorhome.

Maintenance

A smoke alarm is designed to be as maintenance free as possible. However, there are some simple steps to perform in order to keep the smoke alarm working properly:

- Test the smoke alarm once a week.
- Keep a supply of 9 Volt DC batteries on hand.
- Vacuum the slots in the cover and sides with a soft brush attachment every month. Test the smoke alarm once the unit has been vacuumed.
- The smoke alarm should be cleaned every six months to help keep the unit working efficiently.
- The smoke alarm will beep once a minute when a low battery condition exists. The battery must be replaced immediately.

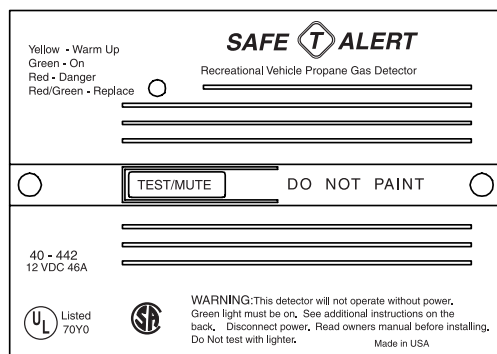
Troubleshooting

If the alarm does not sound when the test button is pushed, or with a smoke test, try the following:

- Inspect for obvious damage.
- Check for the recommended battery type.
- Check the battery for proper connection or replace the battery if needed.
- Gently vacuum as recommended.

If these procedures do not correct the problem, do not attempt repairs. If the smoke alarm is within the warranty period and the terms indicate the nature of the problem, return the unit to your dealer. Smoke detectors beyond the warranty period cannot be economically repaired.

LP-GAS DETECTOR



The LP-Gas detector is required safety equipment in RVs. *American National Standards Institute (ANSI) A119.2 - Fire & Life Safety 3-4.8 LP Gas Detectors states "An LP Gas detector must be installed in any RV that contains an LP Gas appliance and an electrical system. The LP Gas detector must be listed as suitable for use in recreational vehicles under the requirement of UL 1484 Residential Gas Detectors, and be installed according to the terms of its listing."*

The LP-Gas Detector senses both LP-Gas and methane gas. Liquefied Petroleum (LP) Gas is heavier than air; methane gas is lighter than air. LP-Gas will settle to the lowest point, generally the floor of the motorhome. Methane gas will rise. The gas detector is also sensitive to other fumes such as hair spray, of which most contain butane as the propellant. Butane, like propane, is heavier than air and will settle to the floor level where it will be detected. When this occurs, reset the detector to stop the alert sound.

About the LP-Gas Detector:

It is important to be aware of the difference between a gas leak versus gas escaping from an unlit, open burner. Pure propane vapors from a leaking pipe or gas fitting are heavier than air and will build up their heaviest concentration at the leak and float down until they mix with air. Gas from open burners is intentionally mixed with air to induce burning and will dissipate into the air. When mixed with air, the gas becomes only marginally heavier than air and will expand outward. If a gas burner is left on, the area around the burner, range and adjoining counter space will be combustible and can cause injury and damage if ignited. This condition will exist for an extended time period and eventually the gas will reach the detector's location and be detected.



NOTE: The LP-Gas detector only indicates the presence of propane gas at its sensor. Combustible levels of propane gas may be present in other areas. This detector is intended for the detection of propane gas ONLY.

The LP-Gas Detector has not been tested on any other gas. However, other volatile gases (nuisance gases), most of them flammable in various concentrations, may cause the detector to alarm. Some products that may cause the detector to alarm are alcohol, liquor, kerosene, gasoline, deodorants, colognes, propellants used in spray cans and cleaning solvents. In some cases vapors from the glues and adhesives used in the manufacturing of the motorhome may also cause the detector to alarm for several months after the date of manufacture. If it is determined that the detector has false alarmed because of the above mentioned nuisance gases, reset the detector and air out the vehicle with fresh outside air.

Take precautions to be sure one of these nuisances has not masked an actual gas alarm condition. The detector draws less current than one instrument panel lamp. The detector will operate to detect gas until the battery is drained down to 7.0 Volts. The detector must be supplied with a voltage higher than 7.0 Volts for it to operate properly. If the power source is disconnected, or if the power is otherwise interrupted, the detector will not operate.

The LP-Gas leak detector has a self-check circuit which runs at all times while the detector is powered. In the event that the circuitry fails, a failure alarm will sound and the operating indicator will cease to light.

LP-Gas Detector Operation:

Upon first application of power the LED will flash yellow for three minutes while the detector is stabilizing. At the end of the start cycle the LED will turn Green, indicating full operation. If the detector senses unsafe levels of gas it will immediately sound an alarm. The gas detector operates on 12 Volt DC, with a current draw less than 1/10th of one amp.



CAUTION: The detector will not alarm during the three minute warm up cycle.

Testing

Press the **TEST** switch any time during the warm up cycle or while in normal operation. The LED should flash red and the alarm should sound. Release the switch. This is the only way the detector should be tested. The test feature checks full operation of the detector.



WARNING: Test the operation of this detector after the motorhome has been in storage, before each trip and at least once per week during use.

Alarm

The **red** LED will flash and the alarm will sound whenever a dangerous level of propane or methane gas is detected. The detector will continue to alarm until the gas clears or the **Test/Mute** switch is pressed.

Procedures to Take During an Alarm:

1. Turn off all gas appliances, (stove, heaters, furnace), extinguish all flames and smoking material. Evacuate, leave doors and windows open.
2. Turn off the primary LP-Gas tank valve.
3. Have a qualified professional determine and repair the source of the leak.



CAUTION: Do Not re-enter until the problem is corrected.

Potential Sources of LP-Gas Leaks within the Motorhome:

- | | |
|-------------------|--------------------------------------|
| • Cooktop Burners | • Water Heater |
| • Oven | • Defective Regulator |
| • Furnace | • Defective LP-Gas Connection |
| • Refrigerator | • Portable Propane Powered Equipment |

Alarm Mute:

Press the **Test-Mute** button when the detector is in alarm.

1. The **red** LED will continue flash and the alarm will beep every 30 seconds until the gas level has dropped to a safe level.
2. The LED will flash **green** until the end of the **Mute** cycle.
3. If dangerous gas levels return before the end of the **Mute** cycle, the alarm will beep four times and return to phase 1.
4. After two minutes the detector will return to normal operation (solid **green**) or resound the alarm if dangerous levels of gas remain in the area.

Fault Alarm:

Should the microprocessor sense a fault in the gas detector, a fault alarm will sound twice every 15 seconds. The LED will alternately flash **red to green** and the **MUTE** switch will not respond to any command. The gas detector must be repaired or replaced.

1. Vacuum the dust off the detector cover weekly (more frequently in dusty locations) using the soft brush attachment of the vacuum.
2. Do not spray cleaning agents or waxes directly onto the front panel. This action may damage the sensor, cause an alarm or cause detector malfunction.

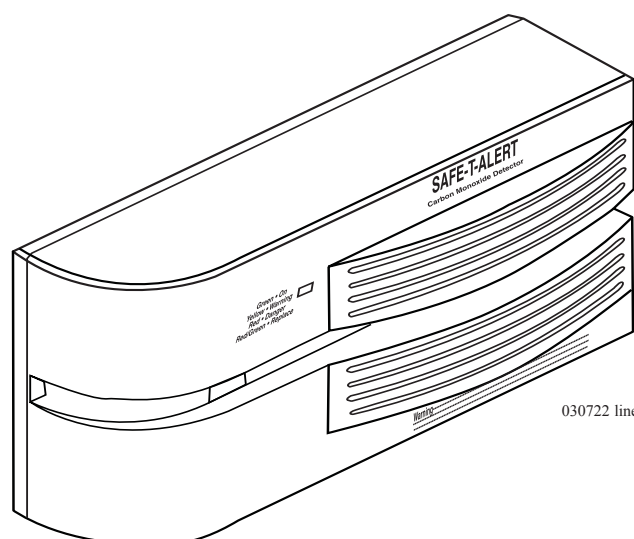
American National Standards Institute
(ANSI) A119.2 - Fire & Life Safety 3-4.6
Carbon Monoxide Detectors states "*All RVs equipped with an internal combustion engine or designed with features to accommodate future installation of an internal combustion engine and truck campers shall be equipped with a listed CO detector installed in accordance with its listing.*"

The motorhome is equipped with such a Carbon Monoxide detector. Everyone is at risk with Carbon Monoxide poisoning. Carbon monoxide (CO) is a colorless, odorless and tasteless gas that binds with hemoglobin reducing the body's ability to absorb and carry oxygen to vital organs. Even low levels of CO have been known to cause brain and other vital organ damage in unborn infants, with no effect on the mother.

When removed from exposure, the symptoms dissipate as Carbon Monoxide is expelled through the lungs. Level of contamination in the body reduces at half-life increments at approximately four-hour intervals. Treatment with Oxygen will quicken recovery time.

In cases of mild exposure, the symptoms may include: slight headache, nausea, vomiting and fatigue. Some consider this a "Flu-like Symptom." Symptoms for medium exposure may include a severe throbbing headache, drowsiness, confusion and fast heart rate. Extreme exposure can result in unconsciousness, convulsions, cardio-respiratory failure and death. Young children and household pets may be the first affected. Other highly sensitive people would include the elderly and people with lung or heart disease or anemia.

CARBON MONOXIDE DETECTOR



030722 line

The CO detector is designed to detect the toxic CO Gas resulting from incomplete combustion of any fuel. This can be gasoline, propane, natural gas, oil, charcoal or wood. Anything that burns fuel such as engines, generators, furnaces, gas stoves or water heaters, produce CO gas. Consequently, it is uncommon for household smoke from cigarettes or normal cooking to cause the alarm to sound.



CAUTION: Activation of this device indicates the presence of carbon monoxide (CO), which can be fatal. A concentration of above 100 PPM (Parts Per Million) will cause a warning condition. Individuals with medical problems may consider using detection devices with lower carbon monoxide alarming capabilities. Prolonged exposure to the horn at a close distance may be harmful to hearing.

The CO detector is wired to both the house and chassis batteries to allow reliable and continuous protection by alerting the build up of potentially dangerous levels of CO. Once the unit is powered, it will run through a brief warm-up and self check prior to monitoring for CO gas. There are no switches that can accidentally be turned off. There is a simple test procedure that should be performed to ensure the CO detector is functioning properly.



WARNING: If there is constant beeping and the red light is flashing, CO gas has been detected. Shut off appliances, coach engine, and water heater. Evacuate the coach and call the fire department. Have any problems corrected before restarting appliances or the coach.

Operation

The detector is equipped with a self-cleaning CO sensor and requires a ten minute initial warm-up period to clean the sensor element and achieve stabilization. During the warm-up period, the **green** power light will flash **ON** and **OFF**. The **green** power light should be lit when the power is on. If the light is not lit, turn off the power and check all wire connections. If the power is on and the connections are correct, but the indicator still does not light, the detector should be returned for service. **Do not attempt to fix the detector.**

The indicator light displays a specific color to monitor along with a matching sound pattern:

Indicator Lights and Sound Patterns:

- **ON** or normal condition is indicated by **green**. The CO detector has power and is sensing air for the presence of CO gas. The alarm horn will not sound.
- Flashing **red** indicates low CO alarm condition along with **four** beeps then **OFF** for 5 seconds. The alarm horn will sound and can be reset by the **TEST/RESET** button. The CO detector has detected the presence of 70 ppm.
- Steady **red** indicates a **CO ALARM** condition. The detector has sensed the presence of levels over 100 ppm of Carbon Monoxide. The alarm horn will sound continuously until the **RESET** switch is pressed.
- Alternating **red** and **green** indicates a malfunction alarm.

When the alarm sounds have the detector and the motorhome checked by an authorized service technician as soon as possible. Never disconnect a CO detector to silence an annoying alarm. Evacuate the motorhome immediately when the **red** light is lit and the alarm sounds. Do a head count to check that all persons are accounted for. Call the nearest fire department and ask them to determine the source of the Carbon Monoxide. Do not re-enter the motorhome until it has been aired out and the problem corrected.

Alarm

Potential Sources of Carbon Monoxide within the Motorhome:

- | | |
|-----------------------------------|-----------------------|
| • Engine Exhaust | • Portable Grills |
| • Portable Space Heaters | • Camp Fires |
| • Gas Stoves and Ovens | • Generator Exhaust |
| • Defective Engine Exhaust System | • Portable Generators |
| • Other Motorhomes | |

Testing

Test Procedures:

Test the Carbon Monoxide detector operation after the motorhome has been in storage, before each trip and at least once a week during use. Test the alarm by holding the **TEST/RESET** button in until the alarm sounds. The alarm will sound four beeps and the indicator lamp goes steady **red**. Six seconds later the alarm will again beep four times and the indicator light goes steady **green**.

Peak Level Memory:

The CO detector has the capability to remember the level of Carbon Monoxide that activated the alarm. Press the **TEST/RESET** button for less than one second and observe the visual and audible signals.

- One beep and a **green** flash indicate memory is clear.
- Two beeps and two **red** flashes indicate less than 100 ppm.
- Three beeps and three **red** flashes indicate less than 200 ppm.
- Four beeps and four **red** flashes indicate greater than 200 ppm.



NOTE: Memory is erased when power is disconnected for 15 seconds.

Cleaning

Use a vacuum cleaner to remove dust or any other buildup on the detector. Do not wash. Wipe the detector with a damp cloth and dry with a towel. Do not open the detector for cleaning. Do not paint the detector. It is recommend that the Carbon Monoxide detector be replaced every 10 years.

Troubleshooting

The CO detector has **NO** user service parts. If there is a problem with the detector refer to an authorized service center. **DO NOT REMOVE POWER.**



NOTE: Check the CO detector weekly and at the beginning and end of each trip.

FIRE EXTINGUISHER

The fire extinguisher in the motorhome is located near the main entrance door. Please read the operating instructions that are printed on the fire extinguisher. If there is any doubt on how to operate the fire extinguisher, you and your family should practice using it. Be sure to replace or recharge the extinguisher immediately after use.



Inspect the fire extinguisher at least once a month. Do so more frequently if the extinguisher is exposed to weather or possible tampering. Do not test the extinguisher by partially discharging. Internal pressure will escape and the fire extinguisher will need to be replaced.

Use the PASS word!

Pull the pin to unlock the extinguisher.

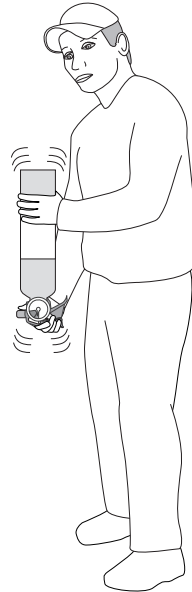
Aim at the base (bottom) of the fire and stand 6-10 feet away.

Squeeze the lever to discharge the agent.

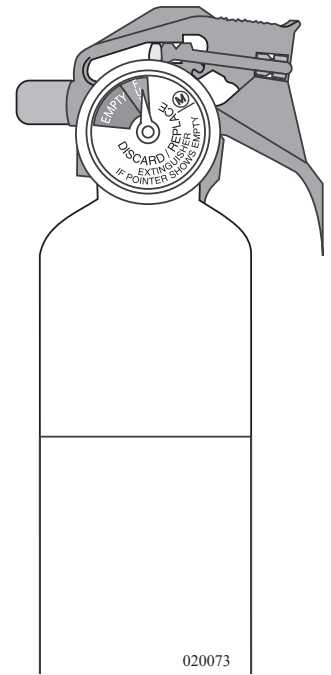
Sweep the spray from left to right until totally extinguished.



WARNING: Road vibration will cause extinguisher powder to compact and may cause extinguisher malfunction. Invert and shake extinguisher monthly.



020261



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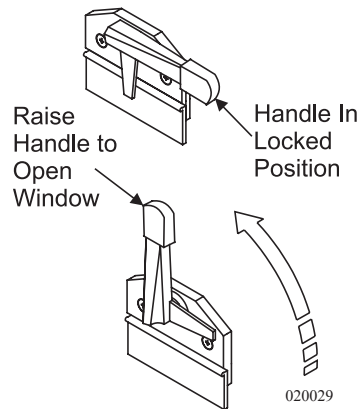
An egress window is designated for use as an exit in the case of an emergency. Inside the motorhome the egress window is easily identified by the red locking handle. It is also marked as an “EXIT.” The glass slider in the egress window operates the same as all other windows.

Operating the Egress Window:

- Rotate the red handle downward. Slide the window open.
- Slide the window closed and rotate the handle to lock the egress window.



CAUTION: The egress window should be opened twice a year to ensure proper operation. Over time, the rubber seal will tend to stick to the egress window. Occasional operation will help prevent the rubber seal from sticking.

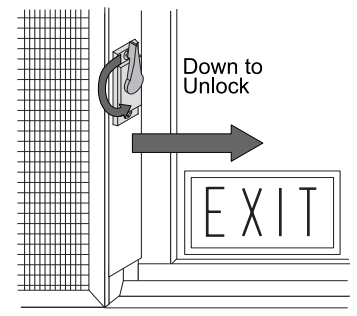


020029

Egress Window Handle

Bedroom Egress Exit Window

EGRESS EXIT WINDOW



020259

Living Room Egress Exit Window

~ NOTES ~



Cayman 2004

Exterior & Interior Care

Section 3

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The most common cause of corrosion to the motorhome is the accumulation of road salts, grime and dirt. These elements, combined with moisture, may possibly cause early component failure. Salt air and fog from coastal trips can greatly accelerate the corrosion process. Corrosive materials collected from roadways accumulate on the undercarriage, around wheel openings and on the radiator charge air cooler package. These areas need to be cleaned periodically to help prevent component failure due to corrosion. If the motorhome is driven in areas where road salts are used it should be washed at least once a week. Otherwise, it is recommended to hose off the undercarriage area at least once a month to help minimize the corrosion process. High pressure washers or steam cleaners are the most effective way of cleaning off the underside and inside wheel openings. **Avoid directly spraying the painted surface with a high pressure washer.** Remove road debris and mud that has accumulated. Material left behind can intensify the corrosion problem.



CAUTION: Exercise caution when cleaning the radiator charge air cooler package. Damage to the fins can result when using a high pressure washer or steam cleaner. Nozzle discharge pressure can exceed 1800 psi. Avoid using high pressure steam cleaners on the exterior paint surfaces. Remove all spattered washing debris from the exterior paint surfaces as soon as possible.

Washing

The life of the exterior paint finish can be extended if properly cared for. Periodic cleaning will help preserve the paint finish. The motorhome is painted with a “base coat, clear coat system.” The clear coat is a polyurethane based material which brings out the shine or luster to the base coat paint. Care should be used when washing the motorhome. Use only mild detergents or preferred specifically designed automotive detergents. Avoid using abrasive cleansers or laundry detergents as they will scratch the clear coat and leave a soap film. The use of specially designed automotive washing utensils, such as soft bristle brushes, are acceptable as long as they do not trap abrasive material and scratch the surface while being used. Before washing the motorhome remove most of the accumulated dirt and “road wash” behind wheel openings, below the windshield and on the rear of the motorhome. If the build up is excessive, run water over a soft brush while gently scrubbing the surface in one direction. This will help float away the “build-up” from the clear coat. Avoid back and forth or circular motions as this may act like sandpaper, scratching the clear coat and leaving a haze or “swirl marks.” After removing the heavy build-up, use the mixed detergent solution to wash the motorhome. Start washing at the top of the motorhome working towards the bottom. If possible, wash the motorhome in a shaded area when the exterior is not hot to the touch. If necessary, turn the motorhome around to keep the area being washed in the shade. Try not to allow the detergent to dry onto the clear coat surface. Use plenty of water when rinsing the surface to remove any detergent residue.

Drying

Drying chamois cloths come in natural and synthetic materials. Either type is acceptable as long as the surface is clean. Soak the chamois in clean water until all chamois material has absorbed water. Wring excess water from chamois. Start at the top and work towards the bottom. Use a downward “S” pattern to remove water from the surface and wring out the chamois as needed. Using a chamois cloth to remove the rinse water is not necessary, but the effort can be worthwhile.

Waxing

To wax or not to wax? This is a good question. There are many schools of thought on this issue. The two most common thoughts are:

- The clear coat needs to “breathe.” A layer of wax will seal the clear coat not allowing it to breathe, possibly leading to failure of the clear coat.
- If the surface is not waxed, what is protecting the surface from the environment (road salts, acid rain, road tar, ultraviolet light)?

It is recommended to wax the motorhome twice a year: spring and fall. Many types of protective barriers are available today that may be applied to the clear coat: glazes, waxes, polishes, rubbing compounds or combinations of these products.



INFORMATION: When selecting a product for use follow the product manufacturer’s recommended application instructions.

Types of Products:

Glazes: Glazes are generally used to fill very fine scratches in the clear coat, being applied either by hand or by using a polisher with a special pad.

Waxes: Waxes come in many types of chemical make-ups. The popular Carnauba wax is a natural occurring wax from the leaves or fronds of the Carnauba palm tree. Mineral waxes have a paraffin base. There are also other topical application products which contain silicone.

Polishes: Polishes usually contain a combination of wax based substances with an abrasive, getting the two for one idea. These products can be too abrasive for clear coats and are not recommended for use.

Rubbing Compounds: These types of products are generally applied by using a buffer. The use of rubbing compounds should be left to professionals as undesired results can quickly occur. These types of products are generally used to correct or flatten a surface by removing high spots or small amounts of material.

When selecting a product the container should be marked, “safe for clear coats” or “clear coat safe.” Carefully follow all manufacturer’s application instructions when using a product. Upon first use of a product, try it on a “small test spot” in an inconspicuous area in case an undesired reaction occurs.

Observe the test area from different angles checking for hazing or swirl marks. If an abnormal reaction to the finish occurs, discontinue product use and consult the product’s manufacturer. If the product is a paste, do not allow dried paste to be baked on by the sun. Remove paste shortly after drying. Clean, dry, 100% cotton cloths or cotton baby diapers are best suited for the removal of dried paste. Turn the cloth often. Use a separate clean cloth to buff. The surface should feel “slick” when rubbing the cloth lightly over it. Avoid repeated wax applications which can cause wax to build up. Some very fine scratches or swirl marks may be removed by an application of a glaze. These types of glazes fill the scratches or swirl marks.

The motorhome has a large surface area. Washing and waxing may not be completed in one afternoon. Wax in sections until the motorhome is complete. If the task seems overwhelming, have an automotive detailer perform the task.

Road oil will cause deterioration of the rubber. Dirt buildup will help hold chemicals in the air next to the tire and will also cause deterioration.

Tire Care

When cleaning any rubber product, proper care and methods in cleaning must be used to obtain the maximum service years out of the tires. Use a soft brush and a mild detergent to clean the tires. If a dressing product is used to “protect” the tires from aging, use extra care and caution. Tire dressings that contain petroleum products or alcohol may cause deterioration or cracking.

In many cases it is not the dressing that causes a problem but the chemical reaction that subsequently occurs. When these same dressing products are used on a passenger car tire that is replaced every three to four years, it is rare to see a major problem. However, in most cases recreational vehicle tires may last longer due to limited annual mileage and exposure.

All chrome, stainless steel and aluminum should be washed and cleaned each time the motorhome is washed. Use only automotive approved non-abrasive cleaners and polishes on exterior bright work. Aluminum wheels should be cleaned regularly with a non-abrasive cleaner recommended for aluminum wheel care. Do not use rubbing compounds. Do not use any abrasive cleaners or compounds to clean the mirrors.

Bright Metal



NOTE: When using chemicals to remove road tars, use only automotive type products that are recommended for use on painted surfaces and fiberglass. Observe the warning recommendations and directions printed on the container of any agent being used.

Aluminum Wheels (Optional)



- Clean frequently with high pressure water from a hose. The use of mild detergent will speed the cleaning process. Do not use harsh alkalis, alcohol or acidic cleansers. A secondary hand washing with a soft cloth may be required to remove some stubborn road films.
- When the tires are removed, **inspect** and clean the entire wheel. Use a wire brush or sandpaper to remove dirt, corrosion or any foreign materials from the tire side of the rim. Do not use a wire brush or other abrasive substances to remove dirt and corrosion on the polished surface of the wheel.

To maintain the original appearance of the aluminum wheels the following procedures are recommended:

1. After installing new wheels (prior to driving the motorhome) use a sponge, cloth or soft fiber brush to wash the exposed wheel surfaces with a mild detergent/warm water solution.
2. Rinse thoroughly with clean water.
3. Wipe dry to avoid water spots.
4. Use a high quality, non-abrasive polish to remove stubborn road tars, insects or hard to remove deposits.
5. To protect the appearance surface, wax the cleaned surface with a high quality car wax.
6. Clean the aluminum wheels as frequently as required to maintain their appearance.

EXTERIOR MAINTENANCE

The motorhome is subject to a great deal of outside conditions. While the coach is parked it is exposed to extreme temperatures, humidity, ultraviolet rays, acid rain and other organic environmental conditions. While in operation the coach is subject to twisting and flexing caused by (for example) going in and out of driveways, bouncing through potholes and driving through winding mountain roads.



Inspect the fiberglass exterior. Periodic inspections may reveal minute cracks in the surface commonly called “spider cracks” or “hairline cracks” which are caused by the flexing of the fiberglass exterior. These are normal. If a crack represents a threat to the integrity of the fiberglass it will open up and the weave of the cloth would be visible. If the exterior has been damaged, prevent moisture penetration, especially in freezing climates. Cover the area as quickly as possible. Use plastic sheeting and tape, if necessary, so that moisture will not get into the motorhome and damage the interior.

Periodic resealing of the joints and seams is necessary to prevent the entrance of moisture into the motorhome. Enough emphasis cannot be placed on this issue. Extreme damage from a water leak can occur rapidly. Never leave the vehicle unattended with the slide room extended. If the vehicle is to be stored outside throughout the winter months, a full interior inspection for water leaks should be made bi-monthly.

Extensive sealing has been done at the factory; however, the normal twisting and flexing that occurs while traveling may have compromised a seal or seam.



INSPECTION: All joints and seams should be inspected at least twice a year and recalked as necessary.

Special attention should be directed toward the roof air conditioning seals, ceiling and plumbing vents, skylights, roof mounted antennas, windows, door molding, clearance lights and the beltline molding.

Specific sealant products should be used in the areas for which they were designed. These items can be obtained from recreational vehicle parts suppliers. Listed below are some of the more common sealants and the areas in which they are used. Approved sealants are available at service centers and authorized dealers.

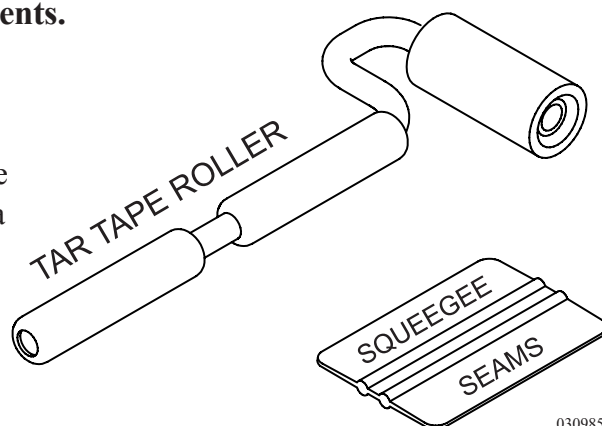


WARNING: Some products may contain hazardous materials which require special handling. Read labels carefully. Follow all of the product manufacturer's safety requirements.

Sealant Types:

Tar Tape:

The tar tape is used on aluminum roofs seal seams at the front, rear and down the center. The sealant is available as a peel and stick waterproof membrane that contains UV inhibitors and is temperature resistant providing superior seal protection in all types of weather. Store sealant out of direct sunlight between 50° F and 90° F.



030985b

To Apply:

1. Clean the aluminum surface with Denatured Alcohol.
2. Set the tar tape upon desired area, heat to a warm temperature allowing tape to form into place.
3. Use a squeegee to mold sealant into cracks and seams, followed by a roller to roll out tape to get a good uniform seal.



NOTE: Check the tar tape at least twice a year for cracks. Removal of the tar tape is done with a plastic putty stick. Thoroughly clean the surface using 3M adhesive cleaner before applying the new tar tape.

Acrylic Foam Tape:

Read the following instructions to properly install the 3M Acrylic foam tape.

- **Clean Surface** - Use Pro-Clean to clean the surface of dirt, wax, and any other foreign substances for the best results.
- **Surface Temperature** - The surface where the product is desired should be 75 °F/24°C for proper adhesion.
- **Adhesion Promoter** - Just prior to installation, apply a light coat of Pro-Bond adhesion. The Pro-Bond will make for a better bond for the Acrylic Tape.



NOTE: Use a heat gun to warm the product. When storing the motorhome, store in a warm area if possible.

To install acrylic foam tape, cut the liner for the proper length and then peel back the poly liner from the tape. Apply the tape on the desired line. Continue this process until the motorhome is complete.

Dolphin Sealants (7549): Used where items are sealed under a painted surface such as the metal corners of the slide-out room. The material is specially formulated to allow paint adhesion.

Black Urethane: Used for sealing the windshields, not to fill holes or other imperfections. Black urethane comes in a tube and it applies much the same way as silicone. Clean up using solvents such as paint thinner. Gloves are required as this material is hazardous.

Silicone Sealant: Primarily used on the sidewalls where a hole has been made and an item installed. This includes Windows, Doors, Handles, Beltline Molding, Latches and around bases of items surface mounted such as clearance lights. Old peeling sealant should be removed. Avoid using metal utensils which can scratch the painted surface. Use nylon sticks or equivalent. Avoid using lacquer thinners or ketone based solvents as these chemicals can damage the painted surfaces. Be sure the surface is clean and dry before application. Cut the tube at an angle with smallest usable opening. Avoid a heavy bead as a little goes a long way. Use finger at a 45° angle on beaded surface to smooth out product. Do not moisten finger, use a disposable latex glove. Keep rags or paper towels handy for clean up. Use care when applying silicone. Plan ahead before starting a bead, look for obstacles that may impede application.

Spray Foam: Used as a sealant where a hole has been made for items such as water lines or wires that are coming through a floor opening.

INTERIOR CARE

Cockpit

The cockpit area has several areas that require special care and cleaning. The dashboard itself is a molded fiberglass vinyl wrapped pod. The instrument panel is comprised of various gauges and switches, and may also have various other items added. Although the dashboard and instrument panel are part of the cockpit, each has different care and cleaning requirements. The vinyl wrapped dash pod is cleaned using the instructions for Vinyl Care in this section. In the event a blemish or small cut occurs in the vinyl, contact a professional upholstery repair service. There are several methods that can be performed to make these repairs.

The instrument panels are a common grade plastic and should be cleaned using a mild soap and water solution and a 100% cotton cloth. Dampen the cloth with the soap and water solution then wipe the panel. Dry using a separate cotton cloth. Plastic manufacturers recommend any plastic polish product can be used to brighten the appearance. Some products that are available are Novus Plastic Care® system. This is a three-part system that will clean, polish and protect as well as remove minor scratches in plastic products. Meguires® is another quality polish that can be used. A common product that can be used to remove scratches and polish is Johnson Paste Wax®. This will require extensive buffing and rubbing.

Some gauges may use glass lense that should be cleaned using a glass cleaner; others will use plastic or plexiglass lenses. When cleaning a glass face, the cleaner should be sprayed on the cleaning cloth instead of directly on the lens. If sprayed directly on the lens, there is a chance of over spray or runoff contacting the plastic.



CAUTION: Most glass cleaning products are volatile to plastics; extreme care must be used to prevent the glass cleaners from contacting the plastic. This can make the plastic brittle and dull the finish.



Use glass cleaner on glass lens only. Do not spray cleaner directly on the lens.

To determine if the lens is glass or plastic, simply tap the lens with a fingernail. Plastic lens will have a dull hollow sound whereas glass will have a clear ping.

Most fabrics have a designated cleaning code assigned to them. The cleaning code is determined, in most cases, by the content of the fabric. The code represents the cleaning agent and method that is approved by the fabric industry. If the fabric is abused, it can be damaged. Special care needs to be taken when the motorhome is exposed to a very humid climate for an extended period of time. Cover all upholstery and make sure window coverings are down to protect from sun damage.

Protect the fabric from any unnecessary exposure to moisture. Frequently used items will wear accordingly and may require more attention than those items not regularly used.

FABRICS

Use the following guidelines for cleaning upholstery fabrics.

- Water-based cleaners are not recommended.
- If a spill does occur, blot the soiled area. Do not rub it.
- Some solvents are not recommended since they may have an adverse reaction on a specific backing of the upholstery fabric.
- To prevent overall soiling, frequent vacuuming or light brushing are recommended to remove dust and grime.
- Clean spots using a mild water-free solvent or dry cleaning product.
- Clean only in a well ventilated area and avoid any product containing carbon tetrachloride or other toxic materials.
- Use a professional furniture cleaning service for overall cleaning.

Fabric Cleaning Codes

The codes listed below refer to cleaning instructions recommended by the fabric manufacturing industry. Since most fabrics are hand-selected it is up to you to obtain the cleaning code for a particular fabric. If a spill occurs blot the moisture as quickly as possible. **Do not** use soap and hot water as this may set a stain. Obtain the cleaning code for the fabric as soon as possible.

"W" - Clean this fabric with the foam only of a water-based cleaning agent to remove the overall soil. Many household cleaning solvents are harmful to the color and life of a fabric. Cleaning only by a professional furniture cleaning service is recommended. To prevent overall soil, frequent vacuuming or light brushing to remove dust and grime is recommended.

"S" - Clean this fabric with pure solvents (petroleum distillate-based products such as Energine, Carbona, Renuzit, or similar products may be used) in a well ventilated room. Cleaning only by a professional furniture cleaning service is recommended.

"S/W" - Clean this fabric with the foam only of a water-based cleaning agent or with a pure solvent in a well ventilated room petroleum distillate-based products such as Energine, Carbona, Renuzit, or similar products may be used). Cleaning only by a professional furniture cleaning service is recommended. To help prevent overall soiling, frequent vacuuming or light brushing to remove dust and grime is suggested.



CAUTION: Use of water-based or detergent-based solvent cleaners may cause excessive shrinking. Water stains may become permanent and unable to be removed with solvent cleaning agents. Avoid products containing Carbon Tetrachloride as it is highly toxic. To help prevent overall soiling, frequent vacuuming or light brushing to remove dust and grime is recommended.

"P" - The article is resistant against perchlorethene, cleaning benzine (spirit), white spirit, R-11 and R-13.

"Dry Clean Only" - Cleaning only by a professional dry cleaner or furniture cleaning service is recommended for this fabric.

"X" - Vacuum only. A non-metallic brush may be used.

***Machine Washing for 100% Polyester:**

"Wash Cycle" - Use synthetic setting and high water level with mild agitation. A mild soap or detergent in water not to exceed 160° F. No bleach or fabric softener.

"Drying" - Use low temperatures, a synthetic setting of 85° F to 90° F maximum should be used. Do not exceed three to five minutes time on the synthetic cycle. If washed at 160° F, the maximum temperature which can be used to dry is 140° F. Hang or fold immediately after drying.

Pressing - If necessary, press as follows:

- Iron on low setting (275° F) with damp cloth or steam iron using a dry press cloth.
- Grid Head press for short intervals with minimum steam. Do not lock the head.
- Flat bed press dampened drapery using cloth covering.
- Avoid prolonged contact with heat.

Fabric Specifications Chart

COLOR/PATTERN	APPLICATION	VENDOR	CONTENT	CODE
Winter Birch .18a				
Foundry Stone	Sofa, LR Lambrequin, Booth Dinette	Richloom	55% Acrylic, 18% Cotton, 26% Polyester	S
Havlock - REF 151	LR Lambrequin, Chair, LR Pillow	Costa Blanca	60% Rayon, 16% Cotton, 24% Polyester	S
Avon Taupe	LR Pillow, LR Lamb, FSD	American Century	50% Polyester, 50% Viscose	S
Rajah Alabaster	Bedspread, BR Lambrequin	Chris Stone	57% Cotton, 43% Spun Rayon	S
Royal Stripe Alabaster	BR Accent, BR Lambrequin	Chris Stone	100% Cotton	S-Dry Clean
Embassy Satin Khaki	BR Pillow, BR Lambrequin	Designcraft	66% Rayon, 34% Acetate	Dry Clean
20034 Dustin Loop Fringe	Decorative Pillow Trim	Phoenix	25% Chenille, 21% Acetate, 19% Acrylic, 35% Polyester	Vacuum Only
Illusion Rush Taupe	Vinyl for Furniture	CMI	Vinyl	Vinyl
Tumbleweed Taupe	Dash Vinyl	Pletcher	Vinyl	Vinyl
Dempsey Chablis	Windshield	Designcraft	100% Polyester	Dry Clean

Rosewood .19a				
Battalion MO-37688-002	Sofa, LR Lambrequin, Chair	Mastercraft	41% Polyester, 31% Acrylic, 26% Polypropylene, 2% Nylon	S
Carmine Sable	LR Lambrequin, LR Pillow, Booth Dinette	Richloom	75% Acrylic, 25% Polyester	S
Abington Sable	LR Pillow, FSD	Richloom	79% Acrylic, 21% Olefin	S
Grasscloth Suede	Bedspread, BR Lambrequin	Chris Stone	52% Cotton, 48% Rayon	S
Calla Sable	BR Lambrequin, Headboard, BR Pillow	Richloom	75% Acrylic, 25% Polyester	Dry Clean
Embassy Satin Pecan	BR Pillow, BR Accent, Headboard Trim	Designcraft	66% Rayon, 34% Acetate	Dry Clean
20020 Elmsdale Loop Fringe	Decorative Pillow Trim	Phoenix	34% Chenille, 37% Acrylic, 37% Acetate, 2% Polyester	Vacuum Only
Illusion Rush Sand	Vinyl for Furniture	CMI	Vinyl	Vinyl
Tumbleweed Sand	Dash Vinyl	Pletcher	Vinyl	Vinyl
Dempsey Chablis	Windshield	Designcraft	100% Polyester	Dry Clean

Ebony .20a				
Profusion Charcoal F-0124534-01200073	Sofa, LR Lambrequin, Booth Dinette, FSD	Valdese	74% Rayon, 26% Polyester	S
Organic Coal	LR Lambrequin, Chair, LR Pillow	Quaker	54% Acrylic, 31% Polyester, 9% Olefin, 6% Cotton	n/a
Cypherway Slate	LR Pillow, LR Accent	Quaker	56% Viscose, 44% Polyester	n/a
Decca Stone	Bedspread, BR Lambrequin, Headboard Trim	Richloom	57% Cotton, 43% Polyester	Dry Clean
Embassy Satin Glacier	BR Lambrequin, Headboard Trim, BR Pillow	Designcraft	66% Rayon, 34% Acetate	Dry Clean
FR-30655 Loop Fringe (AM4N04)	Decorative Pillow Trim	Bomar		
Illusion Quicksilver	Vinyl for Furniture	CMI	Vinyl	Vinyl
Tumbleweed Quicksilver	Dash Vinyl	Pletcher	Vinyl	Vinyl
Dempsey Chablis	Windshield	Designcraft	100% Polyester	Dry Clean

LR = Living Room BR = Bedroom FSD = Free Standing Dinette

Several areas of the motorhome, such as the dash, ceiling and items of furniture, may be covered in vinyl. The care and cleaning of these areas are outlined in the Morbern Vinyl section below.

Morbern Vinyl:

Vinyl requires periodic cleaning to maintain its neat appearance and to prevent the buildup of dirt and contaminants that may permanently stain and/or reduce the life of the vinyl if not removed. The frequency of cleaning depends upon the amount of use and the environmental conditions in which the vinyl is subjected. The procedures used for cleaning are dependent upon the end-use circumstances.

Normal Cleaning:

Most common stains can be cleaned using warm soapy water and clear water rinse. Moderate scrubbing with a medium bristle brush will help to loosen soil from the depression of embossed surfaces. For stubborn stains use the following commercially available mild detergents in accordance with the manufacturer's instructions: *Mr. Clean* or *Fantastik*. Full strength rubbing alcohol or mineral spirits may be tried cautiously as a last resort on very stubborn stains if the above suggestions do not work. Indiscriminate use of any solvent, or solvent containing cleaner, can severely damage or discolor the vinyl. Stains may become permanent if they are not removed immediately. The procedure for removal of the more severe staining agents are outlined below.



NOTE: Detergents should never be used on a regular or repeated basis for normal cleaning.



CAUTION: Powdered cleaners containing abrasives, steel wool and industrial strength cleaners are not recommended for Morbern vinyl.

Bird Excreta & Vomit Stains:

Sponge the area with soapy water containing a diluted bleach until the stain is removed. Rinse thoroughly with clean water.

Urine Stains:

Sponge with soapy water containing a small amount of household ammonia. Rinse thoroughly with clean water.

Surface Mildew:

Wash with diluted bleach and use a soft brush for stubborn growth. Rinse repeatedly with clear, cold water.

Ink:

Permanent Marker Ink spots will stain the vinyl permanently. Wipe the stain immediately with rubbing alcohol in a well ventilated area to remove much of the stain.

Oil-Base Paint:

Use turpentine in a well ventilated area to remove any fresh paint. Dried paint must be moistened using a semi-solid, gel-type stripper. The softened paint can be gently scraped away. Rinse with soap and water.



CAUTION: Lacquer solvent will cause immediate irreparable damage to the vinyl. Do not use wax on any vinyl upholstery as it will cause premature embrittlement and cracking. Dilute chlorine bleach before using. Never use full strength bleach.



CAUTION: Paint strippers will remove the print pattern and damage the vinyl if it comes in direct contact.



WARNING: If flammable solvents such as alcohol, turpentine or varsol are used for cleaning, use only small quantities while in a well-ventilated area. Exercise proper caution by notifying any persons in the area. Keep away from any ignition source. Always wear protective gloves.

Latex Paint:

Fresh paint can be wiped off with a damp cloth. Hot soapy water will normally remove dried latex.

Tar or Asphalt:

Remove immediately. Prolonged contact will result in a permanent stain. Use a cloth lightly dampened with mineral spirits and rub the stain gently, working from the outer edge of the stain toward the center to prevent spreading. Rinse with soap and water.

Crayon, Mustard or Ketchup:

Sponge with mild soap and water. For stubborn stains that may have set, use a cloth soaked in diluted mild detergent with gentle rubbing. Any remaining stain should be washed with diluted bleach. Rinse repeatedly with cold water.

Chewing Gum:

Scrape off as much gum as possible using a dull knife. Rub the gum with an ice cube to harden and make it easier to remove. In a well ventilated area, use a cloth saturated with mineral spirits and gently rub the remaining gum. Rinse thoroughly with clean water.

Lipstick, Grease, Oil, Make-Up or Shoe Polish:

Apply a small amount of mineral spirits with a cloth. Rub gently. Be careful not to spread the stain by smearing it beyond its original source. Remove shoe polish immediately as it contains a dye which will cause permanent staining. Rinse thoroughly with clean water.

Candy, Ice Cream, Coffee, Tea, Fruit Stains, Liquor, Wine, Tanning Lotion or Soft Drinks:

Use lukewarm water and sponge repeatedly. Any loose material should be gently scraped with a dull knife. Any soiled area that remains after drying should be gently rubbed with a cloth, dampened with a mild detergent solution. Rinse thoroughly with clean water.

Blood or Plant Residue:

Rub out any spots with a clean cloth soaked in cool water. If stubborn spots remain use household ammonia and rinse repeatedly with a clean, wet cloth. Do not use hot water or soap suds as this will set the stain.



TIP: Vinyl requires periodic cleaning to maintain its appearance and to prevent the buildup of dirt and contaminants that may permanently stain or reduce the life of the vinyl if left untreated. Frequency of cleaning and procedures used depend upon the amount of use and the environmental conditions in which the vinyl is subjected. Tears or holes in the vinyl can be temporarily covered with clear “office” tape to prevent further damage. Repairs should be made by a professional upholstery shop. Commercial repair products may contain lacquers and cause the vinyl to become brittle and more difficult to repair.

To Clean Spots and Spills:***Leather***

Absorb excess liquid immediately with a clean cloth or sponge. Use water only if necessary. Do not use a cleaning product. If water is used, clean the entire area where the spot occurred. An example would be the entire seat cushion or the entire arm. Allow to air dry. Do not dry the wet areas with hair dryers, etc.

To Remove Stubborn Stains:

Use lukewarm water and a mild soap to work up a thin layer of suds on a piece of cheesecloth. Scrub the surface. Rinse with a piece of clean, damp cheesecloth. Allow to air dry. Do not use saddle soap, cleaning solvents, furniture polish, oils, varnish, abrasive cleaners, soaps or ammonia water.



NOTE: These are recommended or suggested methods of cleaning. The manufacturer is not responsible for damage incurred while cleaning. Always test the cleaning method in an inconspicuous area first before applying to the entire area.

Care Instructions:

- Spot clean with mild soap and water
- Air dry or dry quickly with warm setting of a hair dryer.
- For stubborn stains, use mild solvent.
- For tougher stains, try *Fantastik*® brand spray cleaner.
- Disinfect with a **5:1 NON- CHLORINATED** (only) bleach solution.
- Dry clean using commercial dry cleaning solvents only.
- Use a mild detergent for:
 - Red Wine, Liquor - Coffee, Tea, Cola - Milk
 - Ketchup, Mustard, Mayonnaise - Steak Sauce, Soy Sauce
 - Butter, Salad Oil - Chocolate - Lipstick, Make-up, Face Cream
 - Suntan Oil - Machine Oil - Urine, Blood

Removing ballpoint pen or ink stains:

Wipe the stain off with ethanol (ethyl alcohol). If the stain cannot be removed with ethanol, use the following procedure. Proceed with caution when using toxic chemical.

1. Prepare bleach. Dilute household bleach (sodium hypochloride) with the same amount of water.
2. Place a piece of tissue and apply the solution prepared by step 1 (do not apply too much). Cover it with polyethylene film to prevent the solution from drying.
3. Remove the tissues occasionally to check on the condition of the stain. When the stain is almost gone, remove the tissues completely. Do not leave on for more than one hour.
4. Wash the stain with sufficient amount of water.

If there is residue of bleach, polyurethane resin and back cloth will deteriorate. Neutralize it by the following method:

- Place a piece of tissue, as in step 2, and apply hydrogen peroxide solution (15%).
- Leave the solution on for approximately 30 minutes, then remove the tissue.
- Completely remove the residue of hydrogen peroxide on the Ultra-leather with water.

Sodium hypochloride is the only chemical that will remove ballpoint pen stains. However, this chemical may cause polyurethane to yellow or the back cloth to deteriorate. It is recommended to remove ballpoint pen stains as early as possible with ethanol.

**For more information, please call: Ultrafabrics, LLC
Customer Service: 1-877-309-6648**

FLOORS - Carpet Cleaning

Spot Removal Procedures:

- Act quickly when anything is dropped or spilled. Remove spots before they dry.
- Blot liquids with a clean, white absorbent cloth or paper towel.
- For semi-solids, scoop up with a rounded spoon.
- For solids, break up and vacuum out as much as possible.
- Pre-test the spot removal agent in an inconspicuous area to make certain it will not damage the carpet dyes.
- Apply a small amount of the cleaning solution recommended for the particular spot. Do not scrub. Work from the edges of the spot to the center. Blot thoroughly. Repeat until spot is removed.
- Follow steps on the Carpet Spot Removal Guide.
- After each application, absorb as much as possible before proceeding to the next step.
- Absorb remaining moisture with layers of white paper towels, weighted down with a non-staining glass or ceramic object.
- When completely dry, vacuum or brush the pile to restore texture.
- If the spot is not completely removed, contact a professional carpet cleaner.

	A	B	C	D	E	F	G	H	I
Use the solution specified in order from 1-8 until stain is removed.	DRY CLEANING FLUID	NAIL POLISH REMOVER	DETERGENT SOLUTION	WARM WATER	VINEGAR SOLUTION	AMMONIA SOLUTION	CALL PROFESSIONAL	SPOT REMOVAL KIT	PERMANENT CHANGE
SPOTS									
Acid				2		1	3		*
Acne Medication		1		2	5	4	6	3	*
Alcoholic Beverage			1	4	3	2			*
Ammonia				2	1				*
Bleach		1	2				3		*
Blood		1	3		2	4			
Candle Wax	1					2			
Cement & Glue	2	1	3		5	4		6	*
Chalk		1	2						
Charcoal		1	2						
Chewing Gum	1								
Coffee			1	3	2		5	4	*
Cosmetics		2	1	3	6	5	7	4	*
Crayon	1		2	3					
Drain/Toilet Cleaner			2	1	3		4		*
Dye	1		2		4	3	6	5	*
Food			1	4	3	2	6	5	*
Fungicides, Insecticides, Pesticides	1		2	5	4	3	*	6	
Furniture Polish (Water Based)			1	4	3	2	6	5	*
Furniture Polish (Solvent Based)	2	1	3	6	5	4	8	7	*
Furniture Stain	2	1	3	6	5	4	8	7	*
Graphite		1	2						
Grease	1	2	3				5	4	*
Ink	2	1	3	6	5	4	8	7	*
Iodine	1		2	5	4	3	7	6	*
Lipstick	2	1	3	6	5	4	8	7	*
Medicine	2	1	3	6	5	4	8	7	*
Merthiolate			1	4	3	2	6	5	*
Nail Polish	2	1	3				5	4	*
Oil	1		2	4		3	5		*
Paint	2	1	3				5	4	*
Plant Food			1	4	3	2	6	5	*
Rust			2	3	1		5	4	*
Shoe Polish	2	1	3	5		4	7	6	*
Soft Drinks			1	4	3	2	6	5	*
Soot	1		2	3			4		*
Tar	1						3	2	*
Toothpaste			1						
Urine			1		2		4	3	*
Vomit			1	4	3	2	6	5	*

* While recommended cleaning agents are effective, some stains may become permanent.

Cleaning Solutions:

A. Dry Cleaning Fluid: A nonflammable spot removal liquid, available in grocery and hardware stores.

B. Nail Polish Remover: Any acetate, which often has a banana like fragrance. Do not use if it contains acetone.

C. Detergent Solution: Mix two cups of cold water and 1/8 teaspoon mild liquid detergent (no lanolin, non-bleach).

D. Warm Water: Lukewarm tap water.

E. Vinegar Solution: One cup white vinegar to one cup water.

F. Ammonia Solution: One tablespoon household ammonia to one cup water.

G. Call Professional: Additional suggestions, special cleaning chemicals or the ability to patch the area might be available.

H. Spot Removal Kit: Available from retail carpet stores or professional cleaners.

I. Permanent Change: Due to the nature of the stain, there may be color loss. The carpet has been permanently dyed or the carpet yarns have been permanently damaged.



NOTE: While the recommended cleaning agents have proven to be effective, some stains may become permanent.

The vinyl flooring in the motorhome is durable and long lasting when properly taken care of. When a spill occurs, wipe it up with a damp sponge or paper towel. Avoid using cleaners containing abrasives or scouring pads as these may damage the finish of the flooring. Keep the floor clean as dirt, grit and soil can act as abrasives. A 100% latex backed floor mat may help to keep the floor clean. Do not use rubber backed mats or runner casters, as they may stain the flooring. Use large protection pads with felt spots on bases of heavy stationary items to help disperse the weight. Felt spots are non-abrasive. High, stiletto heels may permanently damage the flooring. When moving heavy objects lay a piece of plywood down to prevent accidental galling of the vinyl.



NOTE: Some dishwashing liquids, oil-based cleaners and one step “polishes” may not be suitable cleaners for the flooring. They can leave an oily residue which attracts soil and reduces gloss.



CAUTION: Flooring may become extremely slippery when wet. Avoid personal injury by wiping up spills and keeping flooring dry.

Laminate flooring provides style, durability and easy maintenance. The flooring is a high-pressure laminated flooring designed to be incorporated as a floating floor. The flooring material is constructed of three main components. The surface, similar to many countertops, contains aluminum oxide particles to form an extremely hard, durable surface. The carrier or core layer is constructed from high-density fiber-board. Tongue and groove design creates a tighter bond. The backer or bottom layer is also made of laminate for balance and strength.

Care and Cleaning:

Everyday cleaning is as simple as vacuuming the floor to remove dirt and debris. A cotton string mop is recommended for occasional mopping with a minimal amount of water. Use a mixture of soap-free household cleaner and water (vinegar and ammonia both work well) for a more thorough cleaning.

- Stains should be wiped away with a damp cloth.
- Stains caused by inks or paints may require a cloth moistened with acetone (nail polish remover).
- Stains caused by gum or tar should be allowed to harden completely, then gently scraped away.
- Felt protectors on the bottom of furniture and floor mats can preserve the beauty and appearance of the flooring.



CAUTION: Abrasive cleaners and scouring pads can scratch and damage the flooring. Never wax, sand or apply lacquer to laminate flooring.



NOTE: Any unusual or unique problems can be addressed by contacting Wilsonart at (800) 433-3222.

SHOWER

Showers are susceptible to soap build up. Showers should be cleaned weekly to prevent burdensome clean-up. Using the same solution used to clean tile floors will be sufficient for the shower. However, to control mildew growth spray the shower with household chlorine bleach and allow it to stand for five minutes. Clean the glass shower doors with window cleaner on a weekly basis to maintain the shine. If water spots cannot be removed from the glass, rub lightly with the flat edge of a razor blade to remove deposits.

To prevent excessive moisture and a continual growth of mildew, use the shower only with adequate ventilation. The sealant in a regularly used shower should be replaced once a year. To replace sealant, remove the old sealant using a sharp non-metallic instrument. Apply a new sealant, which can be found at most recreational vehicle supply stores.

CEILING

The ceiling of the motorhome can be a variety of materials or fabrics, many of which require little or no care or maintenance.

Hardwood Vinyl and Decorated Paneling:

Hardwood vinyl and decorated paneling are sensitive and demanding materials. Certain cleaning agents will affect the surface on both printed and unprinted vinyl. Use only a mild, non-abrasive detergent and warm water with a soft cloth or sponge for cleaning to protect the material.

Under no circumstance should bleach, alcohol, oil-based spray cleaners or cleaning agents with solvents, citrus oil or harsh chemicals be used. Other liquid spray cleaners may also cause damage to the material.

WALL COVERINGS

Time is very important when removing substance from wall coverings that are solvent based or contain color. Do not use abrasive cleaners containing chlorine bleach or solvents. *Fidelity* and *Jolie* brands are recommended. Always begin with a mild detergent or soap and warm water. To remove normal dirt clean with a soft sponge. Rinse and wipe dry.

Care for the Tower Wall Covering:

Remove ordinary stains with mild soap and warm water. Sponge on. Rinse well and dry with a soft cloth. **For special cleaning problems:** To remove ball point pen, blood, lipstick, etc., use a sponge or soft bristle brush and *Formula 409*, *Fantastik* or a similar product. Rinse well and dry. Finish cleaning by applying full strength isopropyl alcohol with a sponge or soft brush. Rinse well and dry.



Care for the Satinesque Wall Covering:

Stains should be removed as quickly as possible to minimize reaction between the staining agent and wall covering. Time is very important when removing substances that are solvent based or contain color. Examples: nail polish, oil, shampoo, lacquer, enamel, paint, ink and lipstick.

Always begin cleaning with a mild detergent such as soap. If necessary, move to a stronger cleaner such as household bleach, liquid household cleaners or rubbing alcohol. Before using one of the stronger cleaners, test the cleaning agent on a small inconspicuous portion of the wallcovering to make sure that the cleaner does not affect the color or gloss of the wall covering.

Stain Removal Procedures for Specific Stain Types:

Normal Dirt:

Remove normal dirt using a mild soap or detergent and warm water. Allow it to soak for a few minutes then rub briskly with a cloth or sponge.

Nail Polish, Shellac or Lacquer:

Remove liquid using a dry cloth. Use care not to spread the stain. Quickly clean the remaining stain with rubbing alcohol. Rinse with clean water.

Ink:

Remove immediately by wiping with a cloth dampened in rubbing alcohol. Rinse with clean water.

Chewing Gum:

Rub with an ice cube to cool and harden. Gently pull off the bulk of the gum. Remove any remaining gum with rubbing alcohol.

Pencil:

Erase as much of the pencil mark as possible. Wipe any remaining marks with rubbing alcohol.

Blood, Feces or Urine:

Remove these staining substances as quickly as possible. Wash the stained area with a strong soap. If the stain does not disappear, rinse the soapy area thoroughly with clean water. Mix a solution of 50% water and 50% household bleach. Clean the stained area with the bleach solution. Rinse with clean water.

WOOD CARE

Wood should be treated the same as a piece of fine furniture. Care and cleaning of the wood surface is essential in maintaining the natural beauty of wood. Keep in mind that wood finishes can vary widely. Test a new cleaning solution in an inconspicuous area to check for possible damage.

The care and cleaning of the solid wood surfaces and the wood products used in the motorhome depends on individual choices and preferences. Numerous waxes, polishes and finishing products are available for use. Always follow the manufacturer's label and instructions. The solid wood surfaces should be cleaned weekly. Dust regularly with a soft, lint-free cloth. Dampen the cloth slightly with water. Wipe one small area at a time and dry immediately.

For stubborn stains, use a clean cloth dampened with a solution of mild, non-alkaline soap (like dishwashing liquid) and water. Dry thoroughly using a soft cloth. Buff lightly, following the direction of the grain. Never use abrasive cleaners, scouring pads or powdered cleansers.

Excessive dampness, dryness, heat, or cold can damage solid wood finishes. Sunlight can change the color or age the wood. Never allow moisture or spills to stand, always blot dry immediately. Solvents, alcohol, nail polish and polish removers, as well as harsh cleaners should not be used on finished wood surfaces.

Minor damage to solid wood surfaces can be repaired quickly and effectively with a bit of hard work, some careful attention to details, and most importantly, the right materials. However, any wood repair or finishing job is best left for a professionally trained individual.



NOTE: It is important to inform the service technician of any products used for the care and cleaning in the event of wood repairs.

Sanding and Sandpaper:

The following table is a general guide to the proper uses, although this may vary from wood type to type. The key to sanding is using the right sandpaper for the repair that is needed. Always sand with the grain.

GRIT	Common	Common
80-120	Medium	Smoothing the surface, removing small marks.
150-180	Fine	Final sanding prior to finishing.
220-240	Very Fine	Sanding between coats of sealing.
280-320	Extra Fine	Removing dust spots or mark between finish coats.
360-600	Super Fine	Sanding finish to remove luster or surface blemishes.

Steel Wool:

Abrasive material composed of long steel fibers of varying degrees of fineness that are matted together. The coarser grades are used to remove paint and other finishes; the finer grades for polishing or smoothing a finished surface.

Nail Holes and Small Cracks:

Fill nail holes and small cracks with wood putty or dough for unstained woods prior to any sanding. Stained finishes require filling holes and cracks after the stain has been applied. Putty should match the stain closely in color.



NOTE: A little sawdust and wood glue can be used to make putty for end grains.

Fixing scratches in stained woodwork:

"Quick and simple" rarely describes repairs to stained wood finishes. However, a few tricks can be tried. When scratches appear lighter than the surrounding dark-stained woodwork, it usually means either that the scratch goes through the stain into the wood or that the varnish is flaking off.

Dents:

Dents are the result of wood fibers being crushed and compressed. Dents can be raised back to original level by steam. To raise a dent, place a damp cloth over the dent and hold a medium-hot iron on it. The steam will cause the wood fibers to swell back into place. It may be necessary to repeat this process until the dented area is level with the surface. Allow the area to dry.

Restoring the clear finish:

Check the scratches carefully. If flaking varnish is visible with dark-stained wood underneath, only the clear finish may need to be restored. Rub the loose varnish with fine steel wool or fine synthetic steel wool until you have removed the flaking varnish and slightly roughened a small area of the finish surrounding the scratch. With the tip of a rag, a small brush, or even a cotton swab, apply a thin coat of a wipe-on finish. Apply finish to the damaged area only. Several coats may be needed to hide the scratch.

Re-staining the wood:

If bare wood is visible at the bottom of the scratch, the wood will need to be re-stained. To remove damaged varnish, lightly roughen a small area around the scratch with sandpaper, steel wool or synthetic steel wool. Find a stain that is a shade lighter than the wood finish. Stain the bare wood with a very small amount of stain on a rag, brush or cotton swab. If the color is too light, apply several coats. Rub away excess stain with a dry rag. If the wood becomes too dark, use a rag moistened in mineral spirits to lighten the wood. Select a lighter color stain and continue.

Several companies have simplified this repair process by putting oil-based wood stain into marker-like containers. Just rub the stain marker on the scratch. Start with a stain color that is lighter than the original finish, because torn and scratched wood fibers will absorb stain and darken quickly. A second coat can always be applied if the color of the first coat is too light. Once the color is blended, patch the clear finish as described above and apply a wipe-on finish.

Scratches and Nicks:

Several professional woodworkers use similar procedures and tricks when it comes to scratches and nicks, most of which can be easily repaired. Always test an inconspicuous area of the wood prior to repairs to ensure no damages to the finish.

Light scratches will often disappear when carefully rubbed with furniture polish or paste wax. Deeper scratches can be hidden by carefully rubbing with a piece of oily nutmeat such as Brazil nut, black walnut or pecan. Be careful to rub the nutmeat directly into the scratch to avoid darkening of the surrounding wood. Color the scratch with brown coloring crayon or liquid shoe dye (especially good on walnut).

Staining the scratch with iodine:

Mahogany - Use new iodine.

Brown or Cherry Mahogany - Use iodine that has turned dark brown.

Maple -Dilute one part iodine with one part denatured alcohol.

Commercial scratch removers, or stick wax to match the wood finish, can also be used. After the scratch has been hidden, polish or wax the entire area. Deep scratches should be repaired and finished by a professional.

The Solid Surface was created for a lifetime of easy care. Just follow the simple guidelines listed here to keep countertop surface looking nice.

COUNTERTOPS - Solid Surface

Routine Care:

The motorhome countertops are finished with one type of finish: matte/satin. All solid surface sinks and bowls have a matte/satin finish. Soapy water or ammonia-based cleaners will remove most dirt and stains from all tops and bowls. However, slightly different techniques must be used to remove different stains. Follow the recommendations below.

Cleaning the Countertops:

- Most dirt and stains: Use soapy water or ammonia-based cleaner.
- Water marks: Wipe with damp cloth and towel dry.
- Difficult stains: Use soft scrub and a Grey *Scotchbrite* Pad.
- Disinfecting: Occasionally wipe surface with diluted household bleach (one part water and one part bleach).

Cleaning the Solid Surfaces Sink:

Occasionally clean by using *Soft Scrub Liquid Cleanser* and a Grey *Scotchbrite* pad. Scrub the sink, rinse and towel dry. Do this as often as necessary.

Removing Cuts and Scratches:

Because the beauty of the surface goes all the way through the Solid Surface, countertops are completely renewable. Use the following instructions to remove minor cuts and scratches.

- Sand with 180 grit and then 320 grit sandpaper until the scratch is gone.
- Restore the finish using a Grey *Scotchbrite* pad. Never sand hard in one small area. Feather out lightly to blend restoration.

Preventing Heat Damage:

The Solid Surface withstands heat better than ordinary surface materials; however, hot pans and some heat-generating appliances, such as frying pans or crockpots, can damage the surface. To prevent heat damage always use a hot pad or a trivet with rubber feet to protect the surface. In most cases the surface can be repaired if it is accidentally damaged.



TIPS: Avoid using strong chemicals on the Solid Surface such as paint removers or oven cleaners. If these chemicals come in contact with the Solid Surface, quickly wash with water. Avoid contact with nail polish or nail polish remover. If contact is made, quickly wash with water.



NOTE: Do not cut directly on the solid surface. Always run cold water into the Solid Surface sink when pouring boiling water into the sink.

Laminate

Clean laminate countertops with a damp cloth or sponge. Use a spray cleaner to remove stubborn stains. Avoid using harsh abrasives, scouring powders, peroxides or bleaches as these products may dull or damage the surface. Avoid contact with dyes, bleaches, and indelible inks on food packages. Do not use laminated countertops as a cutting board. Laminated countertops are resistant to minor heat; however, hot pans, irons, and lighted cigarettes will damage the surface. Use hot pads under pans taken directly from the stovetop.

WINDOWS

Water Spots:

Any glass will develop water spots if not cleaned properly. A spotting effect is magnified when the glass has a reflective finish. Use a squeegee immediately after washing to reduce water spotting. To remove stubborn water stains from reflective glass we recommend *Cerium Oxide Polishing Compound*, made by C.R. Lawrence, available at most glass shops.

Condensation

Condensation is a natural phenomenon. The amount of condensation will vary with climate conditions, particularly in relative humidity. Condensation occurs from water vapor present in the air. Each of us add more vapors by breathing, bathing, cooking, etc. Water vapor collects wherever there is available air space. When the temperature reaches the dew point the water vapor in the air condenses and changes to liquid form.

Controlling Moisture Condensation:

Reduce or eliminate interior moisture condensation during cold weather by using the following steps:

- Partially open roof vents and windows so outside air can circulate into the interior. Increase ventilation when large numbers of people are in the motorhome. Even in raining or snowing conditions the air outside may be far drier than the interior air.
- Install a dehumidifier. Continuous use of a dehumidifier is effective in removing excess moisture from the interior air. Using a dehumidifier is not a cure-all, however, it will reduce the need for outside ventilation.
- Run the range vent fan when cooking and the bath vent fan (or open the bath vent) when bathing, to reduce water vapor. Avoid excessive boiling or use of hot water as it produces steam.
- Do not heat the motorhome interior with the range or oven. Heating with the range or oven increases the risk of toxic fumes and allows oxygen depletion. Also, open flames add moisture to the interior air increasing condensation.
- In very cold weather leave the cabinet and closet doors partially open. The air flow will warm and ventilate the interior of the storage compartments and the exterior wall surface, reducing or eliminating condensation and preventing the possibility of ice formations.

- **Dusting:**

Regular dusting maintains the appearance of most blinds. Keep the aluminum blind looking its best by periodically wiping them with a soft cloth or a dusting mitt. By tilting the slats down, but not quite closed, you'll be able to clean most of the top surface of each slat. Blinds may be cleaned while hanging in place using this method.

- **Vacuuming:**

For deeper cleaning, vacuum gently with brush attachment of any vacuum cleaner.

- **Compressed Air or Hair Dryer (non-heat setting):**

Blow dust off each slat. Dust will be air-borne using this method so ventilate the motorhome.

- **Spot-Cleaning:**

Spot-clean shades and blinds using a soft cloth or a moistened sponge with lukewarm water. Add mild detergent, if needed. Blot gently to avoid creasing. In a dusty environment, the blinds may need to be cleaned regularly using a sponge or dampened soft cloth. Use warm (not hot) water and a mild detergent. The mild detergent cannot contain abrasives. Rinse the blinds using a clean cloth and water to prevent water spots. Place a towel directly under the blinds to absorb any water that might drip down.

- **Ultrasonic cleaning:**

Professional ultrasonic cleaning may be preferred.

- **Tub cleaning:**

1. Immerse entire shade assembly in lukewarm water with mild detergent.
Wash for several minutes by gently moving liquid around with your fingers.
2. Rinse with clear water.
3. Close shade before removing from rinse water.
4. Hold rails and tilt the shade to allow excess water to drain off.
5. Re-install damp shade into window opening. Place a towel directly under the blinds to absorb water that might drip down.
6. Lower shade all the way to allow it to dry completely.

Day/Night Shades (Optional)

The day/night shades are made of polyester blended material. Use the following guidelines to care and maintain the day/night shades:

- Leave Day-Night shades in the **UP** position when not in use to help the shades hold their shape.
- String tension for the shades should be equal. Tension can be adjusted if the shades will not remain up.

Dusting:

Vacuum, with a brush attachment or dusting tool, on a regular basis.

Cleaning:

A dry foam cleaner may be used for soil and dirt removal. Follow all directions on the container or a cleaning solution of ¼ ounce clear liquid soap to 8 ounces water.



NOTE: Do not use colored liquid soap as a stain may appear when fabric dries.

MOLD & MILDEW

What is Mold?

Mold is a plant belonging to the Fungi group. In short, mold is a type of fungus that occurs naturally in the environment, and is necessary for the natural decomposition of plant and other organic material. Mold spreads by means of microscopic spores borne on the wind, and is found everywhere life can be supported. Due to the fact mold spores are present in all types of environments, motorhome construction is not, and cannot be, designed to exclude mold spores. If the growing conditions are right, mold can grow in the motorhome. Most people are familiar with mold growth in the form of bread mold, and mold that may grow on bathroom tile. Mold spores, as they grow, can leave a musty odor, discolor fabric, and stain surfaces as well as cause considerable damage.

What Does Mold Need to Grow?

Being a plant, mold will need a food source in order to grow. Mold can use a variety of organic materials such as fabric, carpet, wallpaper, or even building materials, such as wood and insulation, to name a few. Grease films contain many nutrients for mold spores to grow when moisture and temperatures are right. Soil on dirty items such as fabrics and furniture may supply enough nutrients for mold to grow. Many of the synthetic fabrics such as acetate, polyester, acrylic and nylon are mildew resistant. However, soil on these fabrics may supply the nutrients to start mold growth.

Mold growth requires a temperate climate. The best growth occurs at temperatures between 40° F and 100° F. Finally, mold growth requires moisture. Moisture is a mold growth factor that can be controlled. By minimizing moisture inside the motorhome, mold growth can be reduced or eliminated.

Moisture in a motorhome can have many causes. Spills, leaks, overflows, condensation, and high humidity, to name a few. Good housekeeping and regular maintenance are essential in the effort to prevent or eliminate mold growth. If moisture is allowed to remain on a growth medium, mold can develop within 24 to 48 hours.

Consequences of Mold:

All mold is not necessarily harmful, but certain strains of mold have been shown to cause, in susceptible persons, allergic reactions, including skin irritation, watery eyes, runny nose, coughing, sneezing, congestion, sore throat and headache. Individuals with suppressed immune systems may risk infections.

Some experts contend that mold causes serious symptoms and disease which may even be life threatening. However, experts disagree about the level of mold exposure that may cause health problems, and about the exact nature and extent of the health problems that may be caused by mold. Moreover, the Center for Disease Control states that a casual link between the presence of toxic mold and serious health conditions has not been proven.

Standards or threshold limit values for concentration of mold or mold spores have not been set. Currently, there are no EPA regulations or standards for airborne mold contaminants. There is simply no practical way to eliminate all mold and mold spores in the indoor environment. For example, studies have shown that ozone cleaners are not effective at killing airborne mold or surface mold contamination.

Controlling Mold Growth:

The owner can, and should, reduce or eliminate the occurrence of mold growth in the motorhome; thereby, minimizing any possible adverse effects that may be caused by mold. Taking the following steps can help reduce or eliminate mold growth in the motorhome.

1. Check for signs of mold prior to bringing items in the motorhome. Potted plants (roots and soil), furnishings, or stored clothing and bedding material, as well as many other household goods, may already contain mold growth.
2. Regular vacuuming and cleaning will help reduce mold levels. Mild bleach solutions and most tile cleaners are effective in eliminating or preventing mold growth.
3. Indoor humidity can be reduced by 30-60% when venting clothes dryers to the outdoors. Ventilating the kitchen and bathroom by opening the windows, by using exhaust fans, or a combination of both. Operating the air conditioning will remove excess moisture in the air, and help facilitate evaporation of water from wet surfaces.
4. Promptly clean up spills, condensation and other sources of moisture. Thoroughly dry any wet surfaces or material. Do not let water pool or stand in the motorhome. Promptly replace materials that cannot be thoroughly dried.
5. **Inspect** for leaks on a regular basis. Look for discolorations or wet spots. Repair leaks promptly. Inspect condensation pans (refrigerators and air conditions) for mold growth. Take notice of musty odors and visible signs of mold.
6. Should mold develop, thoroughly clean the affected area with a mild solution of bleach. First, test to see if the affected material or surface is color safe. Should the mold growth be severe, call on the services of a qualified professional cleaner.
7. If materials with mold on them cannot be cleaned, they should be removed and properly disposed.



Whether or not a motorhome owner experiences mold growth depends largely on how the motorhome is managed and maintained. As a manufacturer, our responsibility is limited to things that we can control. As explained in the written warranty, we will repair or replace defects in the construction (defects defined as a failure to comply with reasonable standards of motorhome construction) for the Limited Warranty coverage period provided. **THE MANUFACTURER WILL NOT BE RESPONSIBLE FOR ANY DAMAGES CAUSED BY MOLD THAT MAY BE THE CONSEQUENCE OF OR ASSOCIATED WITH DEFECTS IN THE CONSTRUCTION.**

Pests can come in all sizes and shapes, from insects to mammal. Regardless of the area one lives in or travels to, it is safe in stating there will be pests waiting. These pests are not only annoying; they can pose health risk and create serious damage to the motorhome. There are a number of host-transmitted diseases that can be carried by a pest.

Common pests include insects such as ants, cockroaches, termites, flies, pantry pests and wasps as well as wildlife such as rodents, raccoons, bats, birds and snakes. It is important to remember, pests are the same as humans in the fact they need food, water and a place to live. Eliminating any one of those elements will help significantly in controlling the pest.

To control pest infestation, eliminate those factors that attract pests, and take immediate steps to remove pests as soon as their presence is detected. There are a number of steps that can be taken to help in controlling pests:

- Reduce the clutter inside the motorhome and storage bays. All storage items, particularly food (including pet food), should be kept in tightly sealed containers. Seal all cracks and holes, and ensure that window, door and vent screens are securely in place.
- Routinely clean the motorhome, including storage bays. Wipe down the water bay. Promptly remove all crumbs from areas where food is regularly prepared and eaten. Garbage should be placed in a sealed container and removed to an outside receptacle daily. Only put out pet food that will be immediately eaten.
- Keep foods such as flour, cereal, spaghetti and pet food in re-sealable containers with tight lids.
- Sweep and vacuum often (especially in eating areas) to help eliminate food sources for some pests.
- Seal cracks, crevices, and other gaps especially around doors and windows. Make sure all windows and doors are screened and fit the screens snug in their frames.
- Many pests need moisture to successfully live and reproduce. Limit their access to water or moisture sources by sealing cracks and leaks in pipes and faucets. Reduce moisture in the motorhome by controlling condensation, immediately wiping up spills and promptly repairing leaks. Be extra alert around areas that attract rodents and insects, including the sewer hose, fresh water hose, bay doors and items that may be leaning against the outside of the motorhome, such as fishing poles and golf clubs.
- When the motorhome is stored outdoors, clear the surrounding area of all rodent friendly hiding places - shrubs, trees and clutter. Completely seal the underside of the motorhome. Wire mesh will work well to prevent points of entry, but beware of blocking necessary air vents. Prior to operating the motorhome after storage, remove all insect and animal nests that may have developed around vents, engine compartments, the exhaust pipe and in the wheel wells.

Rodents

Rodents may chew through wires or build nests in components of the motorhome. Signs of rodent infestation include droppings, shredded material or chewed furniture fabrics and vinyl. Rodents like to build nests with wire insulation, and are commonly attracted to the outside coating of 110 wiring more than 12 Volt wiring.



NOTE: Although the back cap of most motorhomes is well sealed, rodents are capable of chewing through the foam insulation and that area should be routinely inspected.

If there are signs of rodent infestation around the motorhome, place traps or poisons in suspected areas. Keep the traps and poisons safely away from pets and children. Cheese is not the best bait for a rodent trap. Use peanut butter or chocolate in small amounts. Place the bait on the trigger of the trap to induce the rodent to climb onto the trigger to reach the bait. Rodents do not limit invasion to unused vehicles.

Insects:

Eliminate insects the moment a sign of infestation is spotted. If you are unable to identify the type of insect, purchase some sticky traps from the hardware store and place the tape where you have seen the insects. Once caught, seek assistance in identifying the insect and determining what will be required to remove the infestation.

Regularly inspect the exterior of the motorhome for signs of a budding wasp nest, and promptly destroy small nests before they become too large.

Spiders can be in any structure. Since they are predators and feed on living prey, this would indicate other smaller pest may be found. Immediately remove spider webs. Some types of spiders like to nest on top of the diesel tank and around the diesel hoses. Dispense of spiders using a vacuum. Use care to capture the spider and egg sacs. Throw the vacuum bag away in a sealed bag.

Fruit flies invade the motorhome by attaching themselves to fresh fruits and vegetables. Determine what food items are generating the flies and discard that item in an outdoor trash receptacle. Any remaining fruit flies can be eliminated with a homemade trap. Pour a few ounces of vinegar into a cup and cover the cup with plastic wrap. Secure the wrap with tape or a rubber band and poke a 1/4" hole in the plastic. Place the trap in the area where fruit flies are present.

Ants live in colonies. Only a fraction of the ant colony will leave to seek food. Spraying pesticides will only kill the ants that are away from the colony. To eliminate all ants, the colony must be destroyed. Keep ants away from the sewer hose by spraying the hose ends with a soap and water solution.

Fleas can be removed by properly treating pets with a veterinarian-approved treatment and a thorough cleaning of the motorhome. Vacuum vinyl areas and tile floors to remove dust, flea larva and flea eggs. Follow by thoroughly washing those areas with soap and water. Carpets must be vacuumed and treated with a residual flea control product labeled safe for indoor carpet and furniture use. Perform the cleaning treatment daily for three days to insure that all fleas have encountered the treatment.

Flying outdoor insects are attracted to bright light. Yellow porch light covers on the motorhome work to discourage insect invasion. During nighttime hours insects will be attracted to docking lights, or other bright exterior lighting.

If the presence of moths is detected inside of the motorhome, usually by holes appearing in material, clean the affected clothing and all other items stored in the same area. Follow by completely cleaning the closet, dresser or storage area. If cracks are detected, seal the cracks and treat the area with a properly labeled indoor pest control product.

Even birds can be considered pests, particularly when the motorhome is parked in the flight path of a flock. Bird droppings are hard to remove and will leave stains. Prevent permanent staining to the motorhome roof by regularly cleaning the surface to remove all bird droppings.

Damage from Pest:

On one occasion a motorhome owner, investigating the cause of a failed inverter, discovered that a lizard had crawled in the inverter, shorted out the circuit board and died. Lizards can be captured using glue traps. To remove the lizard from the trap, dissolve the glue with vegetable oil and then release the lizard outside and well away from the motorhome. A scorpion will glow blue-green in UV light. If you suspect the presence of scorpions in the motorhome, investigate with an UV black light during the nighttime hours.

Best Sources for Information Concerning Common Household Pests:

The Internet is a great place to find information about common pests, however, the information is not always correct. The National Pest Management Association website can be useful resource about common pest. Another good source for information are colleges and universities with entomology departments (entomology is the study of insects).

Electronic pest control devices can be costly and most likely will not work on all types of rodents and insects. When calling on the services of a professional to combat pest infestation, call a reputable business that is licensed in handling pesticides. Check references. Explain that you are seeking assistance for a motorhome, as treatments may differ from standard household jobs.

If a pest problem is suspected in the motorhome, consider professional pest control help. The following guidelines can be used for selecting a pest control service.

- A good place to start is to inquire as to who has used pest control services. Inquire about the type of pest problem encountered and how satisfied they were with the service.
- Membership in the national, state or local pest control associations is a good indicator that the company has access to modern technical information and is committed to further education.
- Reach a complete understanding with the company before work starts; find out what the pest is, how the problem will be treated, how long the period of treatment will be, and what results can be expected.
- Be sure to understand what is guaranteed and what is not.

LUBRICATION MAINTENANCE - GENERAL

Performing regular scheduled maintenance ensures reliable operation and optimum service life of the various chassis components. Completed maintenance brings peace of mind knowing the various components have received proper service. Failure to follow maintenance guidelines, or perform scheduled maintenance, results in inefficient operation, premature component wear or component failure resulting in breakdown.

Maintenance schedules are usually performed at certain mile or time intervals. When performing high level procedures, lower level service should also be performed. Maintenance procedures for chassis components are located in the chassis section



NOTE: Maintenance schedules are based on normal operating conditions and use. Operating under unusual or adverse condition shortens service intervals.



NOTE: Engine and transmission service intervals are listed in their respective manuals.

Lubricants

Many chassis components require lubrication. The types of lubricants used will vary with the application of the component. A component may fail prematurely due to lack of lubrication or from using an incorrect lubricant type. The component manufacturer usually recommends a particular type of lubricant with a minimum approval rating. Most lubricants are tested under strict guidelines set by the ASTM (American Society for Testing and Materials). The NLGI (National Lubricating Grease Institute) helps disperse information to the grease production industry. Grease containers usually have an approval rating by the SAE (Society of Automotive Engineers), Mil Spec (Military Specification), API (American Petroleum Institute) or by other recognized and accepted organizations.

The correct lubricant type with an approved specific rating must be used whenever applying, changing or adding any lubricant. When purchasing lubricants for a specific application be sure the label affirms the type of lubricant required with the tested rating by the term "meets or exceeds" in accordance with the manufacturer specifications.

Lubricants are manufactured in many forms for a variety of applications. There are many different oil and grease consistencies each with a designed application. To properly select a particular type of lubricant for a specific application, the component must be evaluated. Component stress loads, ambient temperature, working temperature and environmental exposure are just a few of the variables to consider. Select the proper lubricant for its intended application. As an example: selecting high viscosity grease to lubricate a lock cylinder results in sluggish lock cylinder operation especially in a cool environment. Conversely, using graphite to lubricate a component that is under extreme temperature and load will result in component failure.

Lubricant Classification

Grease ratings and their base compounds are especially important when selecting a lubricant type for an intended application. Some grease compounds are manufactured for multi-use application. These are acceptable if the grease rating is in accordance with the manufacturer's recommended lubricant type and rating.

Lubricating greases are made from different base compounds giving the grease different lubricating consistencies, properties and maximum operating temperatures. Most containers list the base compound and maximum operating temperature usually listed as melting point or drip point. Lubricating components, such as brake component for example, require a high temperature special base compound grease. Lubricating this type of component with other than specified grease type will result in inadequate lubricating qualities resulting in component malfunction or failure.



Be Observant:

When performing any scheduled maintenance, **inspect** the area around where you are working. For example, changing the oil, look at the rear differential. **Inspect** for visual signs of fluid leaks. Use your nose to detect early signs of trouble. Most fluids and lubricants have a distinct odor. Generally, odors are most detectable soon after parking. Unusual sounds are another method of detecting a problem early. There are many types of sounds that are normal, such as the cyclic purging of the air dryer. Become familiar with the different sounds. If something sounds odd, sounds peculiar or looks unusual investigate the situation.

Proper Fluid Disposal

When performing service maintenance on the engine, transmission or rear axle, waste fluids and filters should be properly disposed of or recycled. Package used oils, antifreeze and other fluids in sealed containers. In many cases used oil is accepted free of charge at county disposal sites. Waste fluids are toxic to pets and other animals. Waste fluids should not be left in open containers. The sweet odor of antifreeze is attractive to pets, but highly toxic.

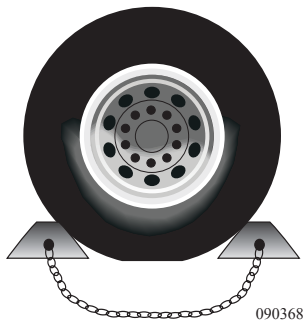


CAUTION: Properly dispose of used antifreeze and waste oil. Animals like the sweet odor of antifreeze and may ingest it if left in open containers. Wipe up fluid spills. Pets may lie in puddles of fluid, many of which are irritants and can cause severe chemical burns if not properly washed.

Greasing

When preparing to use a high-pressure grease gun, thoroughly clean all Zerk grease fittings before applying new lubricant. Keep paper towels or disposable rags handy when greasing. When lubricating items such as drive shafts and steer axles components, continued grease application is generally required until new grease appears at exit points.

Some items use sealed boots around the component to prevent moisture intrusion. When greasing these types of components care must be given to prevent excess lubricant pressure from rupturing the seal.



Chocking the wheels



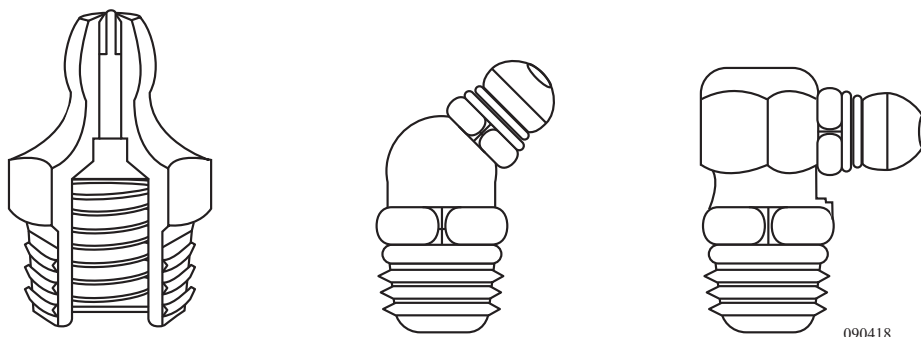
WARNING: Always chock wheels before going underneath the motorhome.

Brake actuating components require lubrication to keep the actuating components operating freely. Avoid contaminating brake linings with lubricant. Particular care and attention to details should be taken when lubricating brake actuating components. Wheel removal may be necessary to access the grease fittings.

To apply grease:

- Clean the grease fitting. Initially operate grease gun until new lubricant discharges from nozzle then wipe nozzle clean. This avoids introducing contaminants into the component.
- Snap nozzle onto grease fitting.
- Nozzle must remain in line with the grease fitting during the application process. If the nozzle is not in line, lubricant will collect around nozzle and grease fitting, failing to lubricate the component.
- Wrap the nozzle with a paper towel or rag to prevent contamination and accidental soiling of other areas.

If the component does not accept grease, the Zerk fitting may be plugged or damaged. Zerk fittings are replaceable and generally available at most auto supply stores. Zerk fittings come in variety of angles depending on the application. Every effort should be made to lubricate the component, as neglect will only result in premature component failure.



NOTE: Some grease fittings may not be accessible until the steering wheel is turned or the motorhome is moved slightly.

STORAGE

Short Term

Short term storage is defined as storing the motorhome for a period of thirty days or less. Properly preparing the motorhome during periods of short term storage will make bringing the motorhome out of storage a much easier process. Winterize the plumbing system if the motorhome is stored in winter months or if stored when temperatures are below 32° F.

Checklist-Short Term Storage:

- If applicable, retract the slide room(s). Do not store the motorhome with slide room(s) extended.
- Shut off all appliances. Close the primary LP-Gas valve.
- Remove all articles from refrigerator/freezer and clean thoroughly.
Prop doors open to prevent mildew.
- Holding tanks should be drained and fresh water system winterized, with potable antifreeze or winterize the plumbing system using air pressure.
- Retract and secure all awnings.
- Turn OFF the battery cut-off switch.
- Batteries should be stored fully charged. Batteries stored in a discharged state will readily freeze.
- If possible, park the motorhome so that the batteries are accessible for charging or changing without having to move the motorhome.
- If available, leave the motorhome hooked to shore power. Leave the main battery disconnect switch ON.
- Careful placement of a small heat source in the interior will help control moisture. Desiccate filter systems help remove interior moisture.
- If AC power is not available turn the main battery disconnect switches OFF.
- If possible, store the motorhome inside a storage building.
- If stored outside, inspect all seams and seals for possible leakage.
- Store the motorhome with a full fuel tank to minimize moisture condensing at top of fuel tank.
- Vents and windows should be closed to prevent wind driven rain entrance.
- Tires should be stored at maximum inflation pressure.
- A full interior **inspection** for water leaks should be made bi-monthly, inspecting behind all cabinet doors and drawers.
- Start and run the generator at least a ½ hour per month.



Long term storage of the motorhome can be defined as leaving a motorhome unattended for a period of thirty days or more. A motorhome requires protection from the elements just as a house or a car would. When left out in the environment without proper storage or maintenance, a motorhome, house or car is vulnerable to the moisture and oxidation processes inherent in the environment.

There are preventative measures which should be taken and preferable situations to use when storing a motorhome. Such measures will aid in protecting and preventing a motorhome from the damaging effects caused by an accumulation of moisture.



NOTE: The natural process of moisture in the air condensing will occur with temperature changes of 30° F or more in one day. Humidity readings of 60% or greater will allow the accumulated moisture to remain for extended periods of time.

If the motorhome is stored in a location where AC power is not available:

- Turn off all appliances.
- Turn off the battery cut-off switch.
- If possible, situate the motorhome so the batteries remain accessible. This allows a battery to be charged or replaced without moving the motorhome.
- Charge the batteries to a full state of charge.
- Turn the main battery disconnects to OFF.
- When stored outside, use the available DC Volt meters to make a quick reference check of the batteries while the motorhome is in storage. If the motorhome is stored outside, solar panels may offset the parasitic loads.
- Preventative measures should be used if the voltage readings are low. When using preventative measures, taking the motorhome out of storage or moving the motorhome in case of an emergency is a much easier process.



NOTE: Batteries in a low state of charge will readily freeze. Freezing will damage the battery.

If AC power is available:

The chassis battery disconnect switch will remain ON. The inverter will charge both house and engine battery banks. A 30 Amp shore power service will be more than adequate.



CAUTION: A 20 Amp service using light duty extension cords and the required adapters create serious voltage losses. Line voltage loss and the resistance at each electrical connection is a hazardous combination and should be avoided. Damage to sensitive electronic equipment may result!

Type of surface to park and store the motorhome on:

- The type of surface the motorhome is parked upon will affect how much moisture accumulation occurs on the chassis and flooring. Moisture can eventually seep into the interior.
- Parking the motorhome on a grass surface, with the tires supported by blocks, is a perfect situation for moisture to accumulate.
- A gravel covered parking area still allows moisture to evaporate from the ground, through the gravel and to the underside of the motorhome.
- Concrete pads seal the surface allowing better ventilation under the motorhome.
- Storage buildings with concrete floors, or heated storage facilities, greatly reduce the amount of moisture accumulation and protects the motorhome from moisture damage.

If the motorhome is stored outdoors:

- The interior should be heated to help prevent mold and mildew growth. Moisture removing desiccate filter systems are available from hardware and RV supply stores. Place the filter system inside the motorhome to reduce inside moisture condensation or humidity. These systems help control mold and mildew growth.
- Proper winterization of the fresh water system will prevent potential damage in extreme cold.
- Ultraviolet radiation affects soft goods and rubber products such as privacy curtains, window shades and tires. These items should be protected.
- Cardboard templates can be made for the windows to protect these items from exposure to direct sunlight.
- Tire covers are available to protect the sidewall of the tires from cracking. Make sure the tires contain the correct air pressure. Underinflated tires can be damaged.
- Washing the exterior regularly will help control moss accumulation. The clear coat has UV protective substances. Waxing the motorhome twice a year will augment these substances.

**Inspect the motorhome:**

- Perform a full interior inspection for water leaks every two weeks while the motorhome is in storage. Open all cabinet doors looking for signs of dampness or leaks. Inspect the ceiling areas around roof vents or other roof openings.
- The roof and sidewall seams should be inspected and cleaned at least twice a year. Inspect for exterior sealant gaps of all roof seams, vents, skylights, roof air conditioners and windows. If necessary, use the proper sealants and recommended application procedures.

Fuel:

A full tank of fuel will help minimize moisture condensing at the top of the tank. Diesel fuel is an organic material which will develop a microbe growth (black slime). Fuel stabilizers may be added to control microbe growth and degrading of the fuel. Consult the Cummins manual or a Cummins distributor for further detailed information on fuel stabilizers and additives.

Brakes:

Brakes also suffer from non-use during periods of storage. The bare metal machined surfaces of brake drums or rotors have only a light coating of dust from the brake lining friction material. The brake dust is the only thing protecting the bare metal surfaces from rusting. Only regular brake applications dry the moisture preventing rust on brake drum or rotor surfaces. During periods of non-use, oxygen and moisture oxidize the machined surfaces. Only occasional use keeps these surfaces from oxidizing. Rusty brake drum or rotor surfaces permeate the brake linings upon the first few applications, reducing the friction action of the linings.

Engine:

Internal combustion engines need to be “exercised” on a regular basis. This will ensure that an adequate supply of lubricating oil coats the cylinder walls and piston rings. Valve and valve seat surfaces also suffer from non-use. Some valves will remain open depending at which part of the combustion cycle the engine has stopped. The heat and cold of the day allows moisture to accumulate through the exhaust system.

Electric Motors:

Electric motors in the motorhome should be operated occasionally to help lubricate and keep surfaces rotating freely. These items include the roof air conditioners, dash fans, dash blower motor, furnace or Aqua Hot motors, heat exchangers and powered roof vents.

Winter Storage - Checklist

- **Plumbing Lines** - Drain and protect by filling with approved RV antifreeze.
- **Fresh Water Tank** - Drain.
- **Body** - Clean and wax. Oil locks and hinges. Repair roof seams as needed.
- **Countertop and Cabinets** - Wash with mild soap and water.
- **Curtains** - Remove and clean according to care specifications.
- **Windows** - To protect the interior fabric from fading, cover windows by pulling blinds, closing shades or using a separate cover such as a sheet.
- **Holding Tank** - Drain and rinse. Close valves.



Add a small amount of antifreeze to keep valves and gaskets lubricated.

- **Drain Traps** - Pour RV antifreeze down all drains.
- **Refrigerator** - Clean and leave both doors propped open. Cover the exterior panels and roof vents.
- **Batteries** - Add distilled water and recharge if needed. Disconnect the cables. Remove the batteries and store them in a cool dry place. Check and recharge as needed. Never park the coach where the battery door cannot be opened.
- **Air Conditioner** - Remove the air filters. Clean or replace.
- **Roof** - Keep clear of snow accumulation or damage may occur.
- **Interior/Exterior** - Storing under cover or indoors helps extend interior and exterior life.
- **Fuel Tank** - Diesel fuel tank should be full.

Removal from Storage

If the motorhome was properly and carefully prepared for storage, removing it from storage will not be difficult. The following checklist pertains to items or areas which should be checked before operating or moving the motorhome. If the motorhome was not properly winterized, extensive freeze damage or other serious deterioration may have occurred. Consult a dealer or an authorized service center for advice.



Inspections to Make After Removal from Storage:

- Thoroughly **inspect** the outside of motorhome. Look for animal nests in the wheel wells or in other out of the way places.
- Remove all appliance flue vent covers, ceiling vent covers and air conditioning covers. Be sure the refrigerator openings are free of debris, insect nests, webs, etc.
- Open all doors and compartments. **Inspect** for animal or insect intrusion, water damage or other types of damage which may have occurred.
- Check the state of charge of the batteries. If necessary fill the cells with distilled water only and charge as necessary. Clean corrosion from the cable ends and terminals.
- Check all the chassis fluid levels: engine oil, engine coolant, hydraulic fluid reservoir, transmission oil and rear axle oil.
- Start the engine, allowing it to reach operating temperature. Ensure the engine instruments are indicating proper readings.
- While the engine is running, check the operation of headlights, taillights, turn signals, back-up lights, license plate light and emergency flasher. Operate the dash air conditioner. If the air conditioner does not work, or the compressor makes an unusual noise, have the system checked by a qualified air conditioner technician.
- Shut the engine down. Adjust or add fluids as necessary. **Inspect** the engine for fluid leaks. Look under the motorhome for any other type of fluid leaks.
- Drain, sanitize and flush the fresh water system as outlined in the *Water Systems - Section 6*. **Inspect** the sewer drain hose and connections for leaks. Replace if necessary.
- Operate all faucets and fixtures in the fresh water system. Run a sufficient amount of fresh water through all water lines and faucets to thoroughly purge any potable antifreeze from the fresh water system.



NOTE: Discard at least the first two trays of ice from the icemaker to ensure the ice does not contain traces of antifreeze or other contaminants.

- Open cabinet doors and drawers to **inspect** for water leaks at joints or fittings. Repair as necessary.
- Operate all 12 Volt lights and accessories. If something does not work there may be a bad 12 Volt circuit breaker or blown fuse.
- Install new batteries in battery operated safety detectors or devices. Test the carbon monoxide, LP-Gas and smoke detectors for proper operation.

-
- Check that the monitor panel is functioning properly.
 - **Inspect** the 120 Volt electrical system which includes the power cord, inverter/converter all outlets and exposed wiring.

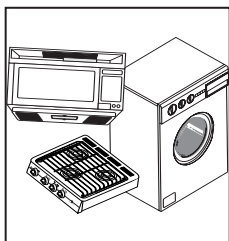


NOTE: Prepare the generator for operation following the instructions in the Generator Manual.

- Start and run the generator.
- Confirm that the batteries are charging. Operate the 120 Volt appliances and air conditioners. If an electrical item or appliance is not functioning properly, contact the dealer or an authorized service center to have it evaluated.
- Have a qualified technician inspect the LP-Gas system and perform an LP-Gas leak test. The leak test should also include an LP-Gas regulator adjustment (if needed). The test can also verify if the regulator is faulty and should be replaced. Have the LP-Gas tank inspected.
- Operate each LP-Gas appliance. Observe all burner/pilot flames for proper color and size.
- **Inspect** and clean the interior.
- Check the sealant around all roof and body seams and windows. Reseal if necessary.
- Lubricate all exterior locks, hinges and latches with a graphite lubricant.
- Check the windshield wiper blade condition. Check the wiper/washer operation.
- Wash and wax the exterior. Inspect the body for scratches or other damage; touch up or repair as necessary. Flush the underside thoroughly.
- Run through the operational checks for steering, brakes, engine and transmission. Operate the motorhome slowly during these checks to allow sufficient circulation of fluids and resetting of the components.
- If desired, have the dealer or repair center double check preparation to make any necessary adjustments and/or correct defects.

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Cayman 2004

Appliances

Section 4

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This section covers operation and care of various appliances found in the motorhome. The motorhome is equipped with a refrigerator, cooktop range, microwave, furnace, water heater, roof air conditioner and other optional appliances. Many of these appliances operate on AC (Alternating) or DC (Direct) current, LP-Gas (Liquefied Petroleum Gas) or a combination of all three.



INFORMATION: Detailed information with **CAUTION** or **WARNING** instructions for the various appliances, other than what is found in this section, can be found in the manufacturer's manual.



WARNING: Before entering any type of refueling station make sure all LP-Gas operated appliances are off. Most LP-Gas appliances used in recreational vehicles are vented to the outside. When parked close to a gasoline pump it is possible for fuel vapors to enter this type of appliance and ignite, resulting in an explosion or fire. Carbon monoxide gas may cause nausea, fainting or death. Operating an LP-Gas appliance with inadequate ventilation or partial blockage of the flue can result in carbon monoxide poisoning. Do not store flammable liquids such as lighter fluid, gasoline or propane in the outside refrigerator compartment.

The refrigerator in the motorhome operates on a different principle than a standard household refrigerator. Knowing these differences should answer questions or solve problems that may arise. A standard household refrigerator uses a compressor to pump refrigerant. This system is efficient as long as 120 Volts AC is available.

The motorhome refrigerator uses a different refrigerant. The refrigerant is heated which causes the refrigerant to circulate and vaporize. Using gravity, the refrigerant returns to the absorber vessel to start the process again. To ensure longevity and proper operation of the refrigerator, follow the specific guidelines in the refrigerator manual. With proper care and maintenance, the refrigerator should provide years of trouble-free service.



INFORMATION: Refer to the refrigerator manual for detailed operating and maintenance instructions.

REFRIGERATOR

Operating Specifics

- The refrigerator operates from LP-Gas or 120 Volts AC electric.
- DC voltage must be no higher than 15.4 Volts DC or lower than 10.5 Volts DC.
- AC voltage must be no higher than 132 Volts AC or lower than 108 Volts AC.
- It is important to operate the refrigerator only when level. Level the refrigerator (from front view) within 3° side-to-side and 6° front-to-back using a torpedo or bulls eye (fence post) level. Place the level on the freezer plate. The level should be within the circle by a half of a bubble. Generally, this is within comfortable living conditions.



NOTE: Operating the refrigerator "off level" separates the chemicals that crystallize and block the circulation action of the cooling unit. Damage is cumulative and irreversible.



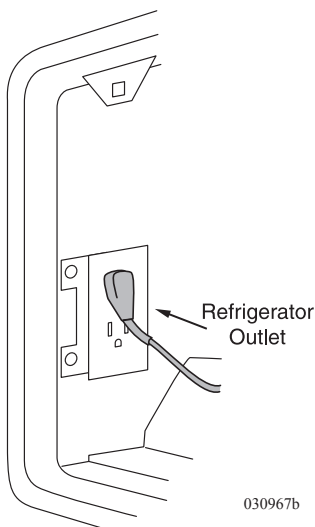
WARNING: Do not use the refrigerator if there is an ammonia smell inside or outside of the refrigerator, or if a yellowish substance appears inside or at the outside access compartment. This can be an indication of a refrigerant leak. Contact an authorized repair facility.



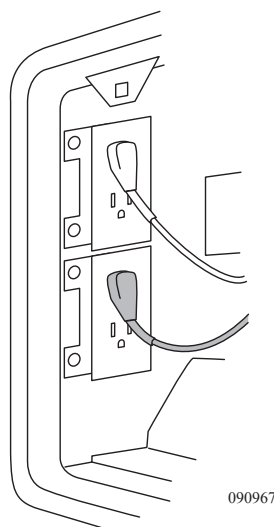
NOTE: To reduce the possibility of food spoilage, keep the interior box temperature at or below 54° F. The refrigerator will consume more energy to maintain low temperature, especially in hot, humid climates. Lower temperature may also lead to quicker frost build-up.

In order for the refrigerator to operate:

- The house batteries must be charged.
- The primary LP-Gas valve must be on and the electric gas valve must be on.
- The refrigerator AC cord(s) must be plugged in (located outside behind refrigerator access door).

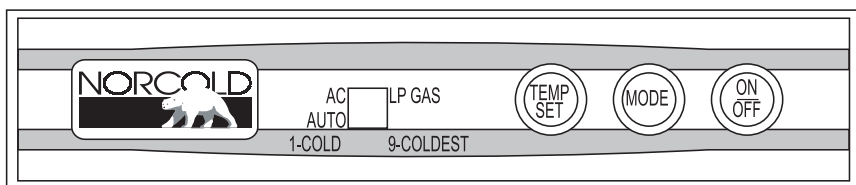
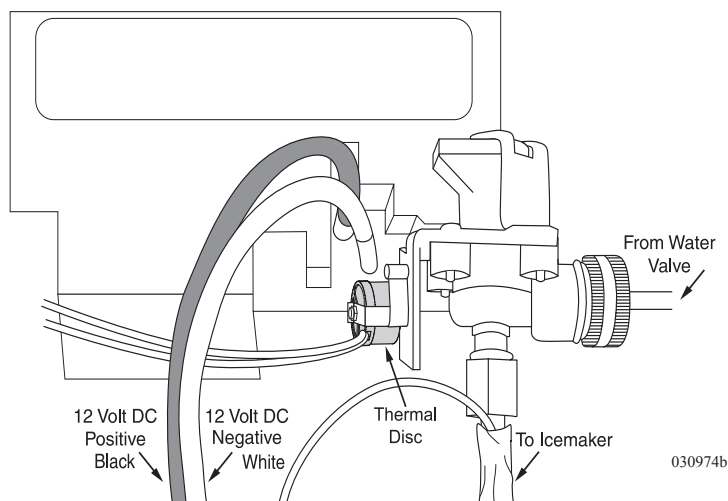
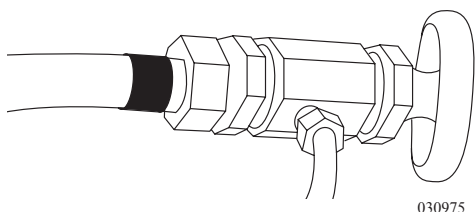


Non-inverter Models



Inverter Models

- If the controls do not light up check the house batteries charge status or see if the 12 Volt wires are plugged into the refrigerator's circuit board (located outside behind refrigerator access door).
- The water valve must be on if the refrigerator is equipped with an icemaker.



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Control Panels

Two Door without Ice Maker

The **ON/OFF** button starts and shuts down the refrigerator:

- To turn on the refrigerator, push and release the **ON/OFF** button.
- To turn off the refrigerator, push the **ON/OFF** button for two seconds and then release.

The **TEMP SET** button controls the temperature adjustment of the freezer and the fresh food compartment. The temperature adjustment that you select does not change if the mode of operation of the refrigerator changes.

- Push the **TEMP SET** button and the temperature setting "1- 9" appears in the display window.
- Push and hold the **TEMP SET** button and the temperature setting changes.
- When the desired temperature setting shows, release the **TEMP SET** button.
- The temperature setting shows for ten seconds and then the current operation mode of the refrigerator shows.
- The number "9" is the coldest temperature setting.

The **MODE** button controls the operation mode of the refrigerator.

- Push and hold the **MODE** button and a light bar indicator is shown in the display window beside each of the operating modes of the refrigerator, one at a time.
- There is one automatic mode and two manual modes of operation.
- When the light bar shows beside the mode of operation of choice, release the **MODE** button to operate the refrigerator in that mode.

Automatic Mode Operation:

When the refrigerator is in **AUTO** mode, it automatically uses the most efficient energy source that is available for operation. During operation, if a more efficient energy source becomes available, the refrigerator controls change from the current energy source to the more efficient energy source as follows:

The first choice is AC operation if 120 Volts AC is available to the refrigerator. The second choice is propane gas operation if 120 Volts AC is not available to the refrigerator.

1. If **AUTO** and **AC** bars appear in the center display, it means:
 - 120 Volt AC power is available to the refrigerator.
 - The refrigerator is operating on AC electric power.
2. If **AUTO** and **LP GAS** bars appear in the center display, it means:
 - 120 Volt AC power is not available to the refrigerator.
 - The refrigerator is operating on propane gas.

Setting Controls for Automatic Mode Operation:

- Push the **ON/OFF** button to turn the refrigerator on.
- Push and hold the **MODE** button until the light bar shows beside **AUTO** and then release.

If 120 Volts AC is available to refrigerator:

- The light bar beside AC also shows in the center display.
- After ten seconds, the light bar beside AC goes off and only the light bar beside AUTO remains.
- The refrigerator is operating on AC electric.

If 120 Volts AC is not available to refrigerator:

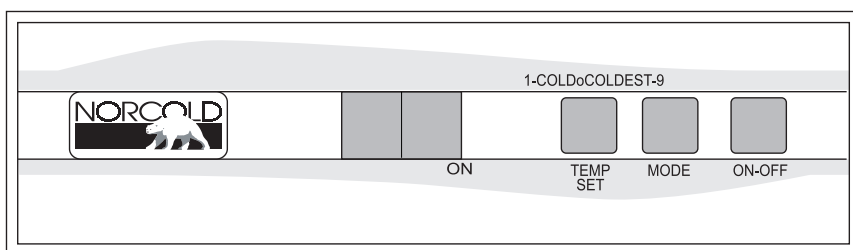
- The light bar beside AC also shows in the center display.
- After a few seconds, the light bar beside AC goes off and the light bar beside LP GAS shows.
- After 10 seconds, the light bar beside LP GAS goes off and only the light bar beside AUTO remains.
- The refrigerator is operating on propane gas.

If an energy source is available to the refrigerator, but is not operating correctly:

- A fault code shows in the center display.
- The refrigerator controls try to change to a less efficient energy source.

If a less efficient energy source is not available:

- A fault code shows in the center display.



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Two Door with Ice Maker:

ON/OFF Button - Turns the refrigerator on or off.

- Push the **ON/OFF** button to start the refrigerator in Auto mode.
- Push and hold the **ON/OFF** button for two seconds to shut it off.

- **TEMP SET** Button - Adjusts the temperature.

- To adjust push and hold the **TEMP SET** button.
- Number "9" is the coldest setting.

- **MODE** Button - Controls the operation mode of the refrigerator.

- Push and hold the **MODE** button to select between Automatic AU, AC or LP operation.

Manual Mode:

When one of the two manual modes is selected:

1. **AC** = The refrigerator is operating on AC electric.
2. **LP** = The refrigerator is operating on LP-Gas.

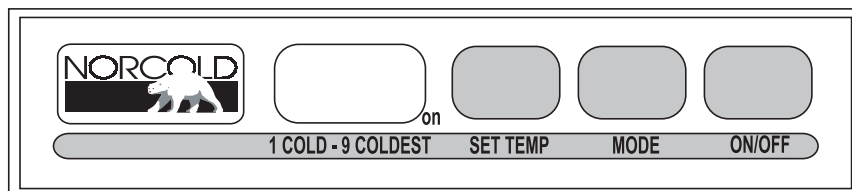
If the LP-Gas does not ignite within 30 seconds, the control changes to a different energy source or the gas safety valve closes and **F** displays. Turn the refrigerator off then back on. If the gas does not ignite after several attempts, consult a dealer or authorized Norcold service center.

Automatic Mode:

The refrigerator selects AC power over LP-Gas in Auto mode (AU). The controls select the energy source in this sequence.

1. When 120 Volts AC is available "AU AC" flashes in the display. This indicates the refrigerator is operating on AC electric. After ten seconds, the "AU AC" goes off and only a power indicator remains.
2. If 120 Volts AC is not available, "AU LP" flashes in the display. This means the refrigerator is operating on LP-Gas.
3. After the refrigerator is operating, press the **TEMP SET** button and set the desired temperature.

Four Door Refrigerator:



The Refrigerator Control Panel requires 12 Volt DC to operate.

030864

- **ON/OFF Button** - Turns the refrigerator on or off.
 - Push the **ON/OFF** button to start the refrigerator in Auto mode.
 - Push and hold the **ON/OFF** button for two seconds to shut it off.
- **LED Display** - This screen is used for mode, temperature and fault code display.
- **MODE Button** - Controls the operation mode of the refrigerator.
 - Push and hold the **MODE** button to select between Automatic AU, AC or LP operation.
- **TEMP SET Button** - Adjusts the temperature.
 - To adjust push and hold the **TEMP SET** button.
 - Number "9" is the coldest setting.

Manual Mode:

When one of the two manual modes is selected:

1. **AC** = The refrigerator is operating on AC electric.
2. **LP** = The refrigerator is operating on LP-Gas.

Automatic Mode:

This feature selects AC over LP-Gas operation. If AC discontinues the alarm sounds and the refrigerator switches to LP-Gas operation. If the refrigerator fails to light, the alarm sounds and a code displays.

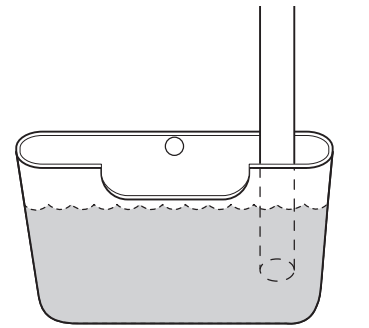
- Press and hold the **MODE** button until **AUTO** displays, release the button.
- Press and hold the **TEMP SET** button until the desired temperature displays, release button.
- In **AUTO** mode, **AC** or **LP** will remain lit for 10 seconds or when a mode has changed.

If the LP-Gas does not ignite within 30 seconds, the control changes to a different energy source or the gas safety valve closes and **F** displays. Turn the refrigerator off then back on. If the gas does not ignite after several attempts consult a dealer or authorized Norcold service center.



Tips:

- Cool items first, if possible, before putting them into the refrigerator.
- Keep the doors shut. Know what you want before opening the doors.
- Allow the refrigerator 24 hours of operation before actual use to help it get a "head start" with the refrigeration process.
- A box of open baking soda will help absorb food odors.
- Refrigerator icing can be slowed in high humidity if the end of the drain tube is submersed in drip pan.



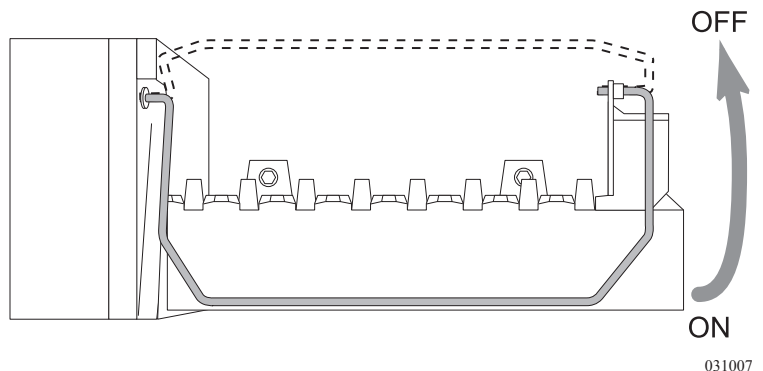
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Located behind the outside access.

Icemaker:

The icemaker works from 120 Volts AC only. The icemaker functions only after the freezer temperature is low enough. City water or the water pump must be on and the valve for the water supply line to the icemaker must be on.

- Pull the metal arm (bail) down to turn the icemaker on.
- Push the arm up to turn the icemaker off.



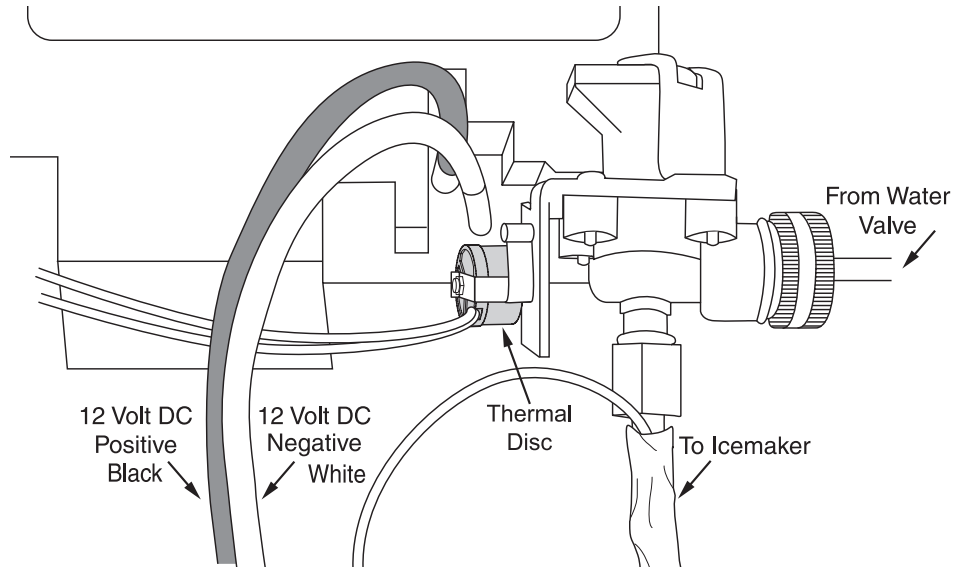
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NOTE: If the icemaker is in operation while the motorhome is in motion, water may spill out of the ice tray. Raise the icemaker arm to stop ice production while in transit. Do not use the first one or two trays of ice if the refrigerator has been in storage. Ice cubes may have contaminants. Do not operate the icemaker without water pressure supplied to the refrigerator. This can cause damage to the icemaker assembly.

Water Line Heater:

A thermal disc supplies voltage to heater tape when ambient temperature is less than 38° F (+/- 4°). It shuts off at temperatures greater than 48° F (+/- 5°). The water line heater is only for the line from the solenoid to the icemaker. The line from the shut-off valve to the water valve is not protected.



Alarm:

The refrigerator audible alarm sounds when the following occurs:

1. DC or AC voltage is higher or lower than specified in operation specifics.
2. Refrigerator is set to Auto and 120 Volts AC is discontinued.
3. The refrigerator fails to light on LP-Gas or fails to light after a period of operation.
4. Door is open longer than two minutes.
5. The circuit board detects a failure displaying a code.



NOTE: If the alarm sounds, note the code in the LED display and turn the refrigerator off to silence the alarm.



INFORMATION: Refer to the manufacturer's manual for the list of codes and their meanings.



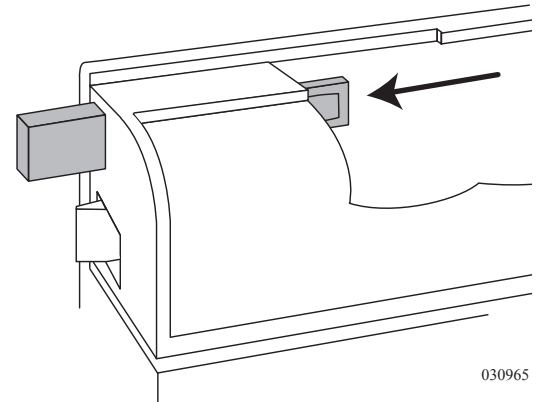
WARNING: Make sure all flames are extinguished and the LP-Gas valve is off before refueling. LP-Gas and gasoline are highly flammable which can ignite, resulting in an explosion, fire or death. Many states have passed laws regarding having the LP-Gas valve open while traveling. Know the laws for the particular state in which you are traveling.

Cooling Unit Fans:

The cooling unit is equipped with a pair of cooling fans to help pass air across the cooling unit. These fans start automatically and are audible when in operation.

Doors:

The refrigerator doors use a positive latch that secures the door with a "click" to prevent the door from opening while traveling. The doors use a heating element located in the flapper on the left door (four-door model) or in the door (two-door model). The heating element activates when operating the refrigerator in any mode to help prevent moisture accumulation in high humidity conditions.



Service:

The LP-Gas function of the refrigerator and LP-Gas pressure will need servicing yearly, depending on use. Over time, the BTU rating of the flame can change, affecting the refrigerator's performance. Ambient temperature and humidity can also affect performance and function. The BTU rating lowers when operating on LP-Gas at an altitude higher than 5,500 feet. This affects the refrigerator's performance. If possible, switch mode operation to AC while at a higher altitude.

Interior light:

The interior light is located at the top of the fresh food compartment. When the door is open the light will illuminate.

For bulb replacement:

1. Remove the 12 Volt DC power supply wires from the power board at the rear of the refrigerator.
2. Remove the light cover by pushing it toward the rear of the refrigerator.
3. Remove the light bulb from the holder.
4. Install a GE#214-2 replacement bulb as the replacement bulb.
5. Install the cover.
6. Connect the 12 Volt DC power supply wires to the power board at the rear of the refrigerator.

Air in the propane gas supply lines:

For safety reasons, the burner is made to ignite on propane gas within a specified amount of time. When starting the refrigerator for the first time, after storage, or after replacing propane gas tank, the propane gas supply lines can have air in them. Due to the air in the gas supply lines, the burner may not ignite on propane gas within the specified amount of time.

To remove the air from the propane gas supply lines:

- Make sure that all of the gas valves are open.
- Push the ON/OFF button to turn the refrigerator on.
- Push and hold the MODE button until the light bar beside LP GAS shows. This means that the refrigerator is operating on propane gas.
- If air in the propane gas supply line prevents the burner from ignition on propane gas, a fault code will appear in the display window.
- Push the MODE button and the refrigerator will start a 30 second trial for ignition.
- During the 30 second trial for ignition, the refrigerator controls open the gas safety valve and the igniter sparks.
- After 30 seconds, the refrigerator control closes the gas safety valve and the igniter stops sparking.
- When the light bar beside the LP GAS shows and no fault code remains, this means that the refrigerator is operating on propane gas.
- At this time, all of the air is removed from the propane gas supply lines and the AUTO mode of operation may be selected.
- Depending on how much air may be in the propane gas supply lines, the 30 second trial ignition may need to be repeated two or three times.
- If the burner does not ignite on propane gas after two or three attempts, stop and consult your local dealer or an authorized Norcold Service Center.

When storing the motorhome, the refrigerator doors have a storage position that locks the doors partially open. This will help reduce odor from mold and bacteria. A completely sealed refrigerator in storage is a perfect environment for mold and bacteria to grow.

To Use the Storage Feature:

- Turn the refrigerator off and remove all items. Leave the drip tray under the cooling fins (Norcold only).
- Shorten defrost time by using trays of warm water. Do not use a heating gun, hair dryer or sharp objects to remove frost as these can damage the interior or cooling unit.
- Wash the interior using mild spray cleaners or a solution of liquid dish detergent and warm water. Do not use scouring pads or abrasive cleaners as these can damage the interior finish.
- Rinse with a solution of baking soda and water. Dry with a clean cloth.
- Lock the doors open by partially opening the doors and sliding the tab into the cut-out of the strike plate.



CAUTION: When defrosting, do not use a hot air blower. Permanent damage could result to plastic parts. Do not use a knife, ice pick or any other sharp instrument to remove ice from the freezer as they can puncture the system.

The microwave oven is operated from 120 Volt AC supplied by shore power, the generator or the inverter. Microwaves heat food using sound waves generated at a very high frequency (2450 MHZ) to agitate water molecules inside the item being heated. The higher the water content is to solids, the faster the response or the shorter the cooking time. A turntable rotates inside the microwave when it is operating in order to heat food evenly. The turntable can be turned off if a baking dish or other large item is used. The microwave is designed to sit over a range or cooktop. When cooking from the cooktop use the microwave's two-speed ventilation fan. The fan draws air in from the bottom of the microwave through a pair of grease filters then discharges the filtered air out through a charcoal filter at the top. The ventilation fan is controlled by a thermostat and activates automatically from heat produced by the cooktop.

The microwave offers many features which may include: varied cooking times with different power settings, automatic sensor cooking, a kitchen timer, on screen programming help, childproof lockout, and auto defrost cycles just to name a few.

MICROWAVE/ CONVECTION OVEN

Microwave Tips:

- Turn the oven off before cleaning.
- Keep the inside of the oven clean. When food spatters or spilled liquids adhere to oven walls, wipe with a damp cloth. Mild detergent may be used if the oven gets dirty. Harsh detergent or abrasive cleaner is not recommended.
- Clean the outside oven surface with soap and water. Wipe away residue using a damp cloth. Dry with a soft cloth. To prevent damage to the operating parts inside the oven, do not allow water to seep into the ventilation openings.
- If the control panel becomes wet, clean with a soft, dry cloth. Do not use harsh detergents or abrasives on the control panel.
- If steam accumulates inside or around the outside of the oven door, wipe it away with a soft cloth. This may occur when the microwave oven is operated under high humidity conditions and in no way indicates a malfunction of the unit.
- Remove the glass tray for cleaning. Wash the tray in warm sudsy water or in a dishwasher.
- Clean the roller guide and oven cavity floor regularly to avoid excessive noise. Wipe the bottom surface of the oven with mild detergent water or window cleaner and then dry. The roller guide may be washed in mild sudsy water.
- The glass tray and roller guide must always be in place during cooking.
- Place the food in a suitable container.
- Ensure the door is firmly closed before use.
- Check the type of cookware being used to see if it is microwave or oven safe depending on the type of cooking being done.
- Gold paint or glaze may contain a trace amount of gold which is electrically conductive and is not compatible with microwave ovens. Hand-painted china commonly contains traces of metal.
- To test utensil for microwave compatibility place it in the microwave with an 8 oz. plastic cup of water. Set the microwave at full power for one minute. Carefully feel the utensil. The entire utensil should be cool to the touch.
- Cover food with a microwave-safe paper towel or upside-down plate to keep food spattering to a minimum. Place a paper towel on the turntable to keep clean-up at a minimum.

- Clean up all spills or spatters before they dry.
- Food odors may linger inside oven. To help eliminate odors, combine the juice and the peel from one lemon, several whole cloves and 8 oz. of water into a two cup bowl. Place in oven on high power; bring to a boil for several minutes. Let cool in the oven for several minutes.
- Some food wrappers may be foil lined. Check the wrapping carefully before cooking or heating. A small amount of foil is acceptable if it is not wrinkled or near the sides of the microwave.
- If the microwave screen is not lit, plug another electrical appliance into the same outlet as the microwave to verify AC power is present. If the test item works, contact an appliance repair facility to have the microwave checked.

FOOD	DO	DO NOT
Eggs, Sausages, Fruits & Vegetables	• Puncture egg yolks before cooking to prevent bursting. • Pierce skins of potatoes, apples, squash, hot dogs & sausages to allow steam to escape.	• Cook eggs in shells. • Reheat whole eggs.
Popcorn	• Use specially bagged popcorn for use in the microwave. • Remove popcorn when popping slows to 1 or 2 seconds in between pops. Use the POPCORN setting.	• Pop popcorn in regular brown bags or glass bowls. • Exceed maximum time on popcorn package.
Baby Food	• Transfer baby food to small dish & heat carefully. Stir often. Check temperature before serving.	• Heat disposable bottles. • Heat rubber nipple. • Heat baby food in original jar.
General	• Cut filled baked goods after heating to release steam. • Stir liquids before and after heating to avoid boiling over. • Use deep bowls for cooking liquids or cereals to avoid boiling out of the container.	• Heat or cook in closed jars or air-tight containers. • Use for Canning. Cooking and heating may not destroy bacteria. • Deep fat fry. • Dry wood, gourds, herbs or wet paper.

microwave food chart

Microwave Facts:

One of the most useful documents for the microwave is the operations manual, located in the owner's information file box. Read it carefully and keep it for reference. Another useful item is a microwave cookbook. Many will contain information about cooking principles, techniques, hints and recipes. Ensure food is in the microwave during operation to absorb the microwave energy. The magnetron, cycling on and off, may be heard for power levels less than 100%.

Condensation is a normal occurrence in microwave cooking. The moisture within foods, as well as room humidity, will influence how much moisture condenses in the microwave. Covered foods will not usually produce as much condensation as foods that are not covered.

About Cooking:

- Food should be arranged with the thickest area towards the outside of the dish.
- Monitor cooking times. Use the shortest amount of time required for cooking and add time as needed. For popcorn, follow product instructions and carefully monitor for the duration of popping time.
- Cover the food while cooking to prevent splatter and reduce condensation.
- Stir the food from the outside of the dish to the center, once or twice, between cooking.
- Turn food over during cooking to speed cooking times. Large food items should be turned at least once during cooking time.
- Use standing times to prevent over-cooking. Covered food will continue to cook after it is removed from the microwave oven.
- Check for indications that the food is thoroughly cooked.
- Food is steaming throughout, not just around the edges.
- Poultry thigh joints come apart and move easily.
- Meat or poultry is not pink in color.
- Fish is opaque and flakes easily with a fork.
- Center bottom of the dish is very hot to touch.

A meat thermometer is the best way to ensure that the food is cooked. The meat thermometer should be inserted into the thickest part of the meat, away from bone or fat. Most food should range between 160° F to 180° F. Never leave the thermometer in during cooking as it can shatter.

Microwave Cooking Safety:

- Always use potholder to prevent burns when handling utensils that are in contact with hot food. Enough heat can transfer from food through utensils to cause skin burns.
- Stay near microwave while operating and check frequently to prevent over-cooking.
- Never use the cavity as a storage area for cookbooks or other items.
- Avoid steam burns by directing steam away from face and hands.

A properly functioning microwave oven presents no hazard with ordinary use. The oven has safety interlocks to prevent operation with the door open, and screens to prevent microwave leakage. These safety features should be kept in good condition - never attempt to bypass the safety interlocks or allow debris or residue to accumulate on the door or oven face. If the oven is damaged, do not attempt to use it. The oven should only be adjusted or repaired by qualified service personnel.



INFORMATION: Refer to the Owner's Manual for maintenance tips and other information. Be sure to register the microwave oven with the manufacturer.

The microwave oven in the motorhome combines the power and convenience of a microwave and a convection oven. The 850 watts microwave oven, with convection temperature range from 100°, 150° and 275° to 450° F, and a 1.1 cubic foot oven capacity, operates on 110 Volt or 120 Volt AC power sources; such as shore power, the generator, or the inverter. The power cord outlet is located in the cabinet to the side of the microwave.

Operation



NOTE: The microwave is for food preparation only. Do not use the microwave to dry clothes, newspapers, shoes or other items.

Child Lock:

The microwave comes with a child lock feature as part of the **CUSTOM HELP** menu. This feature prevents the oven from operating accidentally.

To Use this Feature:

- Press the **CUSTOM HELP** label.
- Press the number one label.
- Press the **START/TOUCH ON** label.
- **LOCK** will appear in the display area.

The oven is now locked. If any button is pressed the word **LOCK** appears on the screen. The fan and hood light is still operational with the Safety Lock feature on.

To Return the Oven to Normal Operation:

- Press the **CUSTOM HELP** label.
- Press the number one label.
- Press the **STOP/CLEAR** label.

Setting the Clock:

- Press the **STOP/CLEAR** label.
- Press the **CLOCK** label.
- The display will prompt to enter time.
- Enter the time of day by touching the numbers in sequence.
- Press the **CLOCK** label.



NOTE: The clock is a 12 hour clock only.

Maintenance

The exterior of the microwave is plastic and metal. The interior is metal. Do not use scouring pads, harsh or abrasive cleansers, chemical cleaners or petroleum based thinners as these can damage the finish. Use mild soap and water with a damp cloth or paper towel to remove most stains or spills. When cleaning the touch pad open the door to prevent accidental operation. Use mild soap and water with a soft cloth. Avoid using excess amounts of water on the touch pad. The turntable plate and oven racks are dishwasher safe.

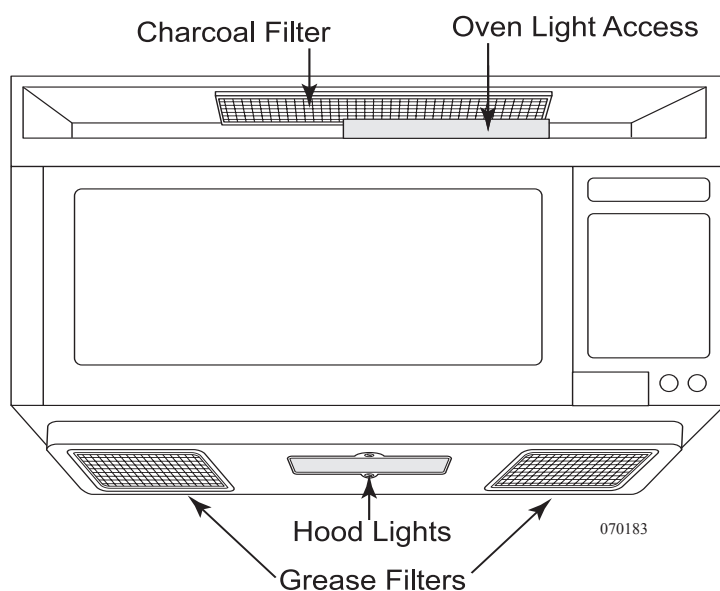
Fan:

The fan automatically starts when heat rises from range surface or when convection settings are used. The fans will remain on until the excessive temperatures are decreased. It will not shut off manually.

Charcoal Filter:

Depending on usage the charcoal filter should be replaced every 6 to 12 months. Use the following procedure to remove the louvers to replace the charcoal filter and oven light.

1. Remove power to the microwave.
2. Remove the screws securing the louver.
3. Insert a flat edge screwdriver over each tab pressing downward and moving the louver away from the microwave.
4. Remove the louver from the face of the microwave.
5. Remove and replace the charcoal filter ensuring the filter is positioned on the supporting tabs.
6. Replace louver and mounting screws.



Oven Light:

1. Remove the louver as indicated under the charcoal filter.
2. Slide the metal light cover forward and lift upwards.
3. Remove the light bulb and replace only with an equivalent watt bulb.
DO NOT EXCEED 30 WATTS.
4. Replace light cover, louver and mounting screws.

Hood Light:

1. Remove power to the microwave.
2. Remove the screw securing the light cover.
3. Remove the light bulb and replace only with an equivalent watt bulb.
DO NOT EXCEED 30 WATTS.
4. Close the cover and re-secure with screw from step two.



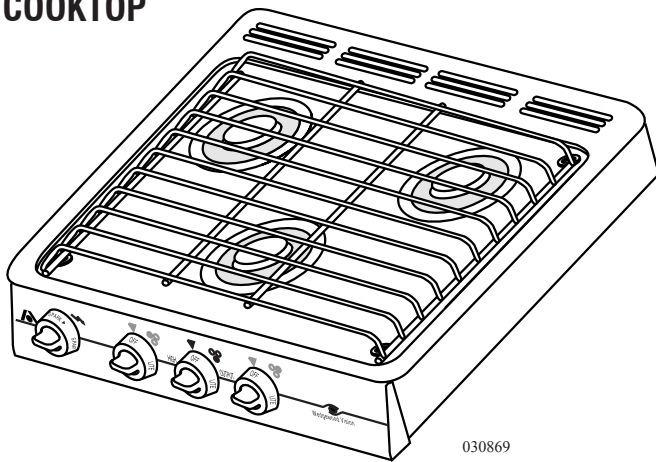
CAUTION: Light cover may be hot. Do not touch glass with lamp ON. Never use the light for prolonged periods, such as a night light.

Grease Filters:

Operating the oven without the grease filters in place can damage the microwave. Grease filters should be cleaned at least once a month. To remove the filters, use the pull-tab to slide the filter to the end of the opening and tip down. Soak the filters in the sink or in a dishpan filled with hot water and detergent.

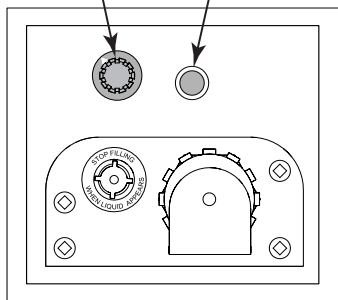
- Do not use ammonia or other alkali-based products that may darken the filter material.
- Agitate the filter. Use a scrub brush to remove caked on grease.
- Rinse the filter thoroughly and shake dry. Place the filter back into the opening, tip upward and slide filter to the end of the opening. Lock in place. Do not kink or warp the filter upon installation.

COOKTOP



On/Off Switch
LP-Gas

Indicator
Lamp

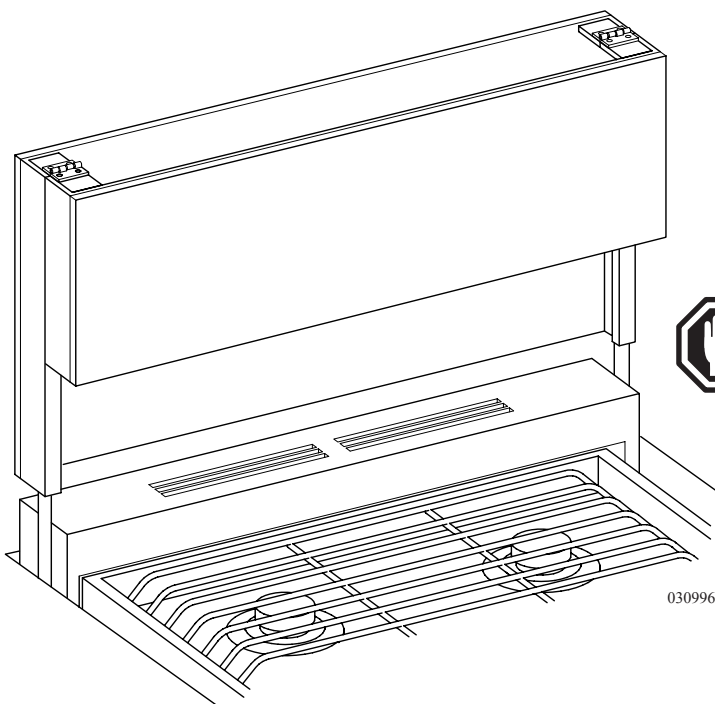


The cooktop uses LP-Gas only as a fuel source. The burners use a piezo type igniter. The cooktop should be used for cooking purposes only and not as a heating source. When the burner valve is opened the fuel source flows through the valve into the mixture tube. The fuel passes by a hole or venturi in the mixture tube, which draws air in with the fuel for a proper fuel/air ratio. The flame should have a blue appearance with a lighter blue defined flame at the burner head. A yellow flame or yellow tips indicate a rich fuel mixture, which can leave a black color or carbon on the bottom of a pot or pan.

The cooktop will operate when the following conditions are met:

1. The primary LP-Gas valve on the LP tank is open.
2. The battery cut-off switch is on.
3. The electric switch, located at the remote fill, is on.

Cooktop Cover



Before cooking on the range top the cover must be in full upright and folded position. Push the cover toward the outside wall and lock it into position to prevent it from falling onto the range top during cooking.

To Lift Cover:

- Lift the cover then fold. The cover will engage the lock when placed into the full upright position.

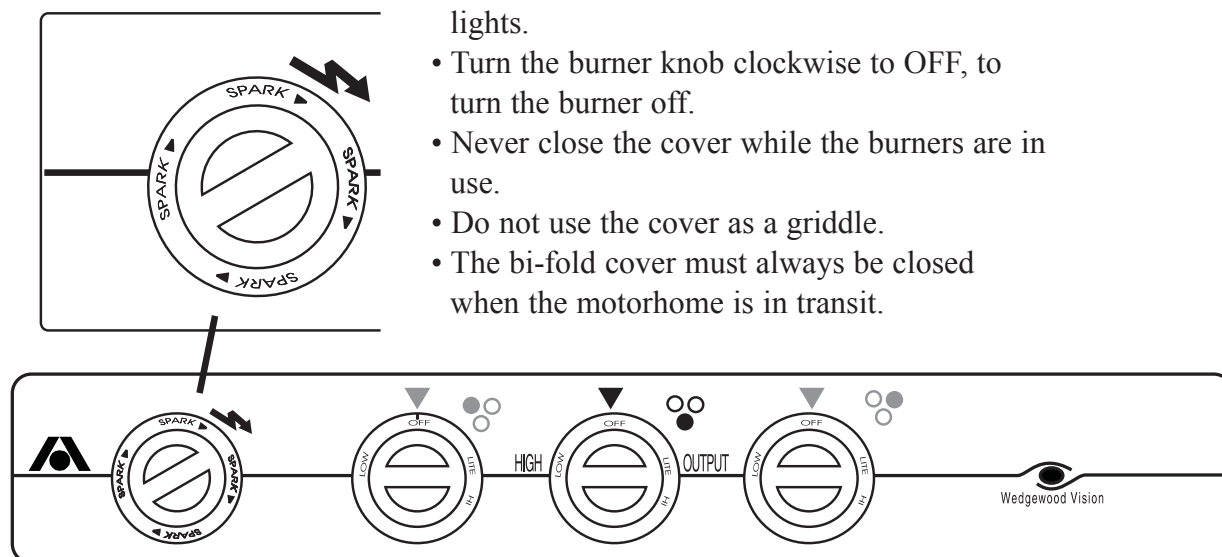


CAUTION: The cover is very heavy.

To Close Cover:

- Allow the cooktop to cool to room temperature before closing cover. Raise cover arms from lock position, lower and unfold cover.

- Turn the appropriate burner knob counter-clockwise to LITE. Do not attempt to light more than one burner at a time.
- Turn the SPARK knob located at the left hand side of the cooktop, clockwise one click. If the burner fails to light, continue turning the SPARK knob clockwise until the burner lights.
- Turn the burner knob clockwise to OFF, to turn the burner off.
- Never close the cover while the burners are in use.
- Do not use the cover as a griddle.
- The bi-fold cover must always be closed when the motorhome is in transit.



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WARNING: Top cover must be in full upright and folded position when the cooking surface is in operation. Do not cover the oven vent openings while the oven is in operation.



WARNING: Do not heat the motorhome interior with the cooktop or oven. Gas combustion consumes oxygen inside the motorhome. Carbon Monoxide is an odorless, colorless and highly poisonous gas.



WARNING: If you smell gas, extinguish all open flames and turn off the main gas supply. Liquid propane is highly volatile, highly explosive and extremely dangerous. Explosion, fire, property damage, injury or death can result. Propane is a "heavy" gas and will lay on the floor and "hide" in corners. Open all windows and doors. Do not touch any electrical switches. They may cause a spark which can ignite. Contact a qualified service center to have the problem correctly diagnosed and repaired before resuming operation.

Operation Tips:

1. A yellow flame is an indication of incorrect fuel/air ratio. Lowered BTU output and carbon build up can occur.
2. Flame appearance may change and BTU output will lower when operating the cooktop at an altitude above 5,000 feet. Allow extra cooking time.
3. Do not allow the tips of the flame to extend beyond pan or pot edge. When this occurs heat is wasted and possibility of injury increases.
4. Remove cooktop cover to help keep the underside of the cooktop clean. Place strips of aluminum foil on the cooktop floor pan and under burners. Do not restrict air flow of mixture tubes.
5. Pre-heat the oven for 10 minutes prior to use.

Burner Grate

The burner grate is attached to the cooktop cover by two spring clips located on the underside of the cooktop cover. The burner grate can be separated from the cooktop cover for cleaning purposes. Place a towel on the countertop next to the cooktop. Lift the cooktop cover up by pushing cover towards rear of cooktop. Lift cover at the front edge. Place the cooktop cover upside down on the towel. Squeeze both of the grate spring clips to remove the grate from cooktop cover.

Cleaning

- Clean all surfaces as soon as possible after boil overs or spillovers.
- Use warm soapy water to clean the burner grates, cooktops, painted surfaces, porcelain surfaces, stainless steel surfaces and plastic items on the range or cooktop. Grit or acid-type cleaners may ruin the surface.
- Use only non-abrasive plastic scrubbing pads.
- Do not allow foods containing acids (such as lemon or tomato juice, or vinegar) to remain on porcelain or painted surfaces. Acids may remove the glossy finish. Wipe up egg spills when cooktop is cool.
- Allow porcelain surfaces to cool before cleaning. Burns from the heated surface may occur or the cooktop porcelain can crack.

Regular cleaning with a soft cloth and a warm detergent solution is generally enough to keep the cooktop clean. Wash, rinse and dry with a soft cloth. Thoroughly clean the cooktop when it is cool. Use a dry cloth or paper towel while the surface is warm to the touch to clean splatters or spills. Cleaning will be more difficult if spills bake on to the surface. Glass cleaner sprayed on a paper towel should be used for the cooktop surface. Do not spray glass cleaner directly on the surface. DO NOT use abrasive cleaners or steel wool. Harsh cleansers like bleach, ammonia and oven cleaner should NEVER be used. The surface burner grate and caps should be cleaned using the same guidelines as the cooktop surface.

Porcelain Enamel:

Porcelain enamel, a type of glass fused on steel at a very high temperature, is not extremely delicate but must be treated as glass. Sharp blows, radical surface temperature changes, etc., will cause enamel to chip or crack. Some foods such as vinegar, lemon juice, tomatoes and milk contain acids which can dull the finish of the enamel. To avoid dulling the finish, wipe up the spill before it is baked on. The surface is glass and must be given consideration when cleaning. Steel wool and coarse, gritty cleanser will scratch or mar the surface. Any gentle kitchen cleanser powder or grease cleaner will be suitable. For further information on care of the porcelain, call "Hopes Cultured Marble Polish" at 800-325-4026.

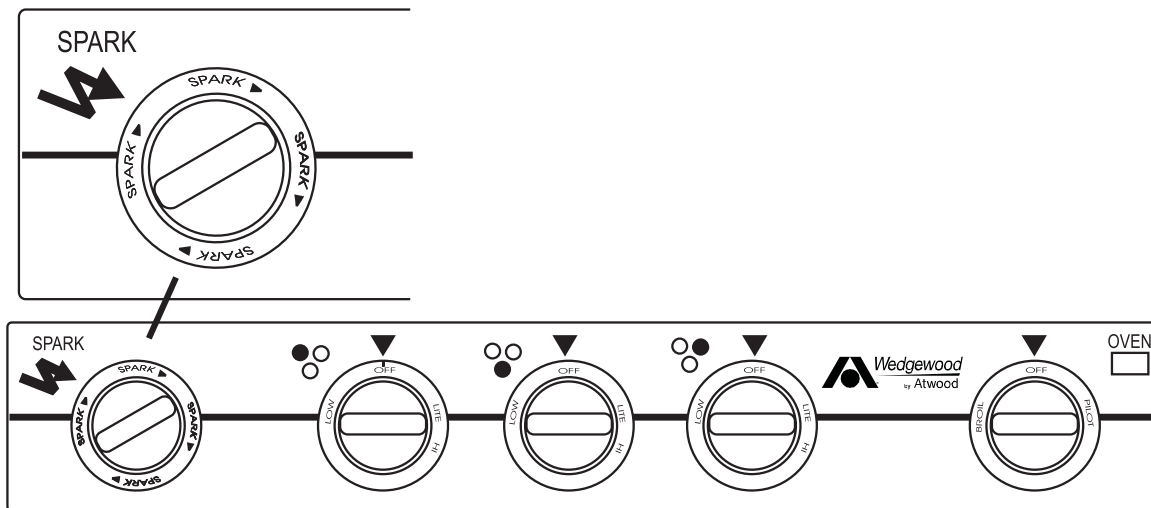
The cooktop range/oven is operated and maintained the same as the cooktop only with an oven. This option allows for a wider variety in floor plans and provides more storage space.

COOKTOP WITH OVEN (Optional)

- The oven may be used with the cover down.
- Push in the oven control knob and rotate counterclockwise to **PILOT ON**.
- Manually light the oven pilot located near the back of the oven, under the broiler shelf and to the left of the oven burner.
- Set the oven control knob to **PILOT ON** to maintain pilot flame. The oven and broiler are now ready for operation. The oven pilot has been factory set and requires no further adjustment.
- To extinguish the oven pilot push in the oven control knob and rotate clockwise to **OFF**.



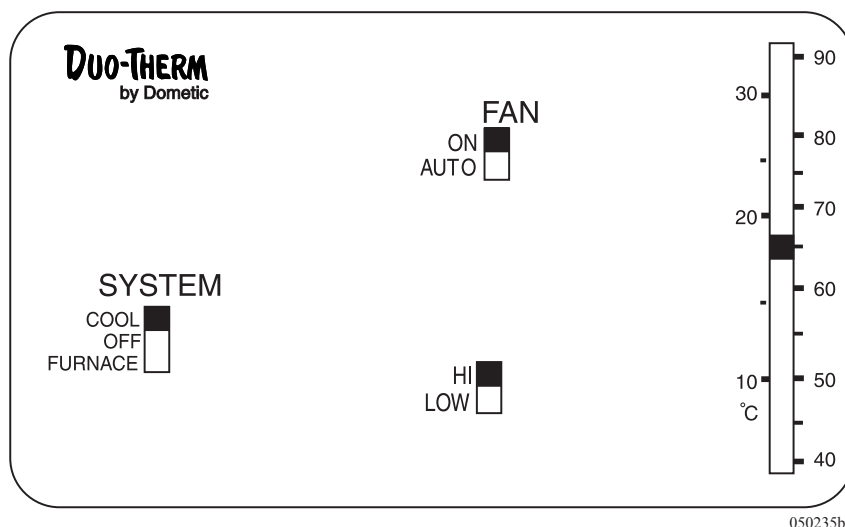
WARNING: Extinguish all pilots when refueling or traveling. Do not block vents in oven with cookware or other objects.



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WALL THERMOSTAT

The wall thermostat operates the HVAC (heating, ventilating and air conditioning) system. The thermostat, located in the living room, operates the front roof air conditioner functions as well as the LP-Gas furnace. The thermostat located in the bedroom controls the rear air conditioner functions only.



AIR CONDITIONER - ROOF

The roof air conditioners operate from 120 Volts AC only. Operation is controlled by a 12 Volt DC wall thermostat. The electronics in the wall thermostat send a signal to the roof air conditioner's circuit board. The circuit board controls the desired roof air conditioner functions. The refrigeration process in the roof air conditioner is similar to the dash air conditioning or a household type refrigerator, functioning as an enclosed system. The refrigeration process repeats in a cycle. Refrigerant is drawn into the compressor and heated from compression. High pressure vapor is sent to a condenser where the heat is expelled into the atmosphere. The vapor leaves the condenser as a high pressure liquid. This liquid is forced into a metered capillary tube and then into the evaporator or low side pressure. The refrigerant changes from liquid form to a vapor as the heat is extracted. The vapor is drawn back into the compressor to start the cycle again.



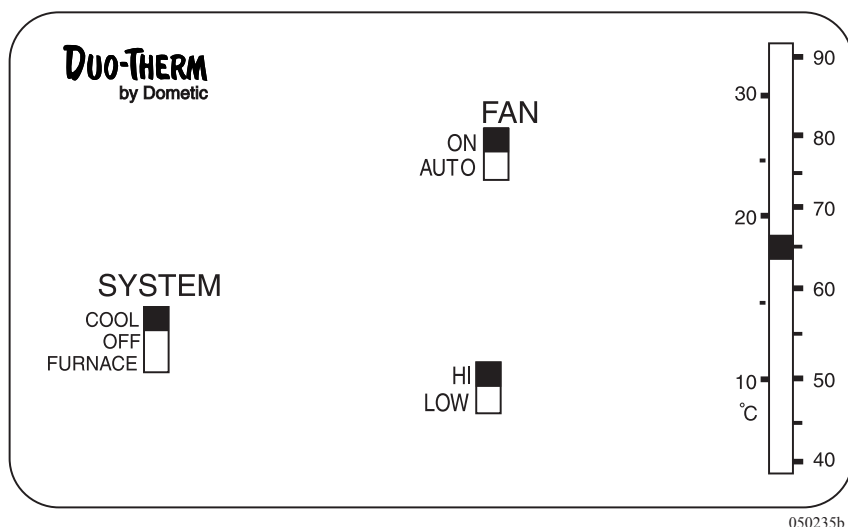
NOTE: Air conditioning systems will freeze the moisture in the air depending on the humidity content. Under high humidity conditions it is recommended to leave the HIGH/LOW switch to the HIGH position.

The roof air conditioner will operate only when the following needs have been met:

- 120 Volts AC from either shore power or the generator is supplied.
- House batteries are charged.
- The battery cut-off switch at the entry door must be ON.

Thermostat Operation:

The thermostat operates the roof air conditioner and the furnace.



Roof Air Operations:

- **FAN (only)** - Move the **FAN** switch to the **ON** position. Use the **HIGH** or **LOW** switch to set desired fan speed. Set the thermostat to desired temperature.
- **COOL** - Move the **SYSTEM** switch to **COOL**. Move the **FAN** switch to **ON**. Set the thermostat to the desired temperature. Use the **HIGH** or **LOW** switch to set desired fan speed.



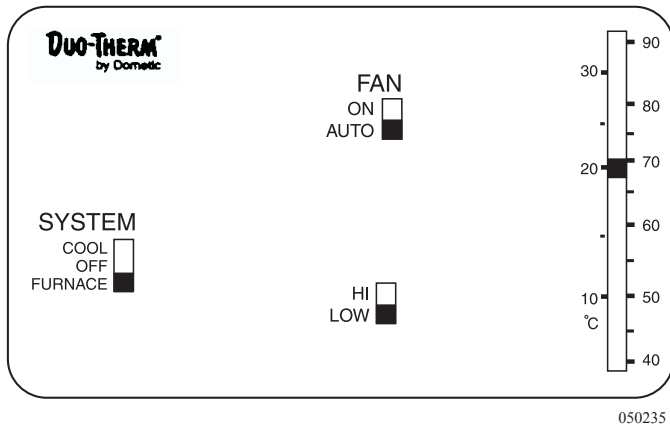
NOTE: The thermostat in the bedroom performs the same function as the living room thermostat. The FURNACE position on the bedroom thermostat is nonfunctional.

The furnace and related components, are 12 Volt DC operated, using LP-Gas as the fuel source. Electronic circuitry (automatic ignition) is used to ignite the burner. The furnace uses outside air for the burner combustion and exhaust is expelled through the outside vent. Inside air is drawn into the furnace and blown across the internal heat exchanger. Heated air is then discharged through ducted hoses which can be run throughout the motorhome.

FURNACE

Operation

The furnace operates in the following manner: The wall thermostat sends a signal to the front roof air conditioner circuit board, which closes a relay. Closing a relay sends an electrical signal to the furnace to begin the ignition cycle. There is a small time delay before the blower motor begins. When the blower motor attains a predetermined speed it will close the air prover or sail switch. The sail switch sends the electrical signal through a high temperature protection switch, then to the automatic ignition circuit board. After the thermostat is satisfied, the gas valve closes and extinguishes the burner. The blower motor stops about two or three minutes after cool down.



The furnace will operate when the following conditions have been met:

- The primary LP-Gas valve on the LP tank is open and the LP-Gas valve at the furnace is on.
- The house batteries in the motorhome are charged.
- The battery cut-off switch at the entry door must be ON.

Using the Furnace:

- Set the SYSTEM switch to FURNACE.
- Set the FAN switch to AUTO.
- Set desired temperature.



WARNING: IF YOU SMELL GAS extinguish all open flames and turn off the main gas supply. Liquid propane is a highly volatile, extremely dangerous gas. It can explode or ignite, which may result in property damage, injury or death. Propane is “heavy” and can “float” on the floor or “hide” in corners. Open all windows and doors. Do not touch electrical switches. They may spark, which can ignite. Keep all open flames, spark producing devices and smoking material out of the area. Contact a qualified service center to have the problem correctly diagnosed and repaired before resuming operation.



CAUTION: Do not store any items or materials in the furnace area. Restricted air flow may hamper furnace operation leading to failure and/or fire hazard.



NOTE: The automatic ignition circuit board will attempt to light the burner three times before the ignition board will go into “lock-out.” If the burner does not light the furnace blower motor will continue to run and the wall thermostat will have to be cycled off.

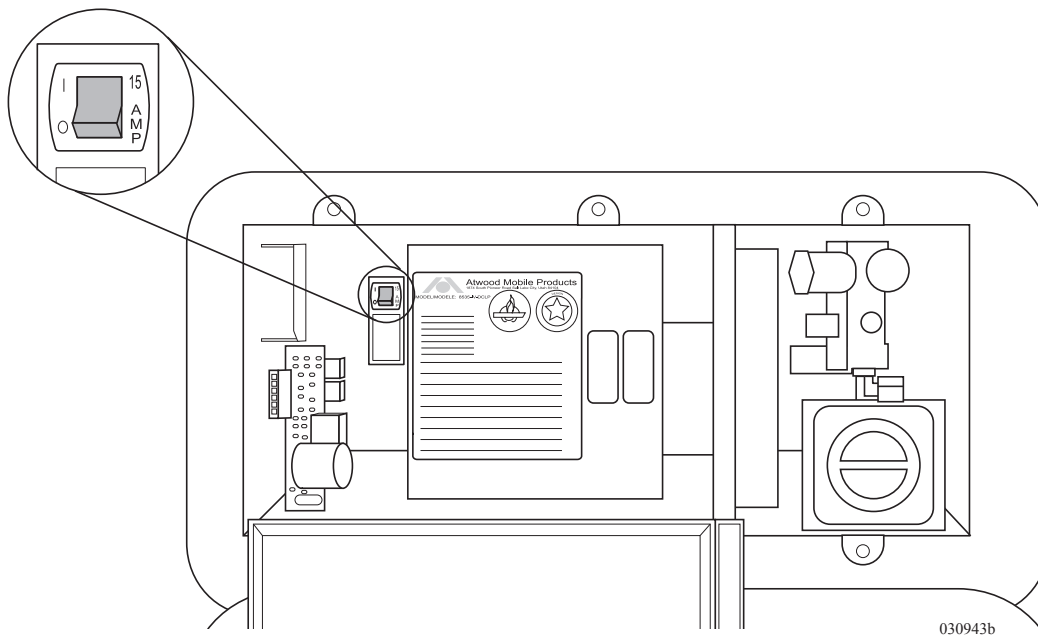


NOTE: When washing the exterior of the motorhome, avoid a direct stream of water into the outside furnace vents. This can damage the furnace.



Tips:

- After storage the furnace may produce a musty smell during the first couple of cycles.
- Operating the furnace at an altitude above 5,000 feet reduces the BTU output due to air/fuel ratio.
- The furnace will periodically need to be serviced by a qualified technician. If the furnace exhibits unusual symptoms or noises, or has an unusual odor when operating, have the furnace checked or serviced.
- If the blower fails to operate after verifying the batteries are charged and fuses are good, use a coin or screwdriver to open outside access door. Make sure the power switch is on and circuit breaker is pushed in.



CAUTION: It is not advisable to use the furnace to heat the inside of the motorhome during transit.



NOTE: When washing the exterior of the motorhome, avoid a direct stream of water into the outside furnace vents. This can cause damage to the furnace.

If the Furnace Fails to Light

If the furnace fails to light make sure the LP-Gas primary supply valve is open and the LP-Gas switch is turned on. The furnace will not light if the blower motor is not spinning to its specified speed. This may be due to a low house battery charge condition.

To Charge the House Batteries:

- Hook-up to shore power.
- Start the generator.
- Start the main engine.



WARNING: If you smell gas and the blower motor is spinning do not attempt additional furnace operation as this may result in an explosion, fire or personal injury. Contact a qualified technician.

WATER HEATER

The water heater uses two different methods to heat water: (1) 120 Volt AC, supplied either by shore power or the on board generator, (2) LP-Gas. The 120 Volt AC uses a heating element similar to the type used in a house water heater. The 120 Volt AC method is efficient if shore power is available. An automatic ignition circuit board, operated by 12 Volt DC, controls the LP-Gas. Two thermostats control water temperature: One for the 120 Volt and the other for the LP-Gas. The thermostat temperatures are preset by the water heater manufacturer and are not adjustable.

Water is pumped into the bottom of the water heater tank where it is heated and discharged out of the top upon use. For ease of draining the tank during winterization, the water heater is equipped with a pressure-temperature valve, by-pass valve and drain plug.



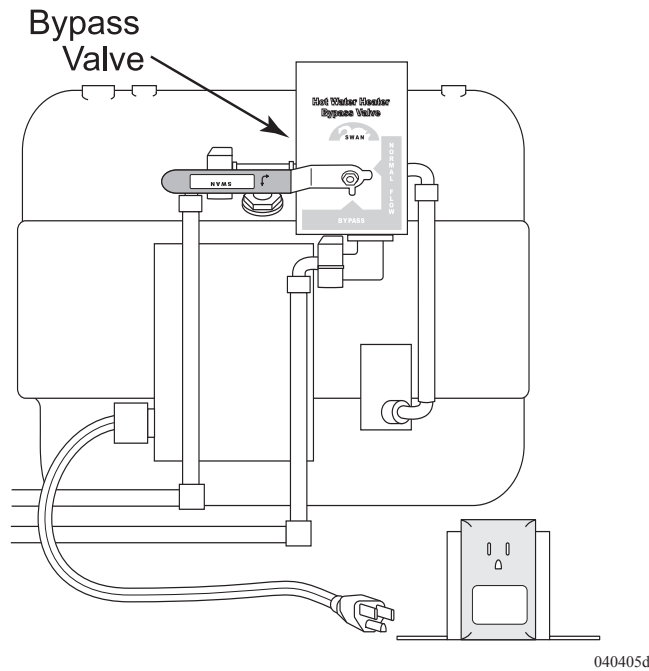
NOTE: Do not operate the water heater without water in the water heater tank. Damage to the thermostats and electric heating element can occur.



NOTE: It is not fuel efficient to use the generator to operate the water heater on 120 Volt AC.

Before using the water heater, purge all trapped air from the water system and water heater.

Before Using the Water Heater



To Purge the Air and Pressurize the System:

- Remove the access panel to the back of the water heater.
- Turn the water heater Bypass Valve (located at the back of the water heater) to Normal Flow. If necessary replace drain plug.
- Fill the fresh water tank or hook to city water.
- Turn on the water pump or city water.
- Turn on the hot and cold valves for each faucet, one at a time. Operate each faucet, inside and outside the motorhome, until a steady stream of water with no air bubbles or air pockets are present. Do not operate the water heater until the water system is purged of air.
- After the system pressurizes, inspect the water heater and water system for leaks.

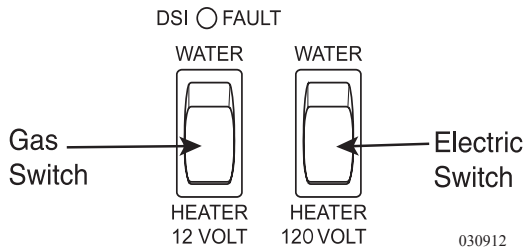


CAUTION: After purging the water lines and water heater, air may still be present. Use caution upon opening a hot water faucet after the first heat cycle of the water heater.



WARNING: IF YOU SMELL GAS extinguish all open flames and turn off the primary LP-Gas valve. Do not touch any electrical switches. They may cause a spark that can ignite. Open all windows and doors. Evacuate the motorhome. Propane is a "heavy" gas and will lay on the floor and "hide" in corners. Liquid propane is highly volatile, explosive and extremely dangerous. Explosion, fire, property damage, injury or death can result. Contact a qualified service center to have the problem correctly diagnosed and repaired before resuming operation.

Operation



Water Heater Operation:

- Turn on the interior house power switch at the entry door.
- 120 Volt AC is supplied from shore power or the generator.
- The house batteries are charged.
- The primary LP-Gas valve on the LP tank is open and the electric LP valve is on.
- Turn on the Master On/Off switch located at the monitor panel.
- Make sure the unit is plugged in.

Heating Water with 120 Volt AC:

- Have either shore power (preferable) or the generator supplying AC voltage.
- Turn on the Water Heater 120 Volt switch at the monitor panel.

Heating Water with LP-Gas:

- Make sure the primary LP-Gas valve is open and the electric LP valve is on.
- Turn on the water heater 12 Volt switch. The indicator light on the switch will illuminate briefly then go out when the burner ignites. The burner will make an audible "roar" when lit.
- The automatic ignition circuit board will attempt three ignition cycles to light the burner. If the burner does not light after the third attempt, the circuit board will "lock-out" and the indicator light on the switch will glow steady.
- Check the level of LP-Gas in the tank and make sure the primary LP-Gas valve is on. Cycle the 12 Volt water heater switch Off then back On to reset the ignition board.



NOTE: The LP-Gas and AC electric functions may be on at the same time. This will speed the recovery process of heating water for large volume use.



CAUTION: It is recommended not to operate the water heater on LP-Gas while the motorhome is in transit. Be sure the water heater is off before refueling.



WARNING: Before beginning any service or work on the water heater make sure the LP-Gas is turned off, the 120 Volt AC source has been disconnected and the 12 Volt DC source has been disconnected. Failure to do so can result in explosion, fire or injury.

Indicator Lamp:

- Illuminates briefly when the 12 Volt water heater switch is turned on, ignition occurs and the lamp goes out.
- If the burner does not light within six to nine seconds the ignition board will attempt two more ignition cycles. If the burner does not light after the third attempt, the indicator lamp glows steady.

The ignition module will perform the following sequence:

1. The module has a timing circuit, which allows six to nine seconds for ignition to occur.
2. Initially the module supplies current to the gas valve. At the same time, it produces a high-voltage current supply to the electrode to produce a spark at mixture tube.
3. Upon ignition, the electrode senses the presence of flame.
4. If ignition does not occur, the module will wait 20 to 40 seconds before the next ignition cycle.

***Ignition Module
Function***

Separate thermostats are used for LP-Gas and AC electric. The thermostat controls the power to the module board. At 130° F, the thermostat will open, extinguishing the burner. If the thermostat fails, a High Temperature safety limit switch will open. The safety switch will require manual reset.

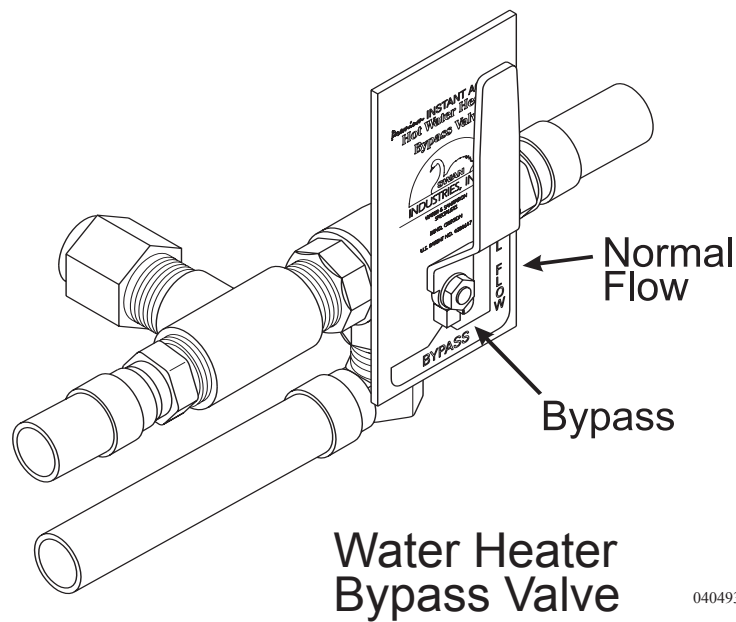
Thermostats



CAUTION: If the High Temperature safety limit should open, discontinue using the water heater. Have the water heater inspected by a qualified technician to determine the cause of the over temperature condition.

The bypass valve is located at the back of the water heater. Turning the valve to **BYPASS** stops water from entering the cold water inlet of the water heater. Turn the valve to **BYPASS** when winterizing. For normal operation, turn valve so that handle points to **NORMAL FLOW**.

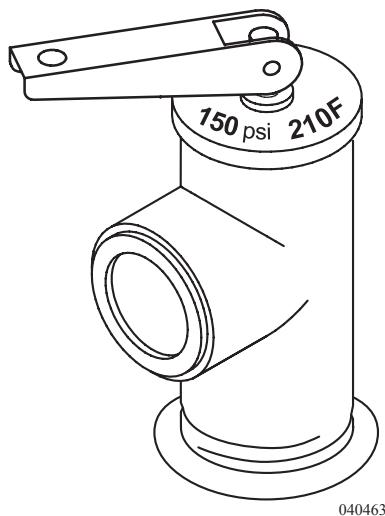
***Water Heater
Bypass***



**Water Heater
Bypass Valve**

040493

Pressure-Temperature Relief Valve



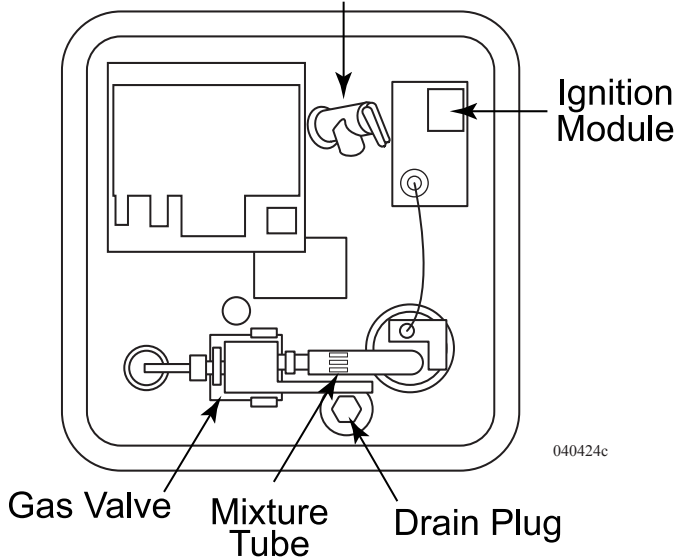
The water heater is equipped with a Pressure-Temperature relief valve. The water heater may discharge from the Pressure-Temperature relief valve during the heating cycle, due to thermal expansion of water. The Pressure-Temperature relief valve is designed to open if the water temperature in the tank reaches 210° F (98.8° C), or if internal pressure reaches 150 psi. A small discharge is normal and is not necessarily a faulty valve. The water heater has an internal air pocket to reduce the possibility of dripping or weeping.

Eventually, the expansion of the water will absorb the air pocket. When this occurs, the air pocket will have to be replaced utilizing the following procedure.



CAUTION: Ensure the water heater tank is cool prior to making any check of the valve.

Pressure & Temperature Relief Valve

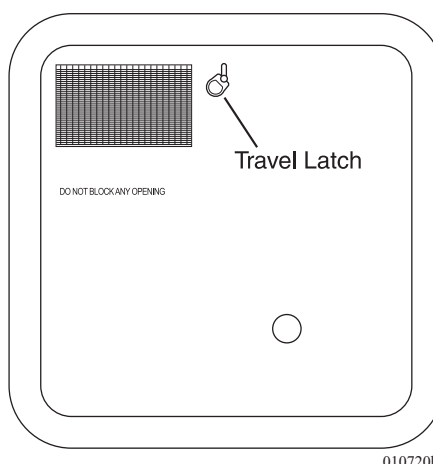


Re-establishing the Air Pocket:

- Step 1:** Turn **OFF** the water heater.
- Step 2:** Shut **OFF** the incoming water supply.
- Step 3:** Open a hot water faucet closest to the water heater.
- Step 4:** Pull the handle of the relief valve until the flow of water stops.
- Step 5:** Close the relief valve allowing it to snap shut. Close the hot faucet and turn **ON** the water supply.
- Step 6:** Turn **ON** the water heater.

The air pocket is re-established and the process does not need to be repeated until the next discharge of water from the Pressure-Temperature valve. If the valve continues to leak, contact a qualified service center to evaluate the valve and make any required repairs.

Periodically, check the outside service compartment and screen (in the door) for foreign material that can accumulate and prevent the flow of combustion and ventilating air.



Burner Compartment



- To conserve LP-Gas, turn off the water heater when not in use.
- When using the shower, conserve energy and hot water by shutting the shower water off when not in use.
- Use caution when hooked to anything less than 50 Amp shore service. When the water heater element is in operation it will use approximately 12 Amps at 120 Volts AC. Appliances will need to be operated in sequence to avoid tripping a breaker.
- Water may drip occasionally from the Pressure-Temperature relief valve until the pressure has dropped. Avoid opening the Pressure-Temperature valve manually as collected minerals may cause the valve to leak continually. The valves can be purchased from most hardware stores.
- Operate the water heater using LP-Gas when hooked to 30 Amp shore power. This will reduce the likelihood of tripping the shore power breaker.

Tips for Water Heater Use



If the motorhome is to be stored during the winter months, drain the water heater to prevent freeze damage.

Draining & Storage

1. Turn off electrical power to the water heater.
2. Shut off the primary LP-Gas valve.
3. Open low point drains.
4. Open both **HOT** and **COLD** on all faucets.
5. Remove water heater drain plug.
6. Turn the Bypass lever to **BYPASS**.

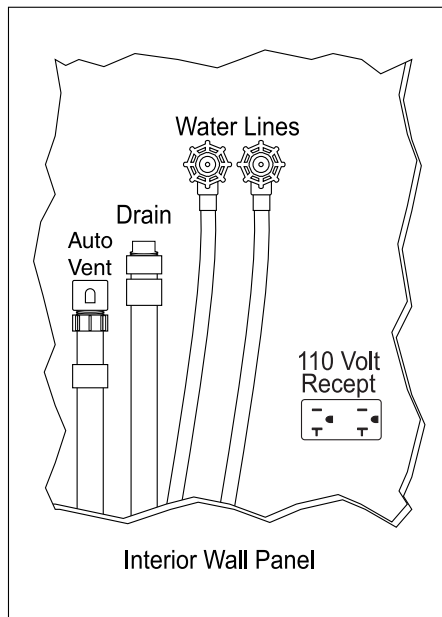


NOTE: Be sure to refill the water heater with water before resuming operation.

Troubleshooting

- If water heater fails to light check the mixture tube for obstructions. Spiders may make nests in the burner tube. It is recommended to clean the burner tube with a brush and not compressed air. Compressed air may not fully remove the obstruction.
- If the indicator light on the switch does not light, and the water heater does not light, ensure the battery cut-off switch at the entry door is on or check for a blown fuse in the house distribution panel.
- If the water heater fails to operate after checking the fuses, the High Temperature safety limit switch may be tripped. Have a qualified technician inspect the water heater.

WASHER-DRYER PREPARED (Optional)



Location of specified parts may vary within wall panel depending on floor plan and model.

040495

If the motorhome was not ordered with an optional washer-dryer, it will have a washer-dryer preparation package installed from the factory. The washer-dryer “prep” package includes the following items:

1. Color coded water supply lines. A red line for hot; a blue line for cold.
2. A 1½ in. waste water drain line with threaded cap, P-trap, and an automatic vent cap. This will drain the waste water into the grey water holding tank.
3. A 120 Volt receptacle located in the compartment.



NOTE: Sidewall dryer vents are not part of the prep package. If a sidewall vent is to be installed, properly seal vent to sidewall.

If a washer-dryer is to be installed at a later date, follow all the manufacturer installation instructions. Listed here are further instructions which should be adhered to for safe and reliable operation:

- Do not connect the clothes dryer exhaust duct to any other duct, vent or chimney.
- Do not terminate the exhaust duct beneath the motorhome.
- Use proper length fastener when attaching exhaust vent to exterior sidewall. Stainless steel fasteners are best suited for this as they resist rust.
- If the cabinet or closet in which a washer-dryer is installed does not have vented louvered doors, the manufacturer’s installation instructions may require installation of vented doors or vents to be installed in the doors. This is for sufficient circulation of drying.

The automatic washer-dryer has a capacity of up to 12 lbs. of dry clothing. It is front loading with an extra large door opening for easier access. Several wash and dry programs are available along with variable water temperature settings.

WASHER-DRYER (Optional)

- The washer-dryer operates on 120 Volt AC from shore power or the generator.
- The washer-dryer will use approximately 12 to 20 gallons of water per wash cycle.



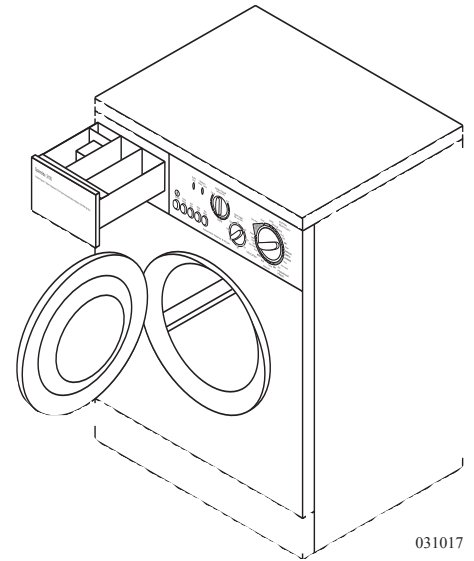
INFORMATION: The washer-dryer has many features. Refer to the manufacturer's manual in the owner's information file for detailed operating instructions.



WARNING: Open a window or vent while operating the dryer. The washer-dryer can create negative air pressure inside the motorhome that can accumulate Carbon Monoxide or LP-Gas while operating fuel-burning appliances.



CAUTION: Do not use the washer-dryer while traveling. Suspension movement, combined with the weight of the drum while in the wash cycle, can damage the internal components of the washer-dryer.



Before using the washer for the first time, after winter storage or a long period of non-use, it is a good idea to conduct this simple test procedure prior to loading the machine for use. This procedure will verify all the hardware and electronic components are functioning properly. Wipe the inside and outside with a damp cloth to remove any travel dust that has accumulated.

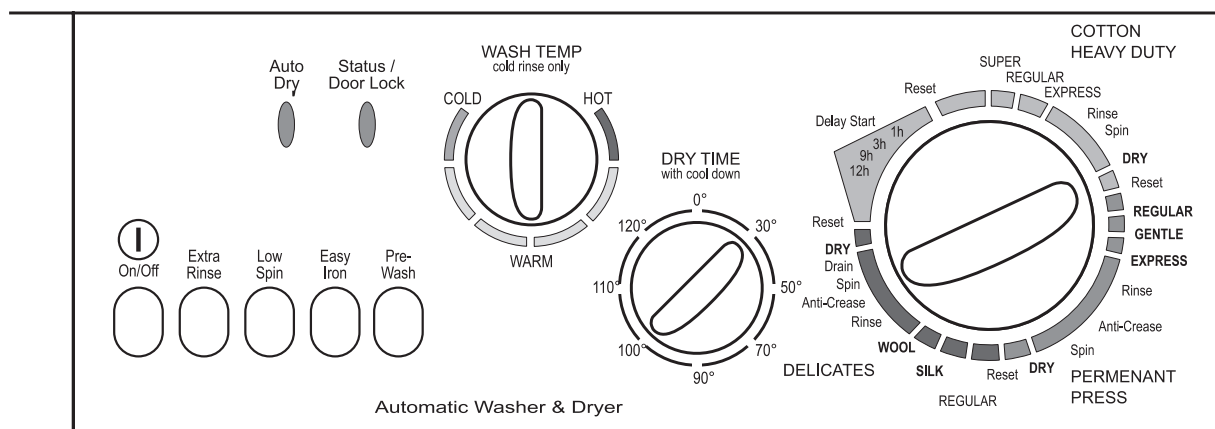
Test Procedure



NOTE: Perform this test before putting the washer-dryer in use for the first time or after the winter months. This will clear the water lines and drum of winterization antifreeze.

Test Procedure Requirements:

- Make sure water lines are secure and water valves are open.
- Hook to city water or turn on the water pump.
- Hook to shore power or start the generator.



031017

To Conduct the Test Procedure:

1. Set the selector knob to **Reset**.
2. Set the **Dry Timer** knob to 30 minutes. Push the **On/Off** button to **On**. Wait five seconds. The **Auto Dry** light should be on and the **Status** light flashes fast then slow.
3. Set the selector knob to a wash cycle. Set **Wash Temp** knob to **Warm**. Water should be flowing into washer and drum should rotate both directions.
4. Set the selector knob to **Reset**. Wait five seconds.
5. Set the selector knob to **Spin**. Water should drain and drum rotation should speed up.
6. Set the selector knob to **Reset**. Wait five seconds.
7. Set the selector knob to **Dry**. Dryer fan should begin and drum should rotate both directions.
8. Set the selector knob to **Reset**. Wait five seconds.
9. Set the **Dry Time** knob to zero. The **Auto Dry** light should go off.
10. The door will unlock in two minutes or less. The **Status** light flashes fast then slow. The door should now open.
11. Push the **On/Off** button to **Out (Off)** position. The **Status** light should be off.



WARNING: Do not wash or dry articles that have previously been cleaned, washed, soaked or spotted with gasoline, dry cleaning solvents or other flammable or explosive substances. They give off vapors that could ignite or explode. Do not add gasoline, dry cleaning solvents or other flammable or explosive substances to the wash water. Do not use heat to dry articles containing foam rubber or similar textured, rubber-like materials.

To begin a wash load:

- Sort and pre-treat clothes.
- Add the measured amount of detergent suggested by the package directions (maximum two tablespoons).
- Load the clothes loosely into the washer. Close the washer door.
- Turn the Wash Temperature knob to the desired temperature setting.
- Choose the desired washing cycle option using the Selector knob.
- Load wash tray with detergent.
- Turn the power ON.
- After the cycle is complete, wait two minutes for the door lock to release before attempting to open the door.

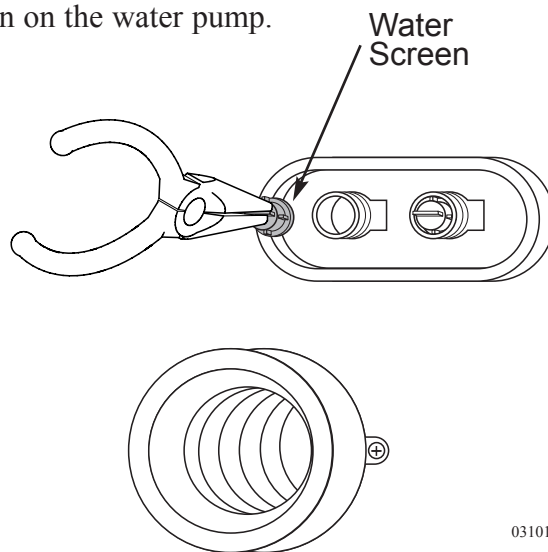
Occasionally wipe the exterior cabinet of the washer-dryer with a damp cloth or sponge. Wipe dry with a soft cloth. Do not use polish on plastic trim. In areas of hard water, detergent can accumulate in the drum. Obtain a packaged water softener. Add quantity as specified by the manufacturer directly to the drum. Run the washer through a complete cycle using hot water. Repeat the process if necessary. Remove hard water deposits using only cleaners labeled as washer safe. Wipe the inside of the washer-dryer door with a soft cloth to remove moisture. Periodically apply a thin coat of paste wax to the inner door, especially to the area that is immediately next to the door window. This will protect the door finish from laundry spills and discoloration.

If water flow to the washer-dryer is reduced, the Hot and Cold water inlet screens may be clogged. Remove water pressure and undo water lines at the back of the washer-dryer. Use tweezers or pliers to remove screens from fittings. Clean and install screens and water lines. Hook to city water or turn on the water pump. Check for water leaks before using the washer-dryer.



NOTE: Should the washer-dryer need removal for service, care should be taken as the washer-dryer weighs approximately 170 lbs. Proper accommodations should be made to avoid risk of injury or damage to the cabinetry.

Washer-Dryer Maintenance



0310176b

Winterizing the Washer-Dryer

To Winterize the Washer Dryer with Air Pressure:

1. Hook an airline (regulated to 45 psi or less) to the water inlet of the motorhome.
2. Rotate Selector knob to a wash position with the Wash Temp setting on Warm. Press the power button to On. Air pressure will clear the Hot and Cold water lines.
3. After water lines are clear, rotate Selector knob to Spin. Allow the pump to drain the drum.
4. Set Selector knob to reset and Timer to zero. The door will unlock in two minutes or less. Open door and pour in ¼ gallon of RV antifreeze.
5. Set Selector knob to Spin. The pump will prime with antifreeze. Set selector knob to Reset and turn the power off.

To Winterize the Washer Dryer Using RV Antifreeze:

Two methods of introducing antifreeze to the water system can be used. Add antifreeze directly to the water tank or use a separate container of antifreeze with water line hooked to the intake side of the water pump.

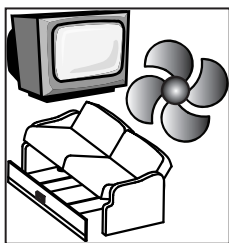
1. Turn on the Water Pump. Rotate Selector knob to a wash position with the Wash Temp setting on Warm. Press the power button to On. Allow antifreeze to enter the drum.
2. After water lines are filled with antifreeze, rotate Selector knob to Spin. Allow the pump to drain the drum.
3. Set Selector knob to reset and Timer to zero. The door will unlock in two minutes or less. Turn the power off.
4. Any remaining liquid should contain a sufficient amount of antifreeze to be protected from freezing.



NOTE: After winter, perform a Test Procedure before washing or drying any laundry to make sure all antifreeze has purged.

~ NOTES ~

~ NOTES ~



Cayman 2004 Equipment

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This section covers the basic operation and care of various types of equipment found in the motorhome, most of which are provided for entertainment and comfort. More detailed information about specific equipment may be found in that particular manufacturer's manual. Optional equipment will also be discussed in this section which may not apply to all motorhomes.



INFORMATION: Detailed information with **CAUTION** or **WARNING** instructions for the various electronics, other than what is provided in this section, can be found in the manufacturer's manual.

The entry step is made up in two parts, one being the exterior electric entry step which features retractable steps, amber lighting under the step, automatic retraction with the ignition key in the RUN position and a last out feature. Located to the right on the dash, just inside the entry door, is the step switch. The switch has a bar light indicator which, when illuminated, indicates the circuit is active. The second part of the entry step is the interior stepwell area.

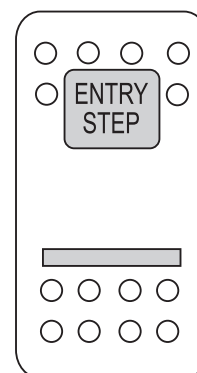
ENTRY STEP - Operation



NOTE: If dry camping, it is important to notice the if the bar light indicator is illuminated. That means all the step circuits are active and drawing current from the chassis battery.

Operating the Electric Entry Step:

1. With the entrance door open, turn the step switch on.
2. Close the door. The step should retract and lock in the UP position. The step light will remain on.
3. Open the door. The step should extend and lock in the DOWN position with the under step light on. The step will retract when the door is closed.
4. The step is equipped with a power switch. When the switch is turned off, the step should remain in the extended position with the door closed and the under step light off. Close the door and turn on the ignition switch. The step will retract for travel.
5. With the power switch off, the step extended, the entrance door closed and the ignition turned on the ignition override system will go into effect and the step will automatically retract.
6. Turn the ignition off and open the door. The step will extend and lock in the DOWN position. This is the "last out" feature. When the ignition is on the step will always activate with the door movement, regardless of the power switch position.



080433

If the step fails to operate:

- Verify that the step switch is ON.
- Check the main power supply for the step, a 25 Amp ATO blade fuse located in the front electrical box.
- A magnetic door jam switch is used to control step operation. Use a separate magnet to apply a "trigger" to the door jam switch. Rotate test magnet to align polarity field.
- A 7 ½ Amp ATO blade fuse is used to illuminate the **STEP OUT** bar indicator on the switch. The fuse is located on the front electrical box.



NOTE: When dry camping, turn the entry step switch off to prevent drawing from the chassis batteries.

Lubrication:

Lubrication maintenance is essential to keep the step operating smoothly and reliably. Thoroughly clean the step before performing lube maintenance. This may require using a stiff nylon bristle-brush and automotive detergent. Allow the step to thoroughly dry. Use Kwik Lube Spray Lubricant or equivalent every 30 days on all pivot points, rotating linkages and slide mechanisms.



CAUTION: Keep fingers, clothing and other hardware away from moving components.

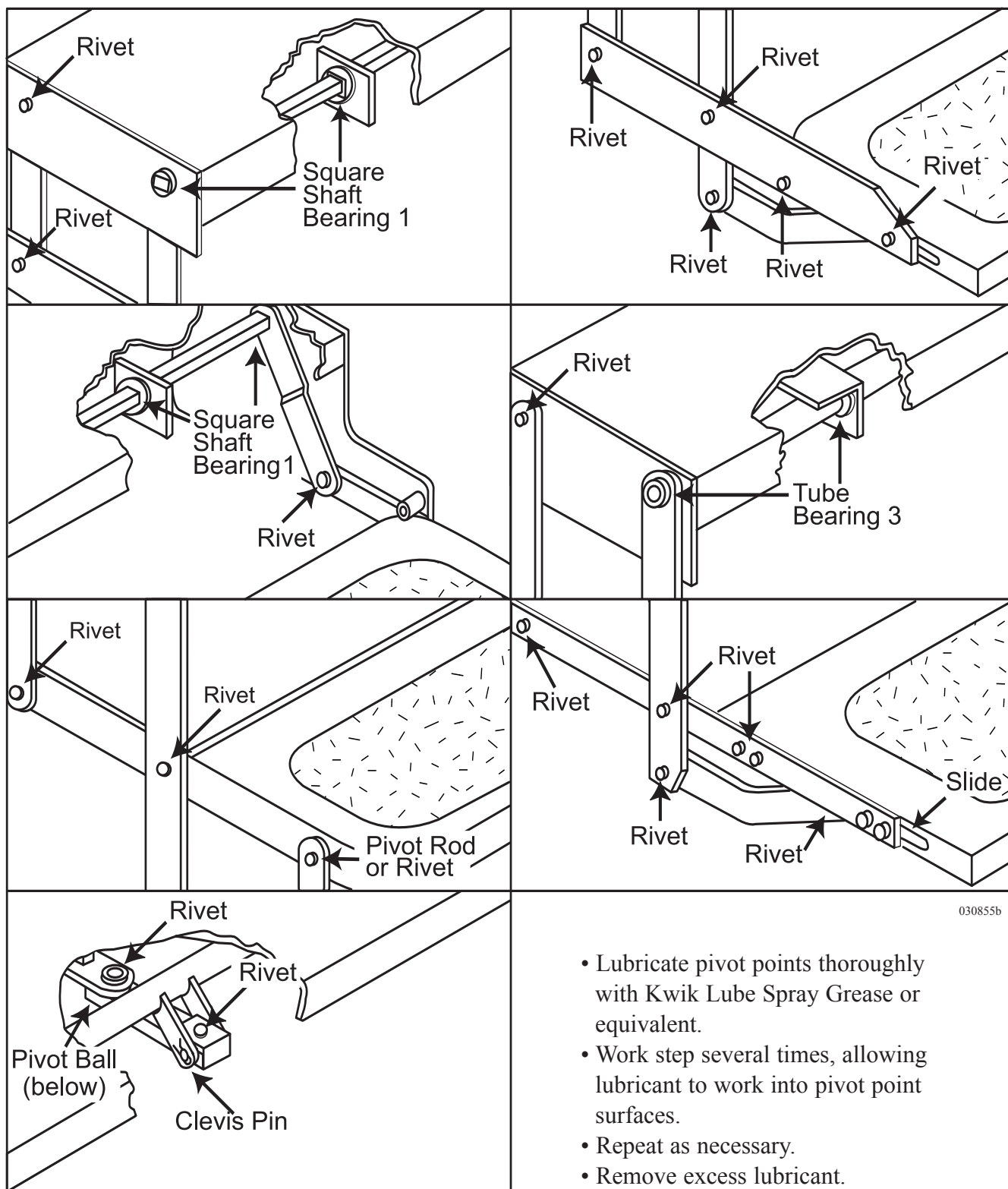
- Apply lubricant to all points in illustration.
- Operate the step several times to allow lubricant to penetrate surfaces. Repeat lubricant application.
- Extend step and clean excess lubricant to reduce road grime accumulation.



NOTE: Clean and lubricate step more frequently in adverse weather conditions. Mud, snow, road salts and sand quickly breaks down lubricants and corrodes painted surfaces.

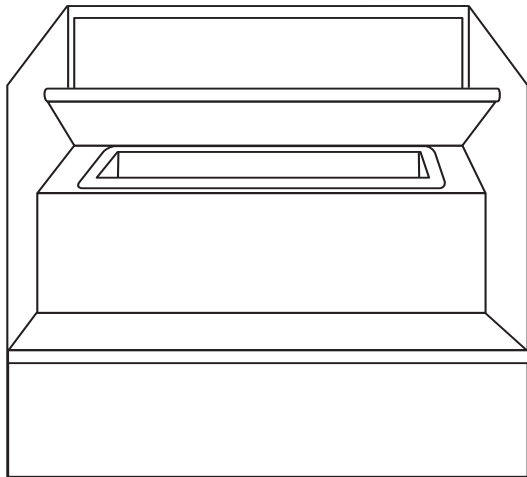


NOTE: Silicone lubricants and WD-40 are not recommended as they evaporate and are not weather resistant. Moving components are then susceptible to the elements.



- Lubricate pivot points thoroughly with Kwik Lube Spray Grease or equivalent.
- Work step several times, allowing lubricant to work into pivot point surfaces.
- Repeat as necessary.
- Remove excess lubricant.

Stepwell



090344

The stepwell incorporates two small lamps for lighting, a storage compartment with removable tray and a sliding stepwell cover. The uppermost step of the stepwell has the storage compartment w/removable tray. The storage can be utilized to store frequently used items such as, gloves (for refueling), tire pressure gauge, flashlight or outside slippers.

Cover:

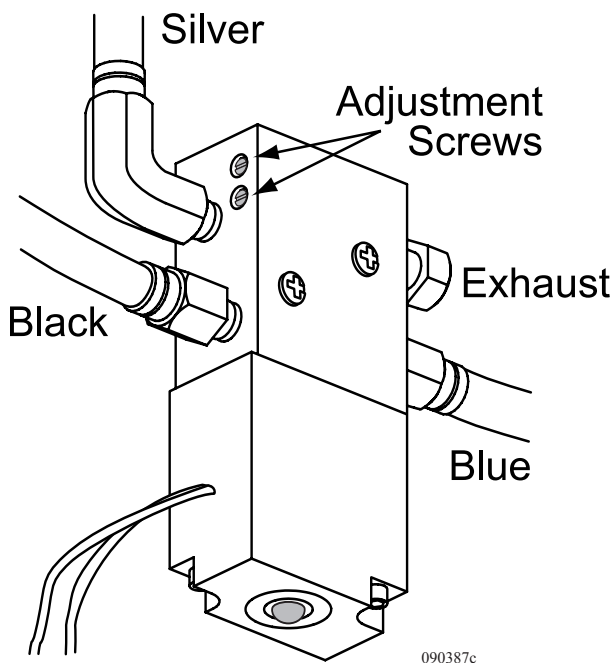
The sliding stepwell cover uses an electrically operated air valve that controls an air cylinder to extend and retract the cover. The air valve will direct the air pressure to either side of the dual action air cylinder, moving the stepwell cover in or out. The stepwell cover will not operate without sufficient air pressure in the system (approximately 60 psi).



CAUTION: The stepwell cover is under air pressure. When operating the stepwell cover, make sure there are no pets, shoes or other obstructions in the stepwell area. Do not operate the stepwell cover while standing in the stepwell area.

Adjustments:

The air solenoid is located in the front of the motorhome, behind the generator door mounted to the firewall. The easiest way to identify the location is have someone operate the stepwell cover with the generator door open and listen for the release of air.



090387c

The air solenoid has two adjustment screws. The adjustment screws regulate the air flow to either side of the air cylinder. Adjusting the screws will affect the speed in which the air cylinder moves in or out. Clockwise adjustment on the screw will decrease air flow. Counterclockwise adjustment on the screw will increase the air flow. For proper stepwell cover adjustment it is recommended that adjustments be performed by a qualified service person.



WARNING: When adjusting the stepwell cover clear the stepwell area of obstructions, pets or persons. Do not adjust the stepwell cover while stepwell area is occupied.

The entry door is adjusted at the factory and tested for all operations. The door incorporates three separate seals to eliminate wind noise during travel. The door uses two separate locks for safety and security. One locking system is the door handle and the other is a dead bolt. The door handle incorporates a primary and secondary latching system. This is used to ensure secure and safe latching. There are adjustments that can be made to help maintain entry door performance.

Adjusting the Entry Door Latch:

- Determine which bolt needs adjustment.
- Slowly close the entry door observing the latch and strike bolt alignment. Do not attempt to latch if the alignment is off. If the alignment is correct, allow the latch to catch in the first (primary) position only.
- The latch should move to the second position with only slight pressure applied to the entry door. Upper and lower latches should be evenly timed. Press on the entry door to check for further movement of the door.
- The entry handle should operate with little effort to open the entry door. Excessive pressure indicates the bolts are set too far back.
- With a 5/8" inch box wrench or socket, loosen the movable strike bolt. Make all adjustments in small increments. Tighten the bolt firmly after making adjustments. The bolts should have slight up and down movement for vibration control in travel.
- Test the operation of the dead bolt lock to ensure proper functions.



LUBE: Apply silicone weekly to the entry door rubber gaskets to prevent squeaking while the motorhome is traveling. Use a one-inch sponge or paintbrush, sprayed with silicone for easy application.



CAUTION: When operating the entry door ensure the dead bolt latch is fully in the unlock position prior to closing the entry door. Failure to do so can result in damage to the dead bolt and/or entry door.

Screen Door Slider, Changing:

- The screen slider is Lexan. The slider can be bowed for removal and replacement.
- Replace with new Lexan and reverse the procedure.

Cleaning Instructions for Lexan:

- The slider is cleaned using only a mild soap or detergent and luke-warm water.
- Use only a clean sponge or soft cloth.
- Rinse using clean water and dry thoroughly to prevent water spots.

Scratches and Minor Abrasions:

- May be minimized using a mild automobile polish.
- Recommended products include *Johnson Paste Wax®*, *Novus Plastic Polish®* #1 and #2, *Mirror Glaze Plastic Polish®* and *Plexus®*.

Adjusting the Screen Door:

- Loosen the chrome bolts on the hinge side of the screen door; two on the top and two on the bottom.
- The steel hinge has slots to allow up and down movement.
- The hinge should fit tightly to the trim of the door when the screen door is latched to the door and the door is open.

Removable Screen:

- The top half of the screen door is removable. This allows clear viewing through the entry door glass while traveling.
- To remove the top half of the screen door for travel, rotate clips and remove the screen.
- To store the screen for travel, use the clips provided on the bottom half of the screen door.

The main slide-out room operates by an electric switch which controls an electric motor. Slide-out room operation uses many safety features preventing mechanical damage or physical harm. The slide-out room(s) will not operate until all safety requirements are met.

The design of the slide-out system requires very little maintenance. To ensure long life of the slide-out system, follow these simple guidelines:



- **Inspect** the roof of the slide-out for debris such as pine needles, dirt, leaves, sticks, etc. Any debris left on the top may cause damage to the seals when being retracted. If debris is present wash with soap and water, then rinse.
- When the room is out visually **inspect** the wipe seal. The seal should be clean and free of dirt or other foreign material. **Inspect** the seal for tears.
- In the event the slide-out room leaks, fully retract it. If necessary, tape the exterior opening closed with duct tape until repairs to the motorhome can be completed.
- Open a window or a vent to equalize pressure during slide-out operation.



NOTE: Do not use any petroleum-based products on the slide-out seal. Petroleum based products can damage the paint and will cause premature aging of the rubber seal.

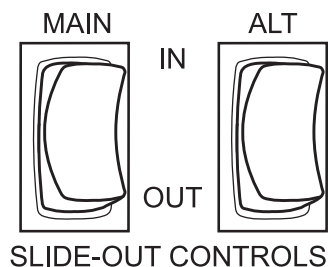


WARNING: Move the driver's seat forward before activating the slide-out room. Damage to the upholstery can occur. The outside area must be clear of any obstructions restricting slide-out room operation. Ensure there is five or more feet of clear space outside the slide-out room prior to extending or damage can occur. When retracting the slide-out room, ensure there is sufficient clearance inside the motorhome. Never move the motorhome with any slide-out room extended.



CAUTION: Continuous operation of the slide-out room can drain the batteries and damage the motor from overheating.

Main Room Slide-out



0601581

To Extend the Main Slide-out Room:

- Move the driver seat forward.
- Confirm that there is sufficient clearance outside the motorhome for the slide-out room and awning(s) to extend.
- Ensure the ignition key is in the **OFF** position.
- The park brake must be applied.
- The house batteries are fully charged.
- Be sure all people, pets and objects are clear of slide-out room path.
- Remove the lock bar.
- The control switch for the slide-out room is on the system monitor panel.
- Press and hold the front slide-out room switch in the **OUT** position. The slide-out room will slowly move to the **OUT** position. Release the switch to stop room movement. To continue the room movement, push and hold the switch in.
- Release the slide-out switch when the room is fully extended (a change in motor sound indicates extension). The slide-out drive motor will not stop automatically; the switch must be released.
- If equipped, extend additional slide-out rooms.
- Level the motorhome with the leveling system.



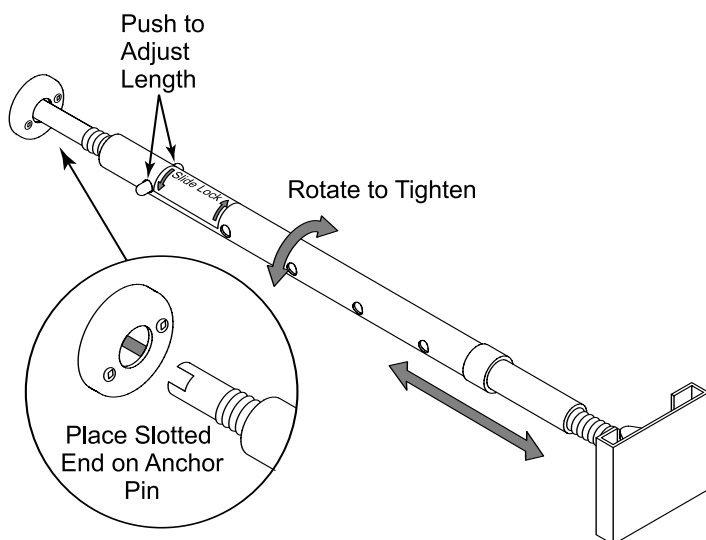
NOTE: Perform the slide-out room operation with the air suspension system full. Extensive damage could occur to the slide-out room and awning when retracting the slide-out room in snow, sleet, ice or freezing rain. In such conditions, if the slide-out room is extended, clear the awning and ensure free movement prior to operating the slide-out room.



CAUTION: Dirt and grit trapped under the slide-out room could result in damage to the floor. Continuous operation of the slide-out could cause a drain on the house batteries and damage to the slide-out motor from overheating.



CAUTION: Remove lock bar prior to extending slide-out.



030802c

To Retract the Main Slide-out Room:

- Check for sufficient clearance inside the motorhome before retracting the slide-out room.
- Clean the floor, if applicable, to ensure there is no dirt or grit that could result in floor damage during operation.
- Move the driver's seat forward.
- Inspect the exterior to ensure there are no sags in the awning material.
- Remove any debris from the top of the slide-out room.
- Prior to retracting the slide-out room, start the motorhome. Allow the air bags to fully inflate to normal travel height.
- Retract the leveling jacks prior to operating the slide-out.
- Turn the ignition switch **OFF**. The slide-out room will not operate with the engine running.
- The house batteries should be fully charged.
- The park brake must be applied.
- Ensure all people, pets and objects are clear of slide-out room path.
- Press and hold the switch in the **IN** position. The slide-out room will move slowly in. To stop the slide-out room, release the switch. To continue the room movement, push and hold the switch in.
- Release the switch.
- Install lock bar for travel.



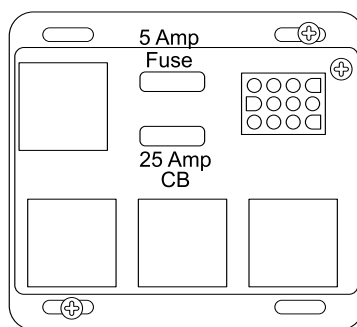
NOTE: Be sure you have sufficient clearance on the inside of the motorhome (driver's seat, etc.) before you retract the slide-out room. Ensure the floor is clean before you retract the slide-out room. Trapped dirt or grit under the slide-out room can scratch the floor surface. Never move the motorhome with the slide-out room extended.



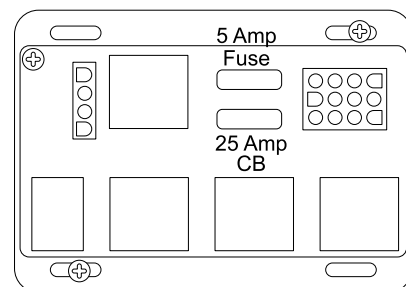
CAUTION: Rain water can pool on the slide-out awning causing the awning to sag from the added weight. Upon retracting the room, awning fabric may catch between the top of the slide room and the opening in the motorhome. Retract the room in small increments to allow the water to run off.

If Slide Room Fails to Operate:

Check the fuse and auto-reset circuit breaker on the slide-out relay module located adjacent to the inverter. If the fuses and circuit breakers test okay, it will be necessary to call and obtain mechanical assistance to correct the problem.



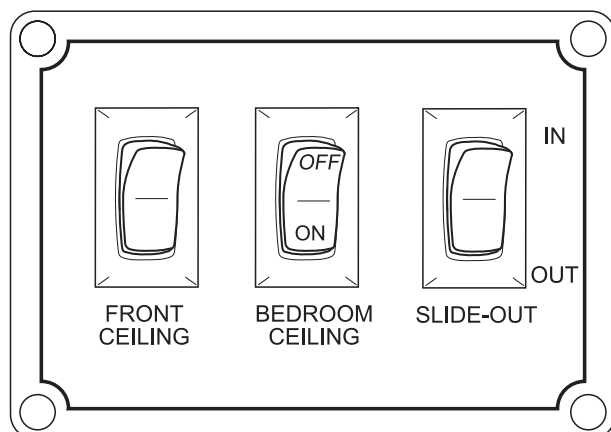
Double Slide



Triple Slide

080429

Bedroom Slide-out



Triple Slide Only

060221

To Extend the Bedroom Slide-out:

- Confirm that there is at least five feet of clearance outside the motorhome for the slide-out room to extend.
- Ensure the ignition key is in the **OFF** position.
- The house batteries are fully charged.
- The battery cut-off switch must be in the **ON** position. Depending on the floor plan, the slide switch is either on the monitor panel, or in the bedroom wall.
- Ensure all people, pets and objects are clear of the slide-out room path.
- Press and hold the rear slide-out room switch in the **OUT** position. The slide-out room will slowly move to the **OUT** position. Release the switch to stop room movement. To continue the room movement, push and hold the switch in.
- Release the slide-out switch when the room is fully extended (a change in motor sound indicates extension). The slide-out drive motor will stop automatically.
- Level the motorhome with the leveling system.



WARNING: Firmly latch all cabinet doors adjacent to the bedroom slide-out before extending or retracting the room. Damage to doors or fascia can occur.



CAUTION: Dirt and grit trapped under the slide could result in damage to the floor. Continuous operation of the slide-out could cause a drain on the house batteries and damage to the motor from overheating.



NOTE: Do not leave the slide-out in the extended position during severe weather. Conditions such as high winds or heavy rain may cause damage.



NOTE: Perform the slide-out room operation with the air suspension system full. Extensive damage could occur to the slide-out room and awning when extending the slide-out room in snow, sleet, ice or freezing rain conditions. In such conditions, if the slide-out room is extended, clear the awning and ensure free movement prior to operating the slide-out room.

To Retract the Bedroom Slide-out:

- Check for sufficient clearance inside the motorhome before retracting the slide-out room.
- Clean the floor, if applicable, to ensure there is no dirt or grit that could result in floor damage during slide-out retraction.
- Remove any debris from the top of the slide-out room.
- Prior to retracting the slide-out room, start the motorhome. Allow the air bags to fully inflate to normal travel height.
- Retract the leveling system or prepare the air leveling system for travel prior to operating the slide-out.
- Turn the ignition switch **OFF**. **The slide-out room will not operate with the engine running.**
- The house batteries are fully charged.
- The battery cut-off switch must be in the **ON** position.
- Locate the control switch for the slide-out, usually located on the monitor panel, or on the bedroom wall.
- Clear all people, pets and objects from the slide-out room path.
- Press and hold the switch in the **IN** position. The slide-out room will move slowly **IN**. To stop the slide-out room movement, release the switch. To resume the room movement, push and hold the switch in. The motor will change sound when the slide-out room is fully retracted.
- Release the switch.
- Rain water can pool on the slide-out awning. Added weight will cause the awning to sag. Upon retracting the room, the material can catch between the top of the slide room and the opening in the motorhome. It will be necessary to retract the room in small increments, allowing the water time to run off.



CAUTION: Continuous operation of the slide-out room can drain the battery and damage the slide-out motor from overheating. Never move the motorhome without having the slide-out room retracted.

Manual Override - Bedroom Slide-out

If the slide-out room does not respond from the switch, check that all the safety features are in place.

- The ignition key is **OFF**.
- The battery cut-off switch is **ON**.
- The house batteries are fully charged.

If the Slide Room Fails to Operate:

Check the fuse and auto-reset circuit breaker on the slide-out relay module located adjacent to the inverter. If the fuses and circuit breakers test okay, it will be necessary to call and obtain mechanical assistance to correct the problem.



WARNING: Do not work on slide-out system unless the battery is disconnected. The floor must be clean before retracting the slide-out room.

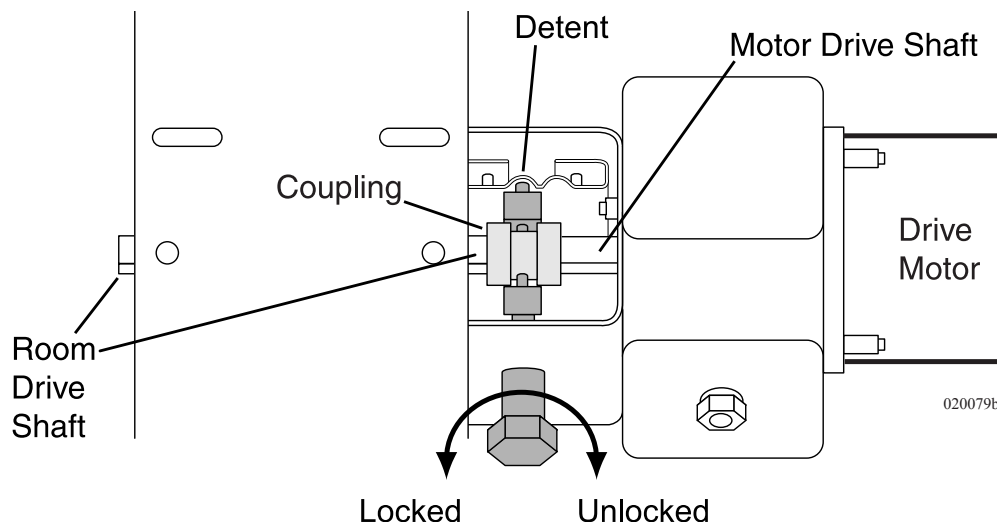
After the previous items have been checked and the room still does not move when the slide-out switch is pressed, follow these simple steps to manually override the slide-out room:

Manual Override for Bedroom Slide-out:

1. Lift up the mattress and unscrew baseboard to gain access to the slide-out cover board and mechanism.
2. Remove 12 Volt DC from the motor by disconnecting the plug from the slide-out motor to the power supply.
3. The drive mechanism has a sliding coupling to engage and disengage the drive motor. Turn the large hex nut clockwise to unlock the drive motor.
4. The slide-out then can be pushed back.
5. Once the slide room has been manually retracted, turn the large hex nut counter-clockwise to lock the room in place.
6. Take the motorhome to an authorized dealer for service.



NOTE: The slide out room is heavy and may require several persons to push it into the retracted position.



The slide-out cover is automatic. When the slide-out moves in or out, the cover reacts to the slide-out direction. A fixed edge of the slide-out cover is installed into an awning rail, mounted just above the slide-out. A spring-loaded roller with special brackets mounts to the slide-out. In a hard rain, the cover helps prevent water from penetrating the seal of the slide-out.

The slide-out cover will extend automatically attaining full coverage when the slide-out achieves maximum extension.

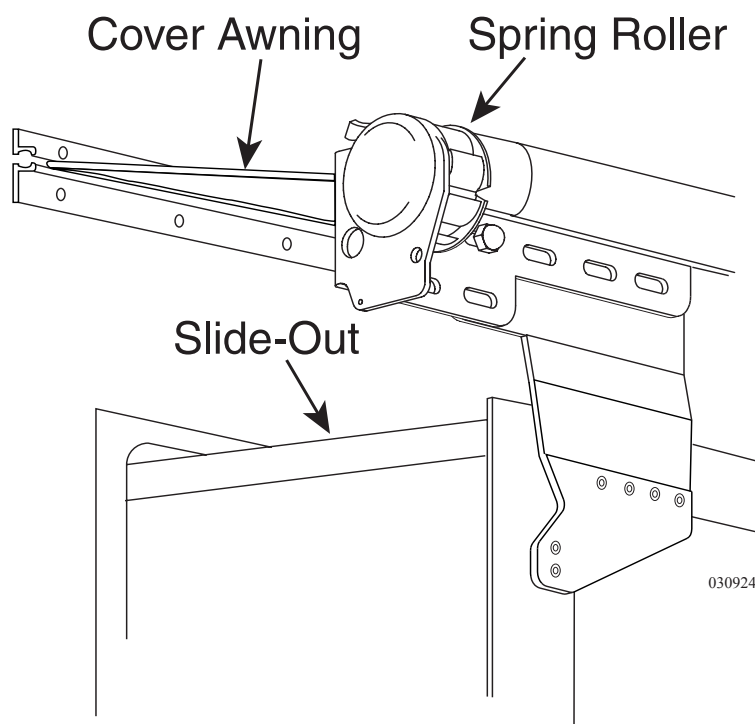


NOTE: Water may pool on top of the extended cover. As the slide-out is retracted, the water is removed when the cover retracts. Retract room slowly. Pause three or four times to allow any accumulated water a chance to run off.

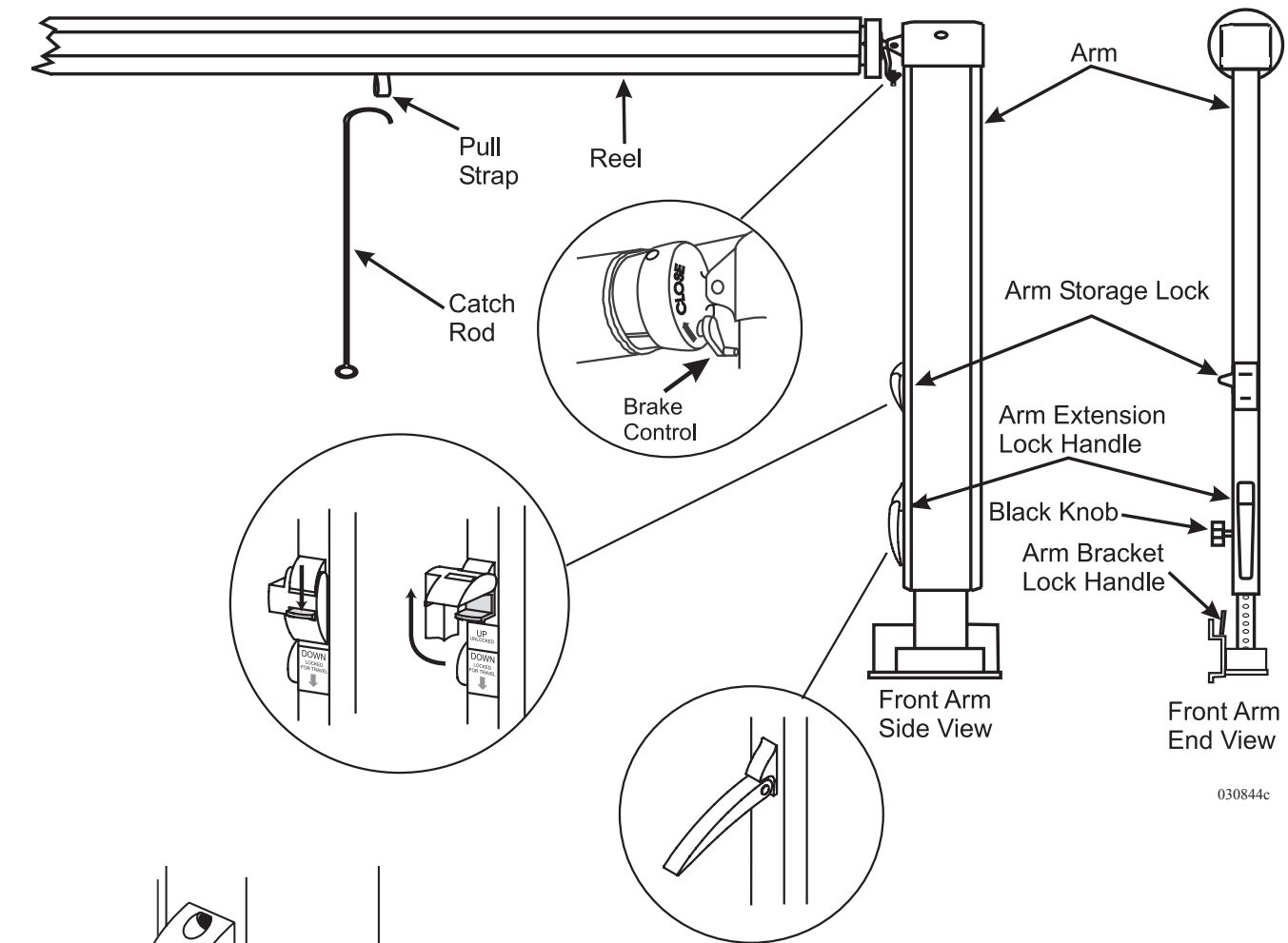
The slide-out cover retracts automatically and rolls up to the travel position when the slide-out is completely closed.



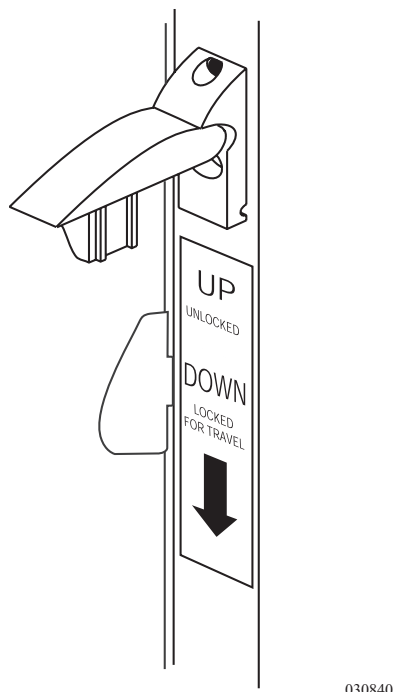
NOTE: When retracting the slide-out, stop the room approximately halfway. Confirm that the fabric is rolling properly before fully retracting the slide-out.



Patio Awning



030844c



030840

Lower brake control.

To Unlock the Patio Awning:

Start with either awning leg and repeat the following steps for each leg.

1. Loosen the black locking knob located on the backside of the awning leg (only about six turns are needed). This will allow the support brace to move freely.
2. Unlock the travel lock by using one hand to squeeze inner and outer arm to remove tension from storage lock. Push up on tab and swing lock away.
3. Move the brake control (front leg only), to the up/unlock position.

To Extend the Patio Awning:

1. Locate the awning pull rod.
2. Locate the loop of the pull strap and hook it with the awning pull rod. Draw the awning away from the motorhome to the desired extension.



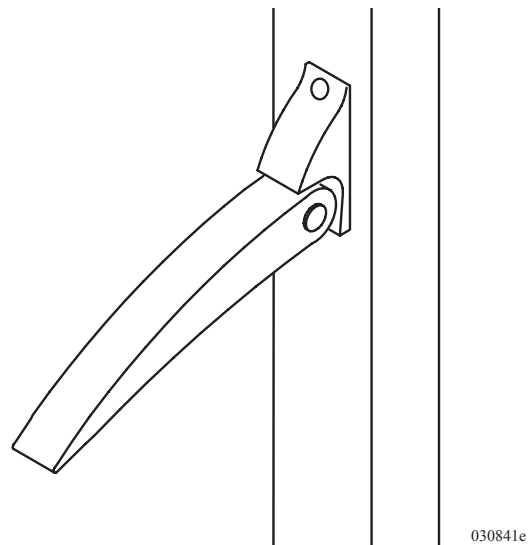
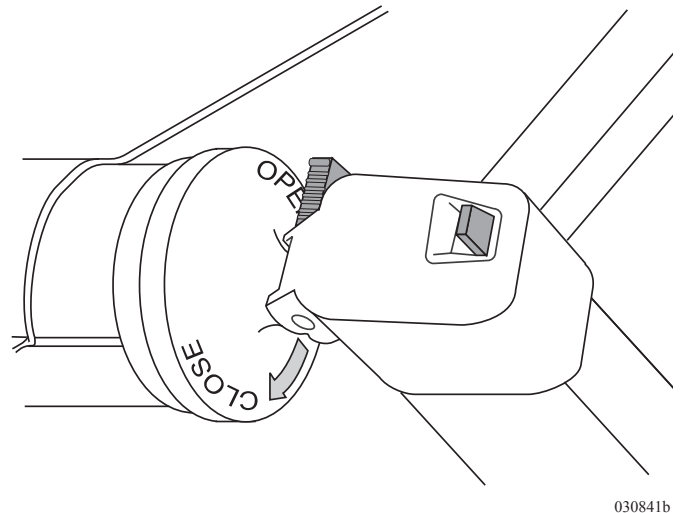
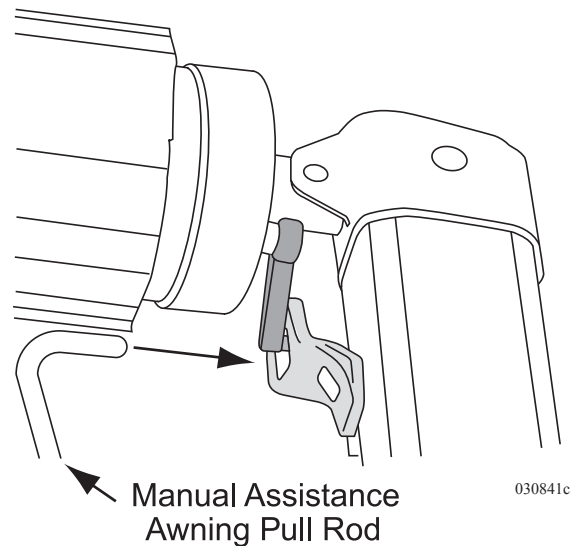
WARNING: Always use the pull strap for extending and retracting awning. Never retract awning while holding onto the awning arm. Hands or fingers caught between the awning arm channel and brace channel during awning retraction may result in serious injury.

3. Slide the inner bracing rafters to the top of each arm ensuring the bracing is locked in place. Tighten the black locking knob.



NOTE: Ensure the locking tab on the support brace is latched through in the hole in the end cap.

4. If equipped with Canopy Clamps, fasten the clamps at this time.
5. Using the arm extension lock handle, the awning can be hoisted upwards for additional clearance. Grasp upper arm with one hand and lift slightly upward. While lifting upward, push in on the release lever located on the lower portion of the upper arm. Lift front of awning to the desired height. Support the weight of the awning with one hand while relaxing release lever and allow the engaging pin to set into a hole in the lower arm. Go to the other awning arm and do the same. Ensure the awning is straight.
6. Slide the center pull strap to one end of the awning and store it by wrapping the strap around the awning leg.



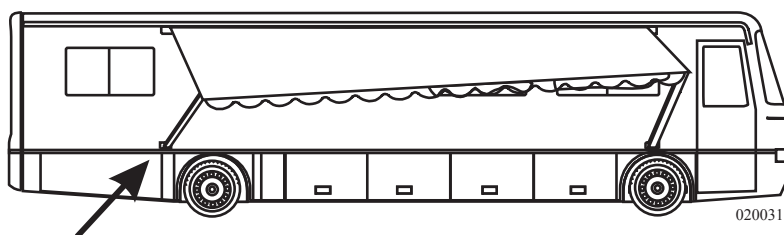
Rain Release Setting:

After the awning has been extended, choose the rain release position to prevent water build up on the awning. To position the awning in the rain release setting, lower one arm of the awning and leave the other arm in the normal position. This will create enough of a slope for adequate water run off.

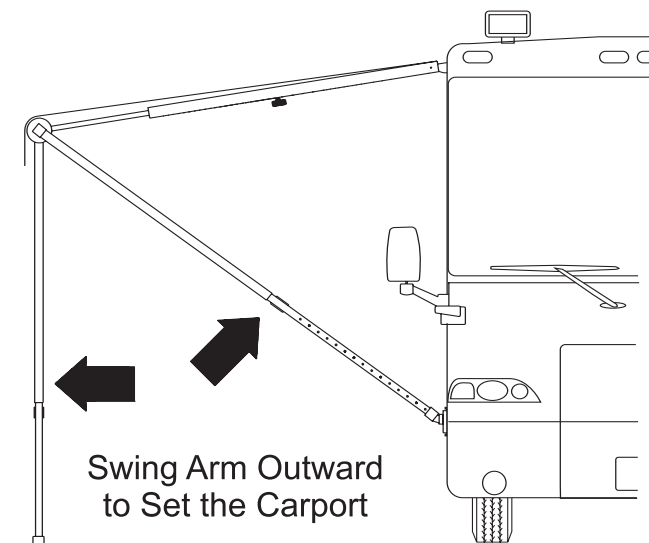


NOTE: Water weighs 8.33 pounds per gallon. The awning was not made to withstand the 500 to 700 pounds that could accumulate. It is best not to subject the awning and the motorhome to the needless strain.

Rain Release Setting



One arm should be set lower than the other for proper water run-off.



Swing Arm Outward
to Set the Carport

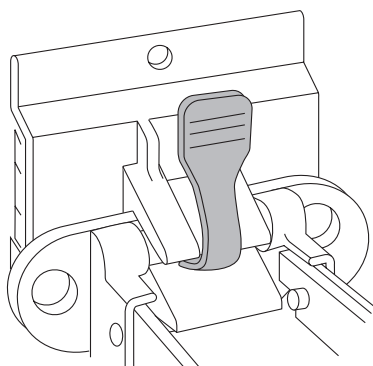
030841h

Using the Carport Feature:

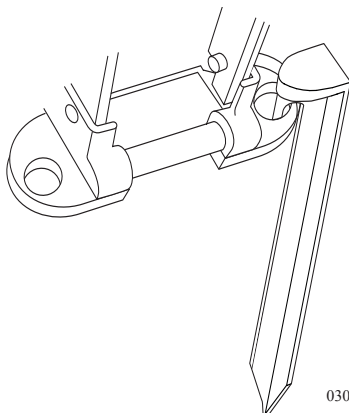
1. Unlock and extend the awning as described under "To Unlock the Patio Awning" and "To Extend the Patio Awning."
2. Unlatch the bottom of the rear arm by pushing in on the lock handle on the arm bracket. Swing the arm away from the motorhome to an upright position.
3. Drive the stakes through the bottom holes in the arm.
4. Raise the rear arm extension lock handle all the way up or to the desired height and lower the lock handle to lock the arms in place.
5. Repeat instructions 2 through 4 for the front arm.



NOTE: To move the awning out of the carport position reverse the above steps.



030841d



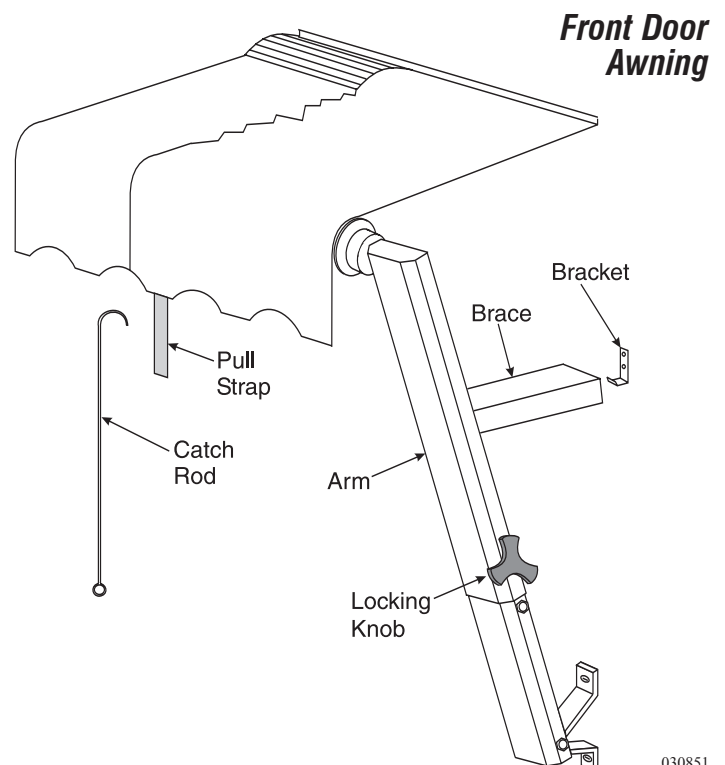
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To Retract the Patio Awning:

1. Loosen the strap from the awning leg if it has been stored there.
2. Support the weight of the awning with one hand while opening the extension lock handle and lower the awning until the arms rest on the lower stop bolt. Loosen the two black locking knobs enough to allow the support brace to travel freely.
3. If equipped with Canopy Clamps, remove and store the clamps at this time.
4. Release the locking tab on the end cap of the awning leg and slide the inner support brace down the awning leg to the stop bolt. Repeat for opposite side.
5. While pulling down slightly on the pull strap, slide the brake control down located on the front awning leg.
6. Keeping downward pressure applied, slide the pull strap to the center of the awning while holding on to the strap.
7. Place the hook end of awning rod into pull strap loop to assist in retracting the awning. Make sure pull wand does not slip out of pull strap loop, allow the awning to roll up to the stored position.
8. Store the awning rod until it is needed again.
9. Verify that the brake control is in the locked or closed position. Snap the arm storage locks into the down position and tighten black locking knobs.

To Extend the Front Door Awning:

- Hook the pull strap loop with awning pull rod.
- Pull strap until awning is at full extension. With free hand, lever out brace.
- Mate the slot of brace with hook on side of the motorhome. Repeat procedure for other arm.
- Release strap slowly ensuring braces are secure. Slide the strap to rear of awning roll tube and tie to rear arm.
- Loosen locking knobs (in equipped) for both arms and extend arms so the canvas will clear door in the open position.



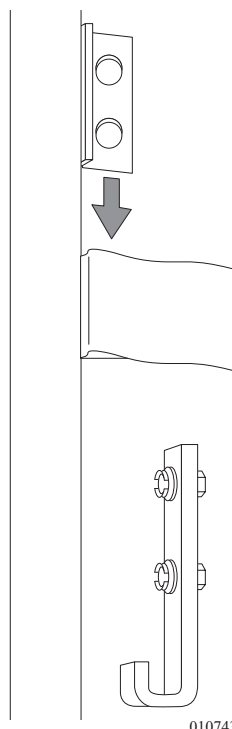
030851

To Retract the Front Door Awning:

- Loosen locking knobs (if equipped) for both arms. Lower arms to stop bolts. Tighten knobs.
- Untie the pull strap and slide strap to center of awning roll tube.
- Pull down on pull strap with a firm grip until tension is off the braces. Fold braces and attach them to the velcro.
- Carefully allow material to wind onto awning roll tube while holding strap in a neutral position. This will allow material to roll up evenly.
- Awning end caps should be against the rubber bumpers. If one end cap is off, pull down on awning pull strap while holding strap slightly to opposite side, allowing awning to roll back up into position.



CAUTION: When the awning is at full extension do not allow the awning to snap back into the retracted position. Personal injury or damage to the awning or motorhome may occur.



010743

Before travel, slide the travel lock into position.

Awning Care & Maintenance

Mildew will not form on the awning material itself, but it may form on the dust accumulated on the canopy. A quality vinyl cleaner, such as Carefree Awning Magic, will help keep your awning looking new. Be sure to follow the instructions on the container.



NOTE: Allow the awning material to thoroughly dry before rolling the awning up. Metal surfaces should be cleaned with soapy water and thoroughly rinsed.

Storm Precautions:

The warranty does not cover damage caused by acts of nature; therefore, steps should be taken to prevent damage from occurring due to wind, rain or storms. If you are leaving or retiring for the night, close the awning. This takes only a few seconds and it gives the best protection for the awning. If unable to close the awning, lower both ends of it as far as you can. This will create a sufficient slope for water run-off. One end may be lowered to sufficiently divert the water, if the awning is being monitored.



CAUTION: Do not leave the slide-out in the extended position during severe weather. Conditions such as high winds or heavy rain may cause damage to an extended slide-out.



NOTE: It is not recommended to extend the slide room in snow, sleet, ice or freezing rain. There may be extensive damage resulting from the awning freezing. In the event the slide-out room is extended in snow, sleet, ice or freezing rain conditions it is recommended to clear the awning and ensure free movement prior to retracting the slide room.

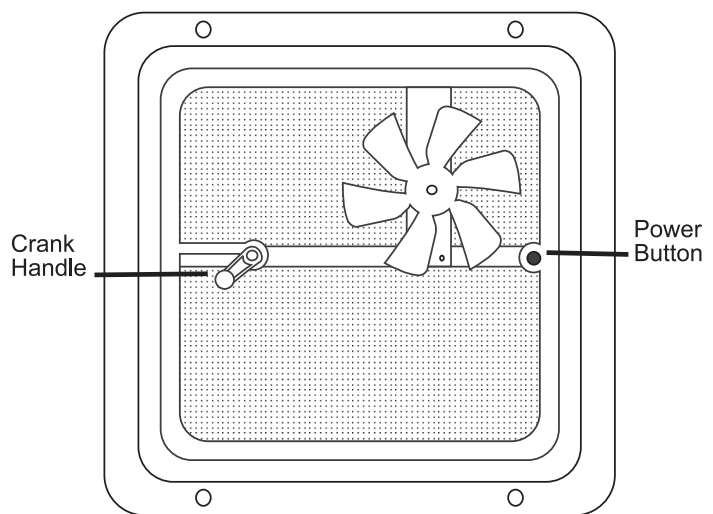


NOTE: Water weighs 8.33 pounds per gallon. The awning was not made to withstand the 500 to 700 pounds that could accumulate. It is best not to subject the awning and the motorhome to the needless strain.

The motorhome is equipped with roof air vents which are manually operated. The vent is opened or closed by simply turning the crank handle in the desired direction. The fan is for ventilation only as it will not help cool the motorhome. The fan is operated by pushing the small power button. The vent must be opened before using the power fan.

To close the power air vent, push in the power button to stop the fan and close the vent.

FANS - Bathroom Fan

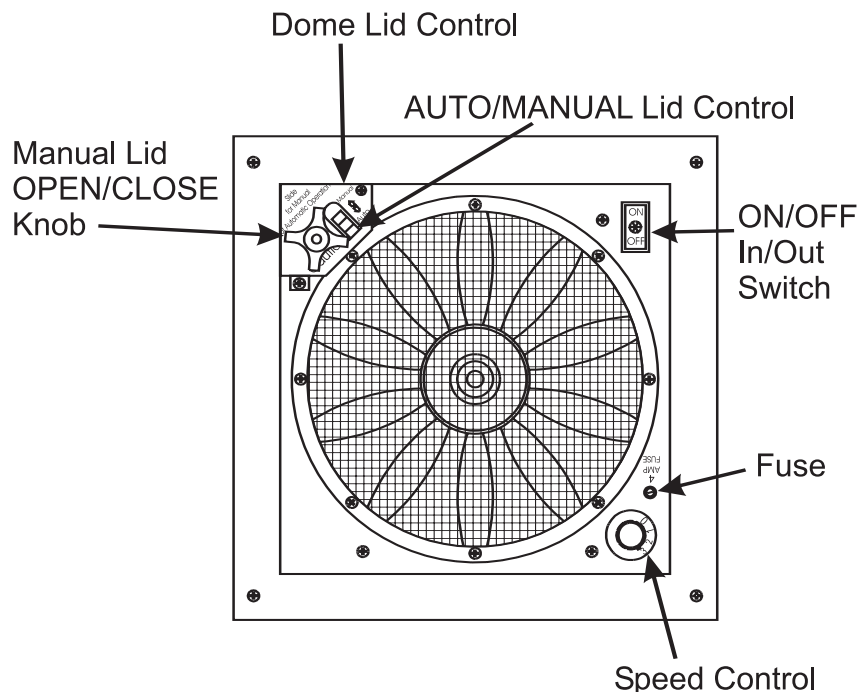


030842

Exhaust Fan (Optional)

The fan is a three speed fan with a **0** or **OFF** position. The fan will either pull in air or extract air from the motorhome. There are three controls located on the ceiling vent fan. The knurled knob is used to open the vent cover. The rotary knob selects the operating speed of the fan.

The **IN/OUT** switch controls the direction of the fan rotation. When the vent cover is opened approximately two inches, the fan motor will operate. The vent cover lid must be manually controlled during normal operations by the knurled knob.



030832e

To Operate The Fan:

- Open the vent cover using the **OPEN/CLOSE** knob.
- Set the fan switch to **ON**.
- Select the desired fan direction to **IN/OUT**.
- Select the desired fan speed on the Speed Control dial:

0 = OFF
1 = LOW
2 = MEDIUM
3 = HIGH

- Select the thermostat setting. When activated, the fan blade turns on as the dome opens approximately two inches. The dome will not cycle down and up as the interior temperature increases or decreases.



NOTE: If the speed switch is in the “0” position the fan operates only as a vent. Let the fan come to a complete stop before changing the direction of the fan.



Tips for Using the Fan:

- To keep condensation from accumulating open the vent fan lids slightly to help the air circulate. Condensation occurs naturally from fluctuations in interior and exterior temperatures, humidity and dew point changes, steam from cooking or boiling large amounts of water on the cooktop. Shower usage also produces condensation.
- If the fan fails to operate, check for a blown fuse either in the domestic fuse panel or the 4 Amp fuse on the fan.
- To clean the screen remove the eight screws holding it in place. Wash the screen using a non-abrasive soap and water. Re-install the screen and tighten the screws.
- Keep all the vents closed when using the Fantastic Fan Vent. Direct the airflow by slightly opening the window(s) on the shaded side of the motorhome to obtain the maximum air flow especially on hot, sunny days. Close all the roof vents. The area between the open window(s) and the Fantastic Vent supplies the maximum air flow and providing the most comfort.



NOTE: Do not leave the vent cover open while the motorhome is stored or unattended for extended periods of time. High winds or other unusual conditions or obstructions may prevent the vent cover from closing. Leakage could result causing serious damage.

The cockpit blinds are 12 Volt DC operating from the house batteries. One blind assembly is used for each window located in the cockpit area.

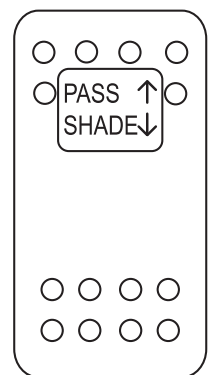
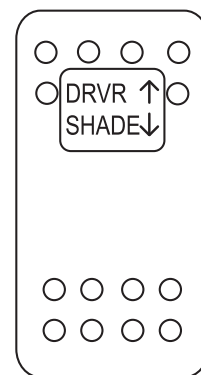
To Operate the Blind:

- The house battery cut-off switch must be on.
- Push the switch down to lower the desired blind.
- Push the switch up to raise the blind.



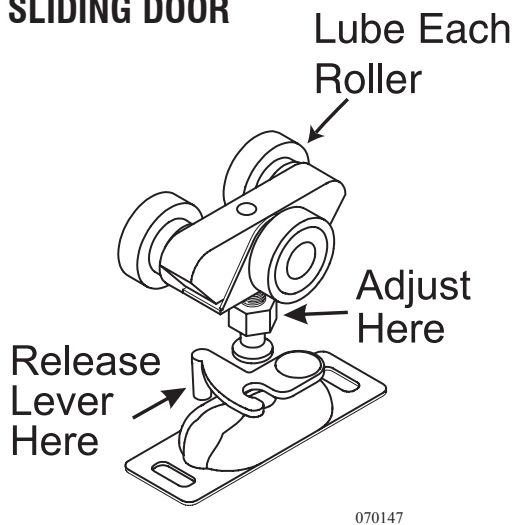
NOTE: Do not attempt to move or drive the motorhome with any blind in the lowered position.

POWER SUNVISOR (Optional)



080306

SLIDING DOOR



The sliding pocket door uses two rollers at the top of each door. During the life of the motorhome the sliding door may need adjusting. The sliding pocket door can be adjusted to close tight against the wall. Locate the small wrench and turn the adjusting screw upward or downward.

If, for any reason, the pocket door needs to be removed, locate the portion that is secured to the top of the pocket door and rotate the small lever outward to release the latches.



LUBE: The pocket door rollers should be lubed with just a small drop of oil once a year to help increase the life of the rollers and improve the sliding of the door.

SOFA BED

There are several sofa variations that can be installed in the motorhome. The standard sofa is commonly referred to as a "Jackknife" sofa. This style sofa has storage space below the seat and a removable front panel. The sofa will pull up and out, at the front of the seat then lay flat to form the bed/sleeper area. Cushions are not removable.



NOTE: All Flexsteel sofas will have a locking mechanism that must be released to convert the sofa to a bed.

Several optional sofas that can be installed:

- Sofa Bed
- Magic Bed
- Convertible Sofa
- Air Coil Mattress
- Electric Bed

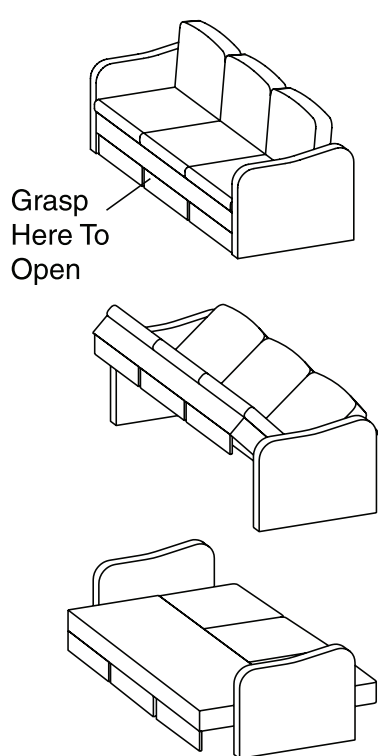
Magic Bed:

The Magic Bed requires a flat floor for installation. There can be NO obstructions under the area for the installation of a Magic Bed Sofa therefore; there is no storage area.

The back of a Magic Bed consists of cushions that are removed when the bed is pulled out. Simply lift up and out, at the bottom-center of the seat. Legs automatically extend down to support the front section of the sofa bed. Then flip the top of the seat cushion toward the back wall, exposing the mattress. On the Magic Bed there is a mattress cover to sleep on, not the upholstery fabric.

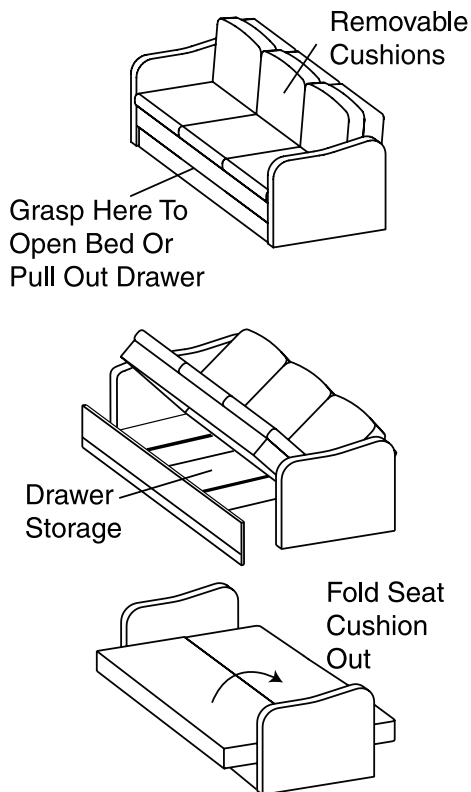
Convertible Sofa:

This sofa is most commonly called the "Hide-A-Bed." This bed is similar to the ones found in many home guest rooms. The conventional sofa has a spring mattress. The newest addition to this style of hide-a-bed is the Air Coil mattress.



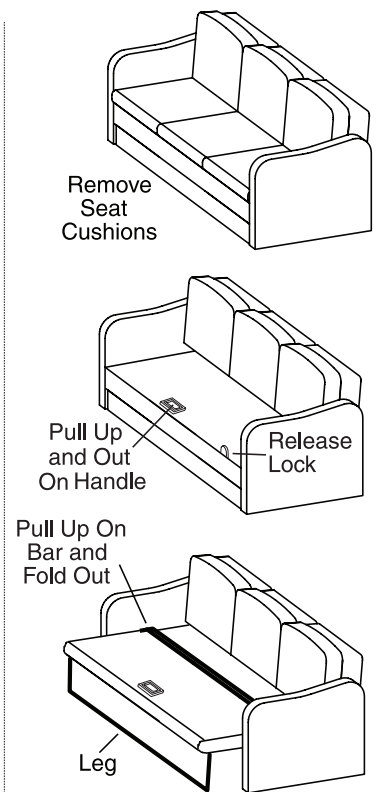
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Standard Sofa Bed



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Magic Bed

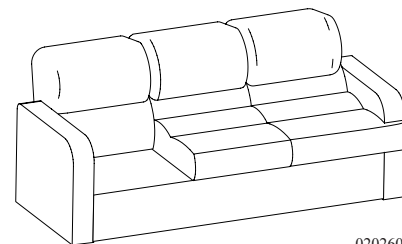


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Convertible Sofa

Air Coil Mattress:

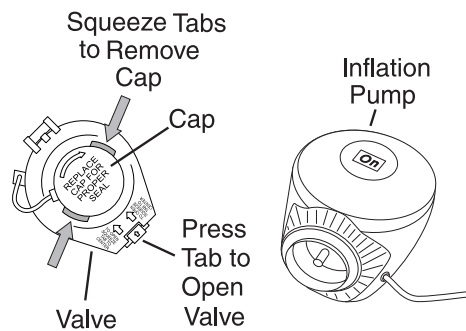
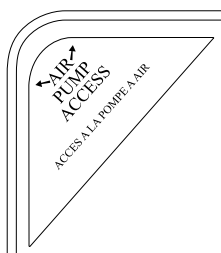
The Air Coil Mattress inflates and deflates in a matter of seconds. Use the hand-held electric pump to inflate the mattress. The pump operates from any 120 Volt AC outlet.



020260

To Inflate the Mattress:

1. Remove the seat cushions and store them.
2. Open the Convertible Sofa allowing the mattress to lie flat.
3. Unzip the corner of the mattress labeled Air Valve Access to access the valve.
4. Ensure the valve is locked firmly in place.
5. Open the cap on the valve.
6. Place the pump on the valve and turn $\frac{1}{4}$ turn locking the pump in the valve.
7. Plug in the pump motor to inflate to a desired firmness.
8. Remove the handheld pump, replace the valve cap and zip the mattress cover.
9. Place bedding items on the mattress.



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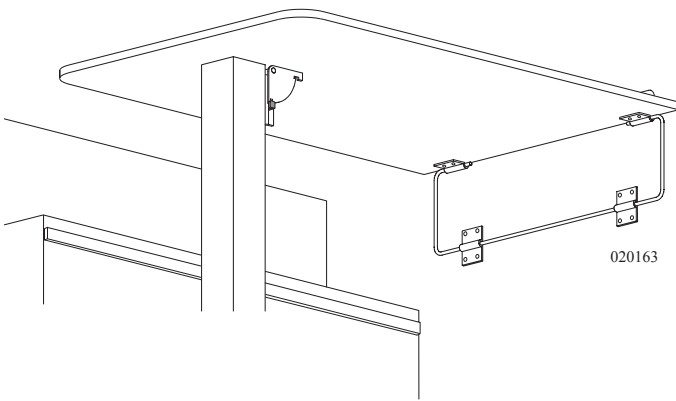
To Deflate the Mattress:

1. Remove bedding items.
2. Unzip the corner of the mattress where the air valve is located.
3. Lift the valve release.
4. Once deflated, close the valve release, zip the mattress cover and close the convertible sofa.

Electric Bed:

The newest generation of sofa sleeper is the electric bed. This sofa uses 12 Volt DC to operate the slide mechanism.

DINETTE BOOTH



The booth dinette easily converts into a bed:

- Lift seat cushions to an angled vertical position.
- Firmly grip and lift up the front edge of the table approximately six inches. Push table leg lock to side.
- Swing the table leg up and lock into a horizontal position.
- Continue lifting table until table stays are clear of retainers. Pull outward and lower table down.
- Use both seat cushions and one back cushion for a mattress. Leave one back cushion in a vertical position.
- Reverse the procedure to convert back to a dinette table.

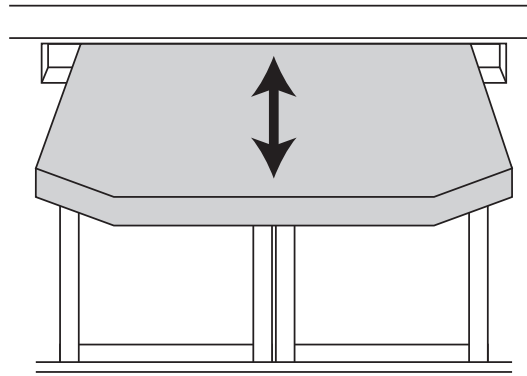
When the booth dinette is in the table configuration, it is possible to slide tabletop from the front to the rear along the wall. Lift the table slightly to raise the table leg. Adjust the tabletop towards the desired direction. Lower the tabletop, ensure the table leg is in the vertical position.

For convenience, the dinette table is designed with a few unique features. Along with room for storage of small items, the table is also adjustable. The table can be extended for more table space. When preparing for travel the extra table leaf can be removed and the table retracted.



WARNING: Do not occupy the booth dinette, if not equipped with safety belts, or the dining chairs while the motorhome is in motion. To avoid personal injury to occupants in case of a crash or sudden stop, chairs must be stored in an enclosed area or secured with tie down straps while the motorhome is in motion.

The dinette table is designed with room for storage of small items. The table is also adjustable and can be extended for more table space. When preparing for travel the extra table leaf can be removed and the table retracted.



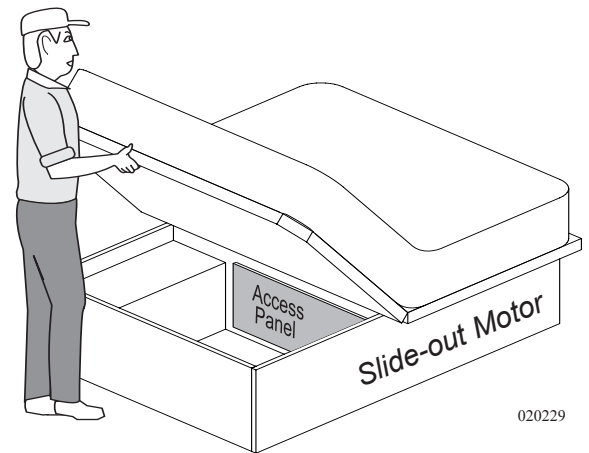
DINETTE TABLE

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To use the storage compartment located under the bed, locate and unlock the bed deck latches. Lift up the bed by the front edge of the mattress platform. Gas struts hold the mattress and platform open.



NOTE: Do not over stress gas struts by rapidly opening or closing the bed access cover, as this action can damage the struts or mounts. In extreme cold gas struts may not hold the mattress platform in the open position.



020229

STORAGE - UNDER BED

Components used to make up the entertainment systems are carefully selected to provide the highest quality in audio and visual enjoyment. There are several pieces of equipment that encompass the entertainment system. The following paragraphs will discuss the operation of the various components and different systems.

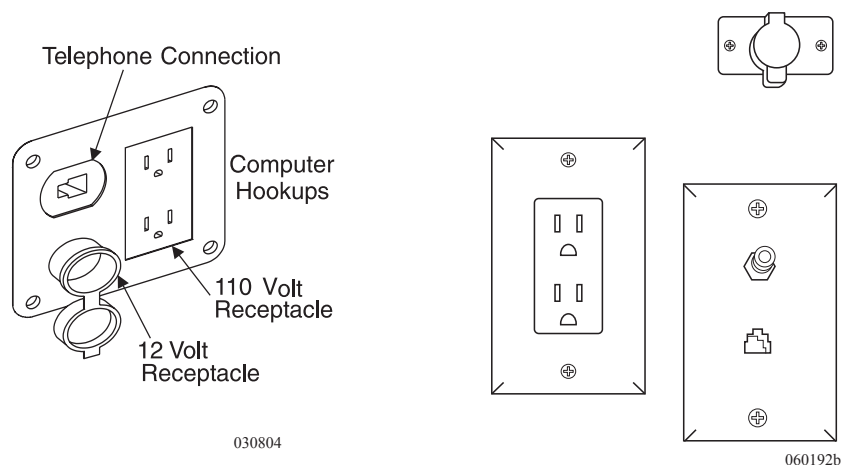
ENTERTAINMENT SYSTEMS Components



NOTE: The entertainment system equipment requires 120 Volts AC to operate. Hook to shore power, start the generator or turn on the inverter, if equipped. The video selector box requires 12 Volt DC to operate. Turn on the interior house power using the battery cut-off switch.

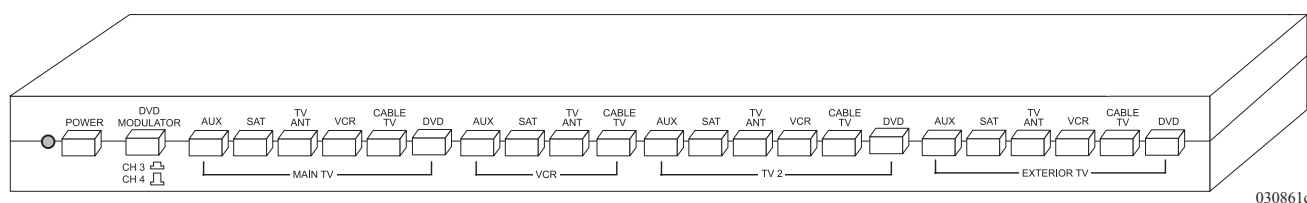
Hook-ups -- TV Cable, Computer and Telephone:

The motorhome is equipped with cable TV and telephone hook-ups, located in the electrical service center. There are auxiliary outlets located within the motorhome for convenience. This can be at the co-pilot seat, the optional computer desk the booth dinette or an overhead cabinet. This connection is set up for a telephone or laptop computer.



Video Selector Box:

The motorhome is equipped with a video selector box that has six inputs and four outputs.



Television (Front) Lockout Feature:

The motorhome is equipped with a remote control color television. The ignition switch controls the outlet for front TV so that the front TV can only be operated while the vehicle is at rest. The TV operates from 120 Volt AC provided by shore power, the generator or the inverter, if equipped. Viewing time of the front TV from the optional inverter depends on the state of charge of the house batteries and any additional 12 Volt DC lighting being used.

Television Antenna:

The television antenna is a manual crank up style antenna with built in electronics that use 12 Volts DC to "boost" signal strength. Signals that are weak or fuzzy can be amplified by pressing the power button on the video selector box in the passenger front overhead cabinet. The antenna and booster work together to provide the best possible picture for most situations. Certain conditions occur when no amplification is needed, and in fact may make the picture worse. The television station will send a signal that resembles the waves or rings of water from a rock thrown into a still pond. The radiating television signal can hit an object such as a mountain and come back. The result one sees in the television picture is a double image. The antenna will receive a signal from the initial pass, and then receive an additional signal from the rebound resulting in a split or double image. In this case, no amplification or even lowering the antenna may improve the picture.



NOTE: Do not move the motorhome with antenna in the raised position, it can be damaged by tree limbs or wires.



WARNING: Do not raise a TV antenna near overhead electrical wires as contact may cause serious injury or death. Visually inspect for any overhead obstructions. Damage to the antenna, severe shock, personal injury or death can occur from inadequate clearance.

To Raise the Antenna:

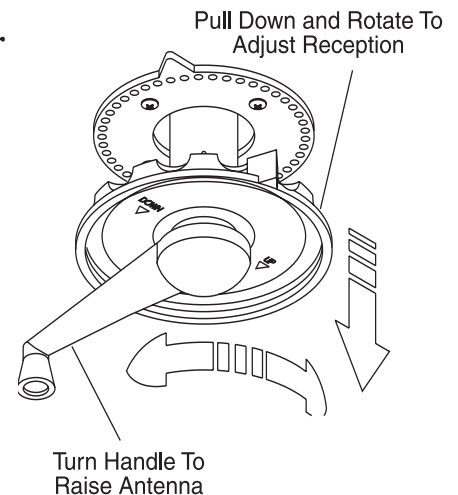
- Rotate the crank handle clockwise to raise the antenna (it is approximately 14 ½ turns).
- Pull down on the outside directional wheel and rotate the antenna until the best picture is obtained. The directional wheel is spring loaded.



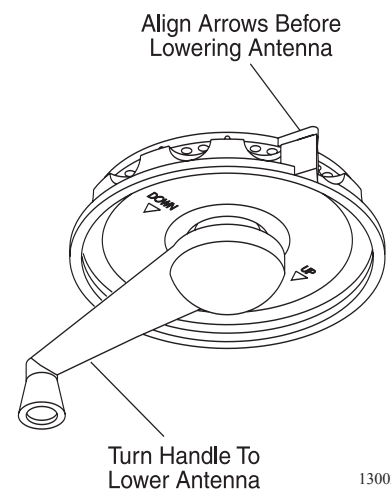
WARNING: The motorhome must not be driven with the antenna in a raised or partially raised position. Worm gear or worm breakage may result.

To Lower the Antenna:

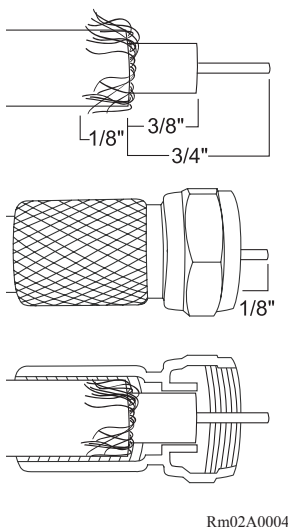
- Pull down on the directional wheel and align arrows together.
- Rotate the crank handle counterclockwise to lower the antenna fully into the cradle. Make an outside visual inspection to ensure the antenna is properly stowed.



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Troubleshooting the Coax Wire:

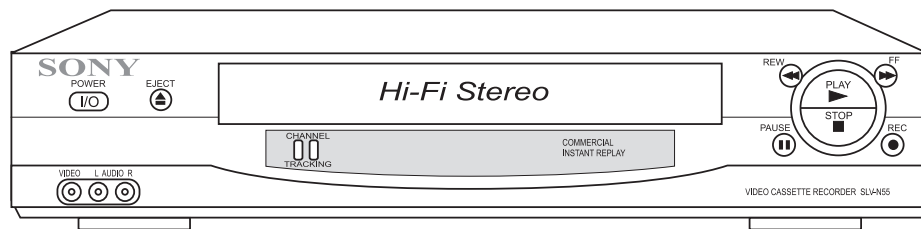
Weak or no picture can indicate a possible shorted or open coax. The coax cable is made of two conductors: A center conductor usually of copper and a ground that is woven of braided aluminum. The "die-electric" insulating material separates the two conductors. The ground and center conductors are to remain electrically separate from one another. When installing a F-connector onto a coax cable, use care so none of the woven ground strands make contact with the center conductor. A continuity tester is required to test a suspected fault in a coax wire. Unscrew both ends of the suspected bad coax run. With the continuity tester, check between the center conductor and the outside threaded ring. If continuity is present, the coax is shorted. To test for an open connection of a particular coax run, use one test lead and touch the threaded end of the coax. With the other test lead, touch the threaded ring at the opposite end. Continuity should be present. Perform the same test procedure on the center conductor. Proper electrical coax operation should indicate continuity from the center conductor at one end to center conductor at other end. Continuity should be present between each coax terminal end. There should be no continuity between the terminal end and center conductor. Though damage does not usually occur from a shorted or open coax cable, picture quality is compromised.

Front TV - Flat Screen:

A 24-inch Flat screen television with remote control is mounted in the front overhead cabinet.

Video Cassette Recorder (VCR) Optional:

The videocassette recorder is the same one found in most homes. The VHS compatibility allows recording and playing back programs on standard VHS tapes. The VCR component is easily recognized. It can also be used for audio/video operation for the TV. The VCR will automatically turn on when a tape is inserted. The Audio/Video Input Jacks in the front allows for quick easy connections of additional video equipment. Easy Setup procedures provide the flexibility to quickly adapt the configuration for RV usage.



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Digital Video Disc (DVD) Player (Optional):

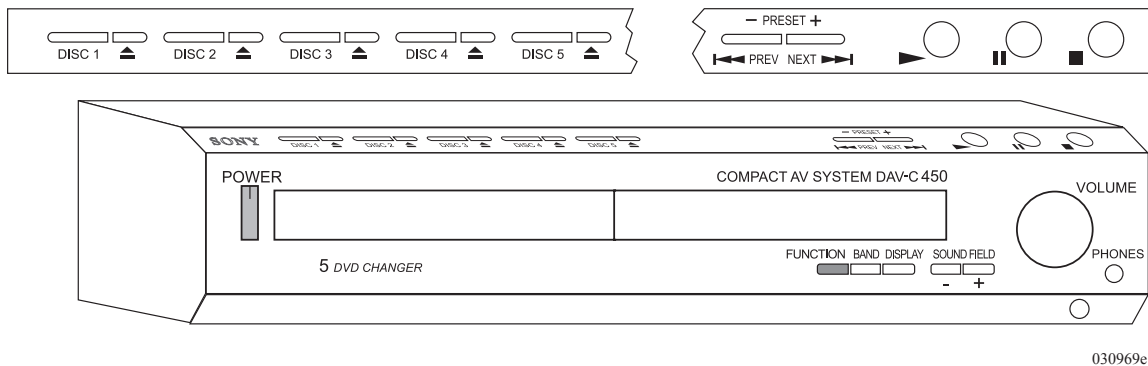
The Digital Video Disc player, located above the driver's seat, is wired through and connected only at the front television set. To view DVD turn the TV ON, select channel **3** and insert DVD into the player. The DVD player operates from 120 Volt AC powered from the house electrical system.



INFORMATION: For more information and operating instructions refer to the manufacturer's manual.

Home Theater (Optional):

The Home Theater System is used exclusively for audio of the Home Entertainment. All audio signals from each of the individual components are amplified through the Home Theater system. The Home Theater system also has AM, FM and will play music Compact Disc as well as being the DVD Player.



Bedroom TV - Flat Screen (Optional):

A 20-inch flat screen television can be installed in the bedroom area. When installed it will have the same capabilities as the front television.

Exterior Entertainment Center (Optional):

The optional entertainment center is an AM/FM marine stereo radio with two speakers. The stereo has a conformal-coated circuit board to withstand salt air and humidity along with UV stable detachable control panel and electronic tuner.

The entertainment center includes 12 Volt DC, 120 Volt AC and Antenna receptacles. The locking cover should be closed and locked when the entertainment center is not in use.

Component Operation

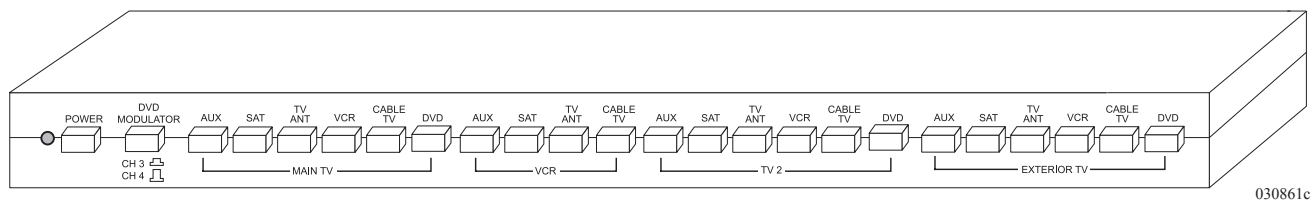
To Operate Any Component:

- All the Entertainment Components require 120 Volt AC to operate. This can be from shore power, the generator set, or the inverter.
- Ensure the Interior House power switch is on.
- All signals are run through the Video Selector Box.

Video Selector Box:

Features Include:

- Push button controls allow you to send signals from any one of six different inputs to two TVs and a VCR.
- Six inputs include TV antenna, VCR, Auxiliary, Satellite, Cable TV and DVD.
- Four outputs include the main TV, TV2, VCR as well as a separate set of controls for the exterior TV, to view different programming on all three TV sets plus VCR recording. Modulates on channel **3-4** to watch DVD on any or all four outputs.
- Built-in 12 Volt DC TV antenna power supply eliminates need for separate wall mounted TV antenna power supply.
- Self-resetting fuses used in antenna power supply prevent failure caused by shorted connections.
- Video switch allows for independent viewing of signals at different TVs, with a record option from VCR.



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To Watch TV Using Antenna:

To view signals from an amplified TV Antenna, first press the TV antenna POWER button to the ON position. This provides 12 Volt power to the TV antenna amplifier located inside the antenna housing. To view the TV antenna signal on the main TV, simply press the TV ANT button located above the area marked "MAIN TV." Follow the same procedure for TV 2. Turn TV ON and select channel.



NOTE: The picture quality from the outdoor TV antenna varies depending on the location of the TV station in relationship to the location of the TV antenna. If picture quality is degraded and you are not using an external power supply, try turning the TV Antenna Power button on the control box OFF and ON.

To Watch TV Using Cable Signal:

To view Cable TV signals on the main TV, press the CABLE TV button above the area marked "Main TV." Follow the same procedure for TV 2. Turn TV ON and select channel.



NOTE: To view Cable TV signals, you must be connected to a Cable TV input on the outside of the motorhome. Cable TV inputs are available at many of today's campgrounds.

To Watch TV using VCR Signal:

To view VCR signals on the main TV, press the VCR button above the area marked "Main TV." Follow the same procedure to TV2. Turn TV ON and select channel 3. Turn VCR ON and insert videotape to view.

To View Auxiliary Components using TV:

To view Auxiliary signals, such as game consoles, camcorder, etc., on the main TV, press the AUX button above the area marked "Main TV." Follow the same procedure for TV 2.

Recording Using VCR:

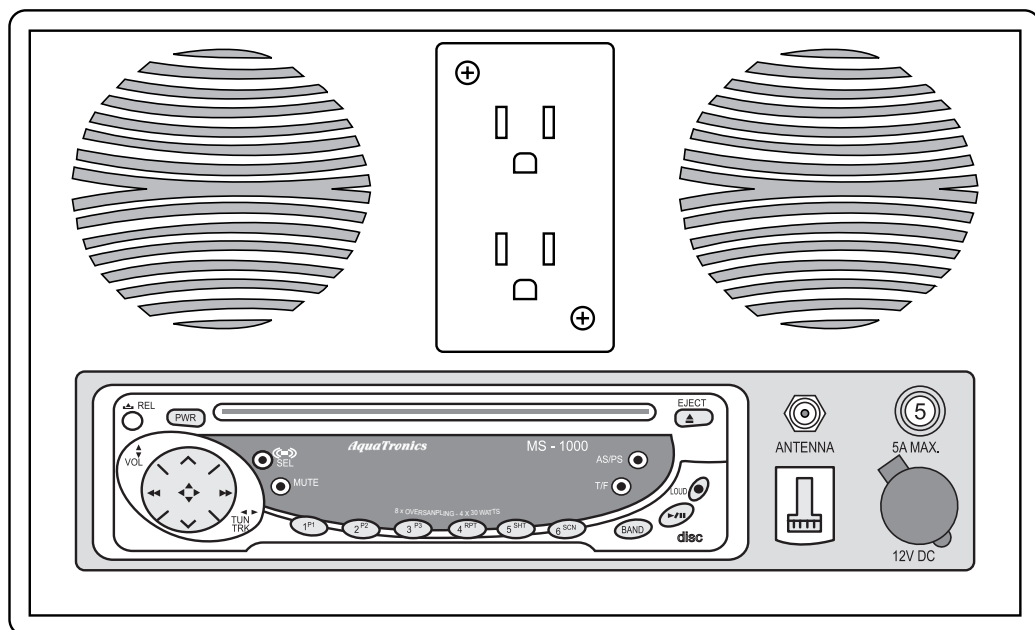
To record programming from the Antenna, Cable TV or Auxiliary, simply press the appropriate button above the section marked VCR.

- To record programming from the TV Antenna to the VCR, press the TV ANT button above the VCR section on the switch box.
- To record programming from an Auxiliary device to the VCR, press the AUX button above the VCR section on the switch box.
- To record programming from a Cable TV to the VCR, press the CABLE TV button above the VCR section on the switch box.



NOTE: To view Cable TV signals, you must be connected to a Cable TV input on the outside of the motorhome. Cable TV inputs are available at many of today's campgrounds.

ENTERTAINMENT CENTER - EXTERIOR (Optional)



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Function of Features for Exterior Entertainment Center (Optional):

- **ON/OFF POWER BUTTON (PWR)** - Press this button to turn the unit on or off.
- **VOLUME/LEVEL CONTROL (VOL)** - To increase the volume level, press the up arrow button. To decrease the volume level, press the down arrow button.
- **SELECT BUTTON (SEL)** - This button is used to select the audio function (volume, treble, bass, balance or fade) to be adjusted using the Level Control. Pressing the Select button once will set the unit for volume adjustment ("VOL" will appear on the display panel). Pressing the button additional times will select treble ("TRE" on the display), bass ("BAS"), balance ("BAL"), fader ("FAD") or volume ("VOL").

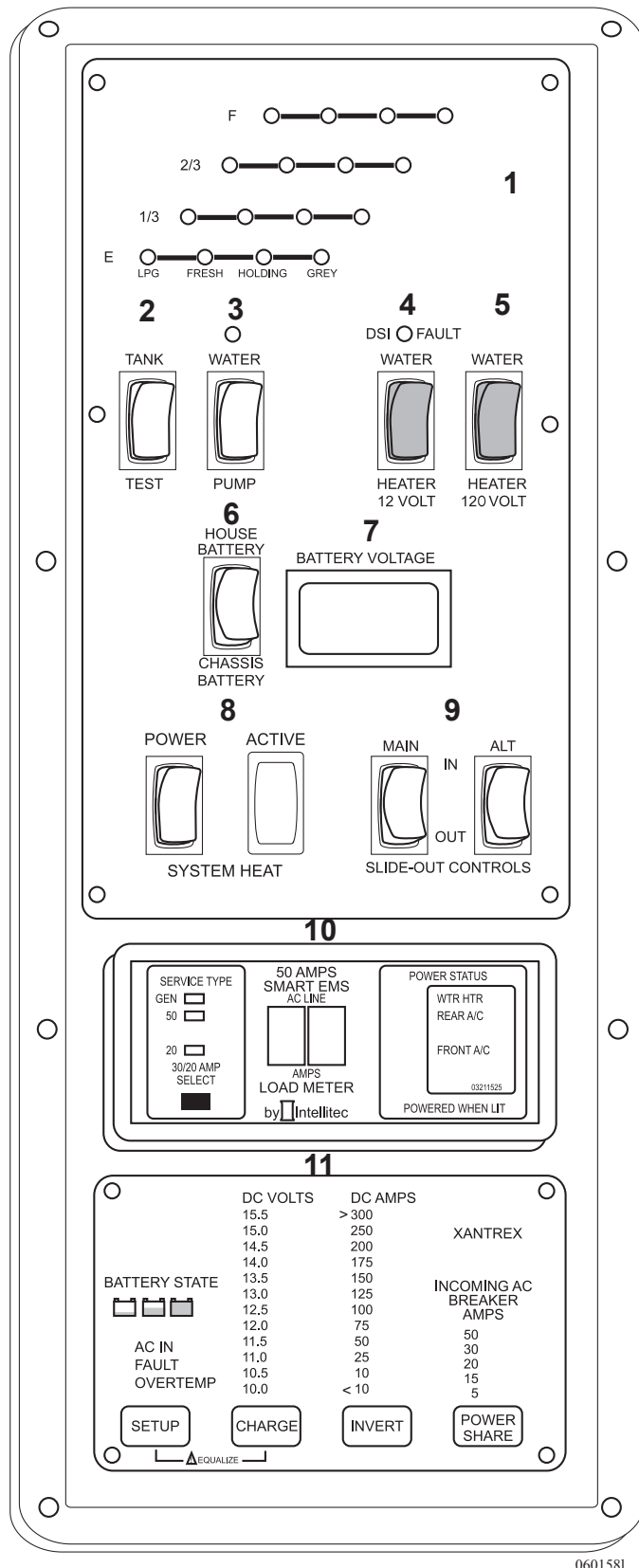
-
- **AUDIO SETTING MEMORIES (P1/P2/P3)** - Three pre-set buttons are provided on this unit to store desired audio level positions into memory and are easily recalled. To set any of the three audio memories use the following procedure:
 1. Use the Select button and Level control to adjust the setting of the volume, treble, bass, balance and fader to the desired positions.
 2. Press the SELECT button to call any of the audio functions on the display. Within two seconds of pressing the Select button, and while the audio function is still on the display panel, press the PRE-SET button (1 through 3) to be set and continue to hold it in. After approximately two seconds the pre-set number ("P-1", "P-2", or "P-3") will appear on the display panel indicating that the audio levels are now set into that memory position. The settings can be recalled at any time by pressing the SELECT button and then that pre-set button within two seconds.
 - **AUDIO MUTE (MUTE)** - This button is used to mute the volume from the system. By pressing the button the indication "MUTE" will appear on the display panel and the volume will be muted. Pressing the Mute button again will return the volume level to the setting in use before the Mute function was activated.
 - **AM/FM BAND SELECTOR (BAND)** - During radio operation each momentary press of this button will change the radio band. The indication "AM1", "AM2", "FM2" or "FM3" will appear on the display panel according to your selection.
 - **MANUAL UP/DOWN TUNING & AUTOMATIC SEEK TUNING (TUN)** - Each time the right arrow button is tapped, the radio will tune one frequency step higher. Similarly, each tap of the left arrow button will tune one frequency step lower. To manually tune in a station tap the button of the appropriate direction until the desired frequency is reached. Pressing either button for longer than 0.5 seconds and then releasing will activate the Automatic Seek Tuning function. The radio will seek the next available station and stop at the frequency. Pressing the button again or activating any other tuning function can stop the Seek function.

-
- **AUTO-STORE TUNING (AS) & PRE-SET SCAN TUNING (PS)**
 - During radio operation press this button momentarily to scan the six stations pre-set into the memory of that band. The unit will stop at each pre-set station for five seconds before continuing to the next pre-set station. Press the button again momentarily to stop Pre-Set Scan operation and remain on the selected frequency. Pressing the button for longer than two seconds will activate the Auto-Store Tuning feature that will automatically scan the band and enter up to six strong stations into the six pre-set memories.
 - **STATION PRE-SET MEMORIES** - To set any of the six pre-set memories in each band use the following procedure:
 1. Turn the radio on and select the desired band.
 2. Select the first station to be pre-set using the Manual Up/Down or Automatic Seek Tuning controls.
 3. Press the pre-set button to be set and continue to hold it in. After approximately two seconds the pre-set number will appear on the display panel indicating that the station is now set into that pre-set memory position. The station can now be recalled at any time by pressing that button.
 4. Repeat the above procedure for the remaining five pre-sets on that band and for the other four bands on the unit.
 - **DISC SLOT** - With the label surface facing up, gently insert the disc into the slot until the soft-loading mechanism engages and disc play begins.
 - **TRACK SELECT (TRK)** - These buttons are used to quickly select the beginning of a particular track. With each momentary tap of the Forward Track Select button (right arrows) the next higher track number will be selected as shown on the display panel. Similarly, with each momentary tap the Backward Track Select button (left arrows) the next lower track number will be selected.
 - **CD PLAY/PAUSE DESELECTOR (II)** - During disc play, press this button to temporarily stop play of the disc. Press the button again to resume play of the disc from the point at which it was stopped.
 - **REPEAT PLAY SELECTOR (RPT)** - During disc play, press this button to repeat the play of the selected track ("RPT" will appear on the display panel). Play of the track will continue to repeat until the button is pressed again.

-
- **SHUFFLE PLAY SELECTOR (SHF)** - During disc play, press this button to play the tracks on the disc in a random shuffled order ("SHF" will appear on the display panel). The Shuffle Play mode can be cancelled by pressing the button again.
 - **TRACK SCAN (SCN)** - During disc play, press this button to play the first 10 seconds of each track on the disc ("SCN" will appear on the display panel). When a desired track is reached, press the Scan button again to cancel the function and play of the selected track will continue.
 - **DISC EJECT (UP ARROW)** - Disc play is stopped, the disc is ejected and the unit will change to radio operation by pressing this button.
 - **TIME/FREQUENCY SELECTOR (T/F)** - This unit can be set so that either the clock time or radio frequency/CD player functions will normally appear on the display panel. Pressing the Time/Frequency Selector button when the radio frequency or CD player track indication is shown will change the display to show the time. Pressing the Time/Frequency Selector button will change the display to show the radio frequency/CD player indication.
 - **FRONT PANEL RELEASE BUTTON** - This button is used to release the mechanism that holds the front panel to the chassis. To detach the front panel press the button so that the left side of the panel is released. Grasp the released side and pull it off the chassis. To reattach the panel position the right side of the panel in place first and then press the left side of the panel until the mechanism locks it into place.

SYSTEMS CONTROL CENTER

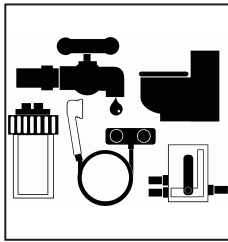
The System Control Center enables a central location for many of the switches and control monitors use to operate the motorhome. This panel is a flush wall-mounted unit.



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~ NOTES ~



Cayman 2004

Water Systems

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The Water Systems section contains information and instruction for the operation and care of the various water system equipment found in the motorhome. The motorhome is equipped with two separate water systems. Optional water equipment will also be discussed, so not all information may be applicable to the motorhome. More detailed information with **CAUTION** or **WARNING** instructions for the various equipment; other than what is found in this section, can be found in the manufacturer's manual in the owner information box.

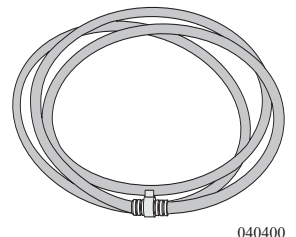
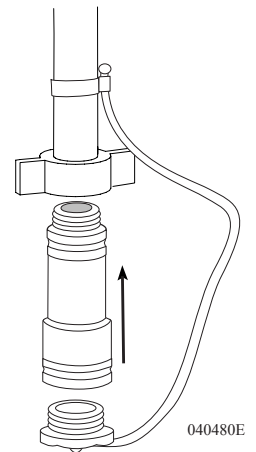
It is hard to imagine how much water is used by the average person everyday. Newcomers to a self-contained motorhome soon discover water does not last very long unless consumption is drastically reduced. For example, less water can be used for showering if the shower is turned off while soaping down, then turned back on to rinse. This way a good shower uses a couple gallons of water or less. There is plenty of water to meet personal needs once habits are adjusted.

Fresh Water System:

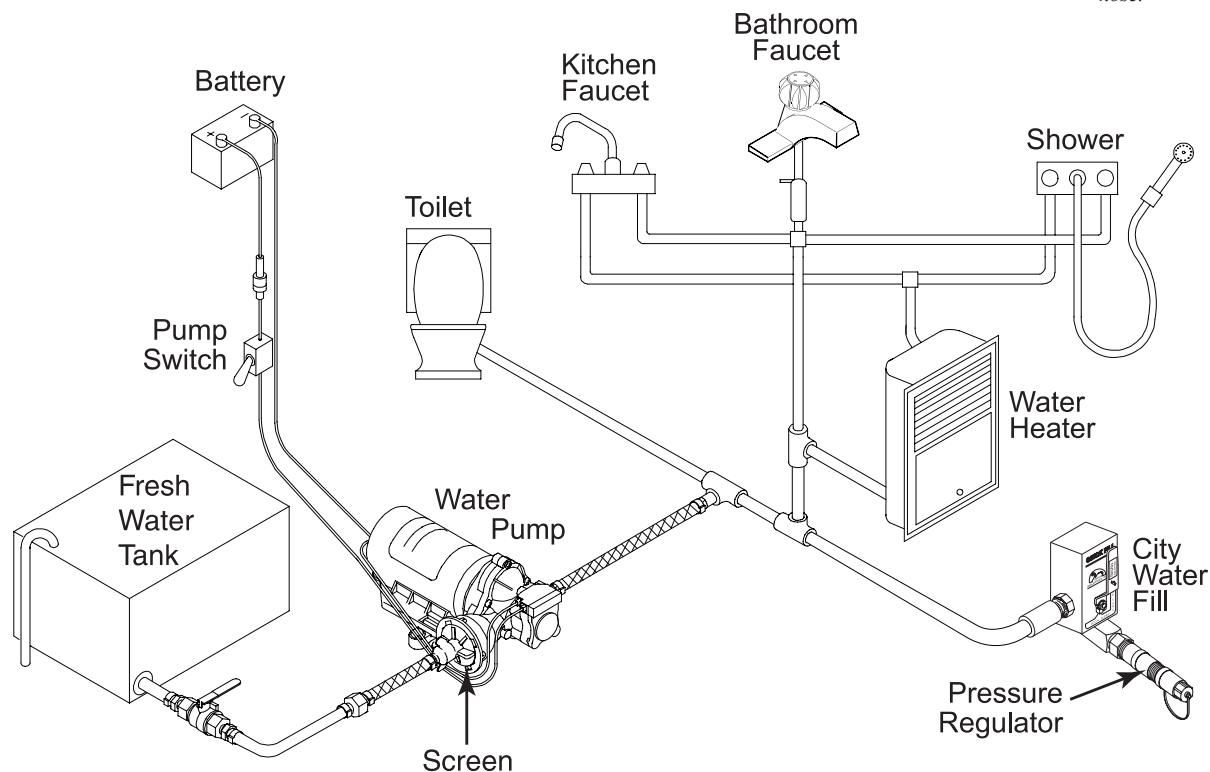
The motorhome contains a full freshwater plumbing system capable of operating as a self-contained unit (Fresh Water) or for utilizing a pressurized water source (City Water). The fresh water system consists of the fresh water tank, water pump, water filter and a city/fresh water connection.

Use a water hose marked for potable water use only. Care of the hose is a must. A pressure regulator is attached to the city water/tank fill connection. After each use, attach the end cap to keep debris and insects out of the hose.

WATER SYSTEMS INTRODUCTION



Screw the ends of the hose together before storage to prevent leakage and to prevent dust and insects from entering hose.



Domestic Hot Water:

Domestic hot water will be supplied using a 10 Gallon LP-Gas/electric water heater. This system is highly efficient in producing and maintaining an adequate supply of hot water.

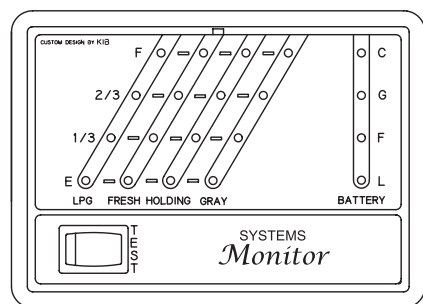
Waste Water System:

The waste water holding system makes the motorhome fully self-contained. All appliances and fixtures can be operated without a sewer hook-up. The waste water holding tanks will allow waste to be stored until it is convenient to properly dispose. The waste water system consists of a waste holding tank (grey tank), a sewage holding tank (black tank), flush system, toilet and drains. Also included is a flexible hose and adapter for dumping the waste holding tanks.

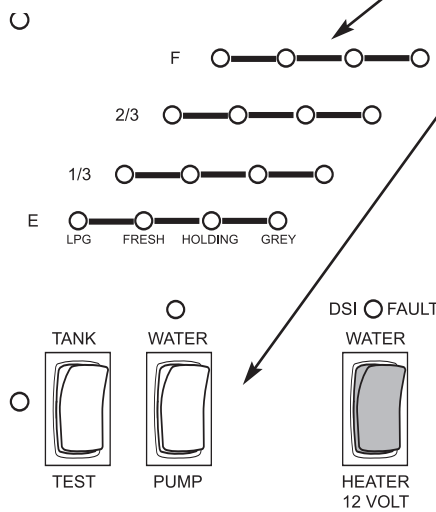
MONITOR PANEL - WATER

The motorhome is equipped with a monitor panel to aide in managing the storage tanks. A monitor panel is part of the main System Control Center. A second monitor can be located in the service center. The switch marked **TEST** is a momentary switch that requires being held down while testing the level of the storage tanks. Read the scale for the desired storage tank that is to be monitored. Each scale uses colored lights along with a corresponding scale reading. The lights and scale indications are as follows:

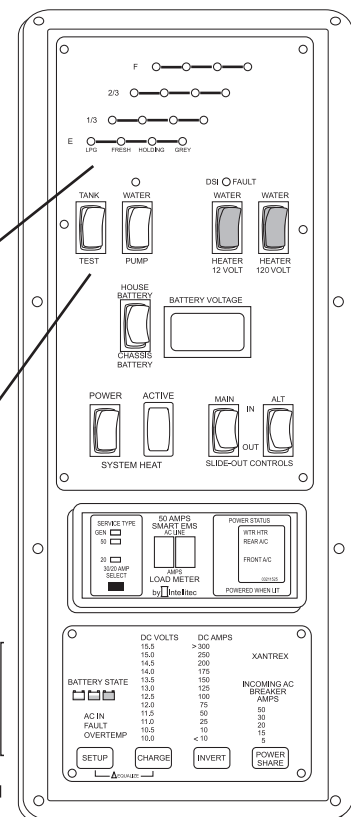
- **Green** lamps indicate good or normal ranges.
- **Amber** lamps indicate fair or partial ranges.
- **Red** lamps indicate full or empty ranges (depending on the scale), which are in the critical range.



Located in the Service Center. 030446e



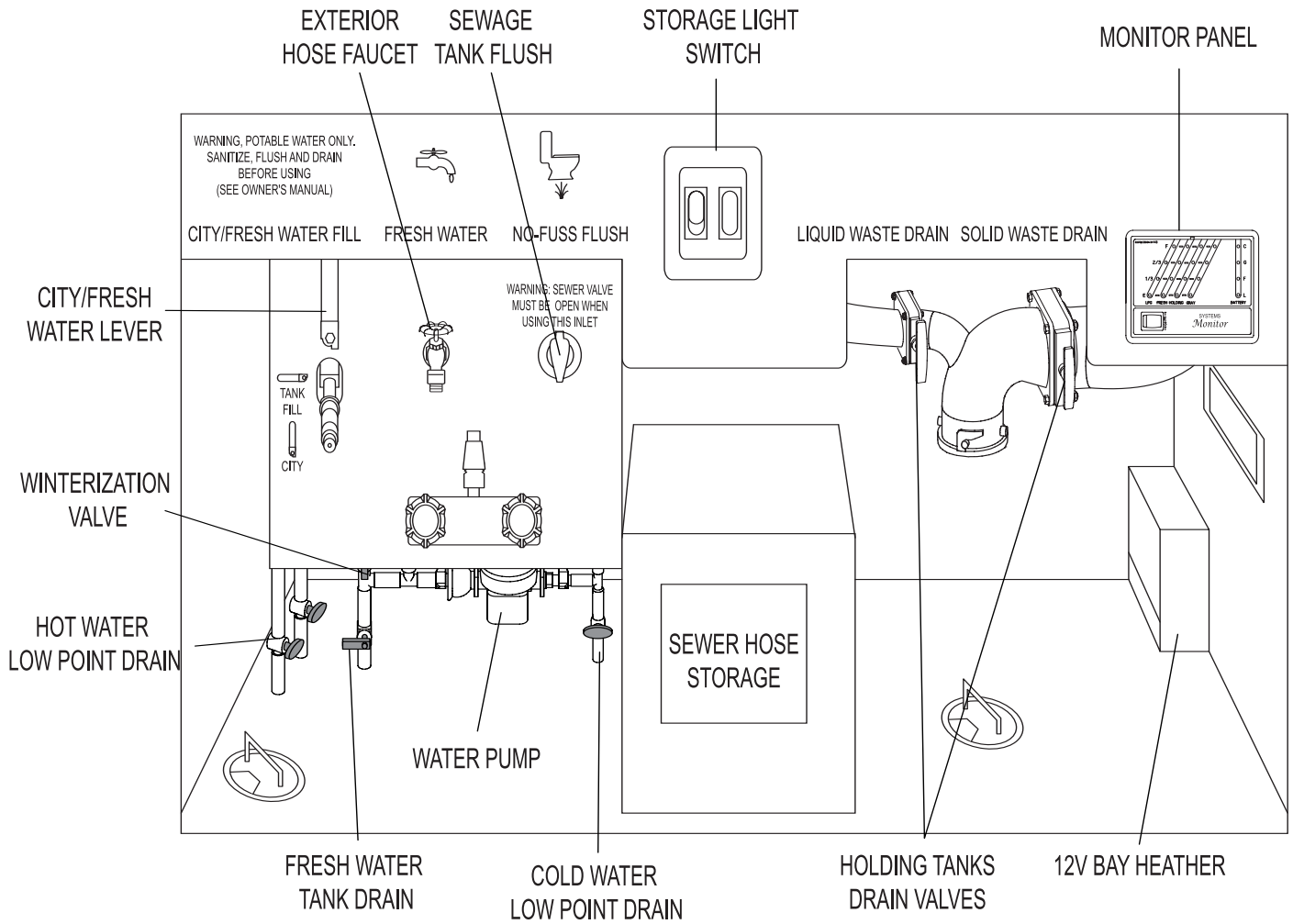
Located in the Main System Control Center.



030446e

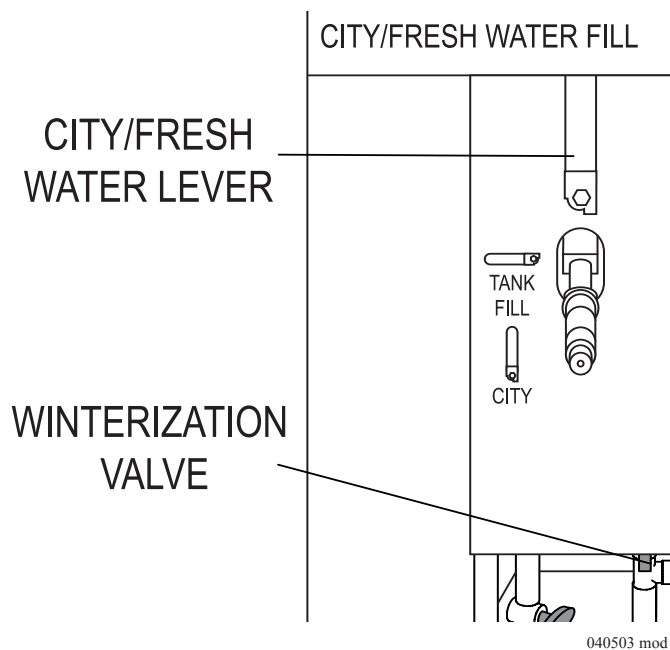
Located in a roadside compartment is the service center compartment. This compartment consists of the city/fresh water fill inlet, the water pump, the dump valve controls, the tank flush inlet, an exterior hose bib, shower sprayer and the sewage hose storage box.

WATER SERVICE CENTER



040503

WATER TANK - Fresh Fill



1. Ensure the fresh water tank drain valve, located on roadside in the service center, is in the closed position.
2. Connect the hose labeled for potable water to the water source. Install the provided pressure regulator on the fill valve. Arrow on regulator must be pointed toward valve. On a hot day the hose may expand and burst from water pressure within the water hose.



NOTE: When connecting the motorhome to fresh water ensure to use a hose manufactured and labeled for potable water to ensure that the hose will not flavor the water. Monitor the tank filling process at all times. Use the monitor panel as a tank fill guide.

3. Remove white plug in the end of the pressure regulator.
4. Connect the water hose to the pressure regulator inlet.
5. The fill valve should be in the Tank Fill position.
6. Turn on the water at the water source. The water entering the fresh tank should be audible as the fresh water tank fills.
7. Locate the monitor panel. Locate the switch marked **Test**. The switch is a momentary switch that requires the switch to be held in position while testing the level in the fresh water tank. Read the scale as the fresh water tank is filling. When the 2/3 tank light illuminates it should not take much longer to finish filling the tank. Do not leave coach unattended while filling the fresh water tank. The light marked "F" should start to blink as a warning that the fresh water tank is almost full. Return to the service center. When the fresh water tank is full water will come out an overflow vent.
8. Turn off water supply as quickly as possible.
9. Return fill valve handle to "City."

1. Install the provided pressure regulator on the fill valve. Arrow on regulator must be pointed towards valve.
2. Remove white plug from the end of the pressure regulator.
3. Connect water hose to the CITY water inlet.
4. Valve handle should be in the CITY supply position.
5. Turn on water at water source.
6. The water pump can either be in the OFF position or in the ON position. It will not affect the water pump to leave it on.
7. Open each faucet, one at a time, to rid any trapped air inside the pipes.



NOTE: When connecting the motorhome to City/Fresh water, use a hose manufactured and labeled for potable water to ensure that the hose will not flavor the water.



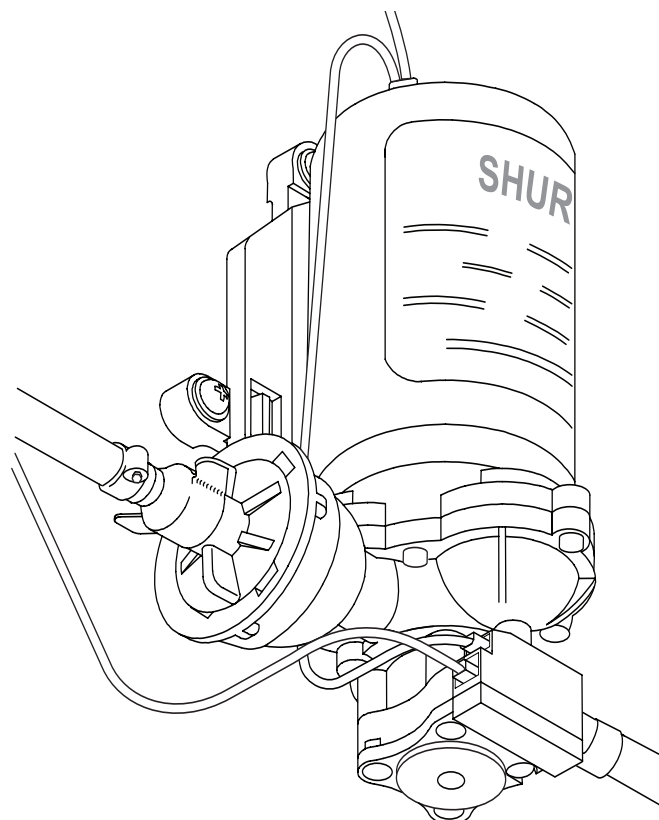
CAUTION: Some water sources develop high water pressure, particularly in mountainous regions. High water pressure is anything over 55 psi (pounds per square inch). Excessive water pressure may cause leaks in water lines and/or damage the water heater.

The water pump pressurizes the fresh water system when not connected to city water. The water pump is totally automatic and self-priming, operating on demand as water is used. The water pump is located in the storage compartment of the motorhome. The water pump is operated from the monitor panel.



WARNING: Before leaving the motorhome for extended periods of time (i.e. overnight or longer) be sure that the city water and all water pumps have been turned off. Damage from neglect will be the responsibility of the owner, not the manufacturer.

WATER PUMP



040487h

Red
Indicator
Light



WATER



PUMP

0601581

To turn the water pump on or off:

- Momentarily press the water pump switch. The indicator lamp will illuminate when the water pump is turned on.



CAUTION: Do not continue water pump operation if the fresh water holding tank is empty. Damage to the water pump or electrical supply system may result.

Use the following procedure to operate the water pump after unhooking from the city water supply or after storage:

- Close all drain valves and low point drains.
- Fill the fresh water tank.
- Open the hot and cold water valves of each faucet.
- Turn the water pump on. Wait for the water lines and the hot water tank to fill.
- Close each faucet when it delivers a steady stream of water (cold water faucets first).

Troubleshooting the Water Pump

Vibration induced by road conditions can cause the plumbing or pump hardware to loosen. Check the water pump system for components that are loose. Many symptoms can be resolved by tightening the hardware. Check the following items:

The water pump will not start or blows the fuse:

- Check the electrical connections, fuse or breaker, main switch and ground connection.
- Check the electrical connections at the latching controller.
- Is voltage present at the pressure switch on the pump? As a test, temporarily bypass the pressure switch.
- Is the latching controller grounding the water pump?
- Check the charging system for correct voltage and good ground.
- Check for an open or grounded circuit or motor.
- Check for a seized or locked diaphragm assembly (water frozen).

The water pump will not prime or sputters (No discharge/motor runs):

- Is the pump inlet strainer clogged with debris?
- Is there water in the tank or has air collected in the water heater?
- Is the inlet tubing and plumbing sucking in air at plumbing connections (vacuum leak)?
- Check for proper voltage with the pump operating.
- Look for debris in the pump inlet/outlet valves or dry/swollen valves.
- Check the pump housing for cracks or loose drive assembly screws.

The water pump will not shut-off or continues to run when the faucet is closed:

- Check to see if the fresh water/tank fill valve is completely closed.
- Check the output (pressure) side plumbing for leaks and inspect for a leaky toilet or valves.
- Look for a loose drive assembly or pump head screws.
- Are the valves on the pump or the internal check valve held open by debris or is the rubber swollen?

The water pump is noisy or rough in operation:

- Check for plumbing that may have vibrated loose.
- Does the mounting surface multiply noise (flexible)?
- Check for mounting feet that are loose or compressed too tight.
- Look for loose pump head to motor screws.

The water pump is rapid cycling:

- Look for restrictive water flow in the faucets or shower heads.

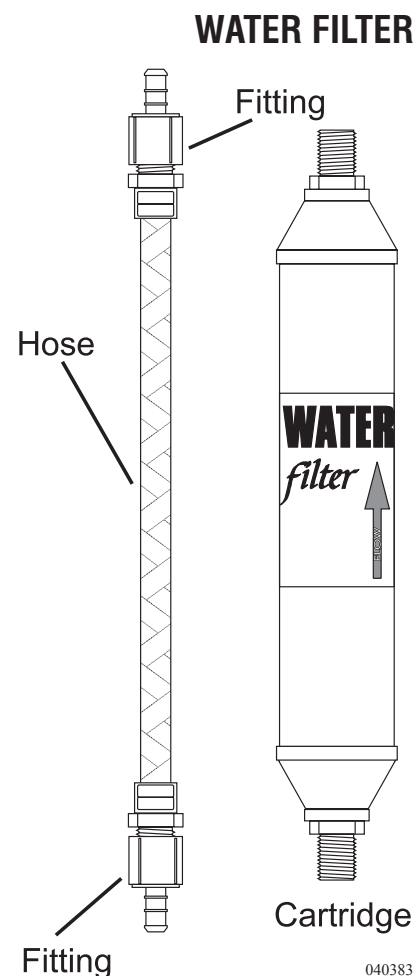
The motorhome is shipped with a diverter hose in place of the in-line water filter. To initially install a water filter or to replace a water filter, use the procedures as follows:

- Locate the water filter diverter hose in the galley sink area.
- Remove the top and bottom fittings from either the hose or filter.
- Connect top and bottom fittings to the filter to purify the system.
- Store diverter hose for use when winterizing the water system.

A fresh replacement cartridge is needed when the flow of water from the faucet becomes slow. The life of the filter depends upon incoming water conditions and water consumption.

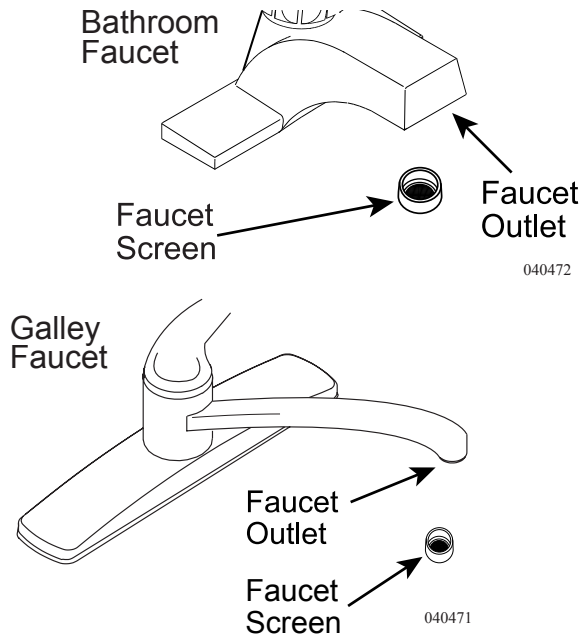
As water passes through the water filter, dirt particles are trapped in the tiny pores of the micro-pure coating on the filtering element inside the cartridge. As the cartridge removes the impurities from the water, microscopic pores slowly permeate and the amount of water flowing from the cartridge gradually decreases.

When the flow of water from the water filter becomes too slow for convenience it requires servicing. If the cartridge is not changed the flow will eventually stop. Even when a decreasing water flow does not demand the cartridge be replaced, it is recommended the filter be replaced at least once a year for continued reliable performance from the purification system.



040383

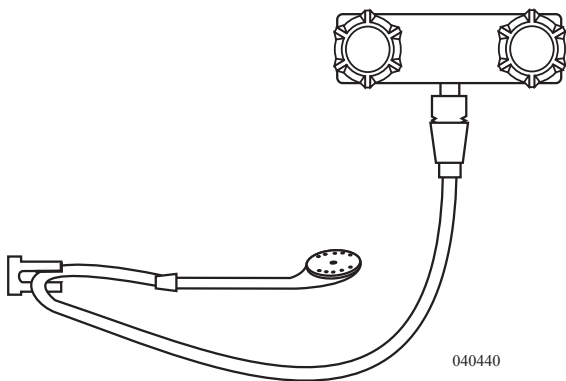
FAUCETS



Fresh water sources will vary by location. A build up of lime deposit or debris on the faucet screens may restrict or plug the flow of water coming from the faucets. All faucet screens should be checked and cleaned every two weeks of use.

- Faucet screens are normally located on the outlet side of the faucet and held in place with a threaded collar.
- Remove screen from faucet.
- Clean screen using a small soft brush and de-liming solution.
- Reinstall screen and check water flow.

SHOWER - EXTERIOR



The exterior shower is located on the water service center panel on the roadside of the motorhome. It is equipped with both hot and cold water. To operate the shower turn on the faucet. The shower will work from either the fresh water tank or the city water hookup. Adjust the temperature of the shower by adjusting the hot and cold water flow. If the shower is not going to be used for a time, drain the water out of the hose, especially in cold weather conditions.

WATER SYSTEM - *Troubleshooting*

Water system problems and leaks usually fall into two categories: system problems and problems caused by improper use or lack of attention. These problems usually stem from improper winterizing, poor maintenance, road vibration and campsite water pressure variations.

Check all plumbing connections for leaks at least once a year. If the water pump runs when a faucet is not open, check for a water leak. Be sure the tank drain valves are closed. If the system continues to leak take the motorhome to an authorized dealer for service.



NOTE: A small water leak can cause severe water damage. Shut off the water supply and have the leak repaired.

Disinfecting the water system with chlorine bleach (superchlorination) protects against bacteriological or viral contamination from any common water source.

Disinfecting Fresh Water

When to disinfect the fresh water system:

- If the motorhome is new.
- If the motorhome has not been used in a long time.
- Every three months.



NOTE: An independently operated water pump with garden hose connections and a container to hold the prepared solution may be used to perform this task.

Use the following procedures to disinfect the water system.

- Remove water filter elements that may be installed and install divert caps or hoses as needed.
- Prepare a chlorine bleach solution using one gallon water and $\frac{1}{4}$ cup of chlorine bleach. Use 1 gallon of solution for every 15 gallons of tank capacity. For example: Add $2\frac{2}{3}$ gallons solution to a 40 gallon tank. Add $4\frac{2}{3}$ gallons solution to a 70 gallon tank. Add $6\frac{2}{3}$ gallons to 100 gallon tank. This mixture puts a 50 PPM (parts per million) disinfecting solution in the water system. This concentration will act as a quick-kill dosage for harmful bacteria, viruses and slime-forming organisms. Concentrations higher than 50 PPM may damage the water lines and/or tanks.
- Another method of introducing the chlorine bleach would be to multiply the number of gallons by 0.13. The result would be the amount in ounces of chlorine needed to be introduced into the fresh tank with water.
- Drain the fresh water tank. Close the drain and prepare to introduce the solution into the fresh water tank. The method of introduction is up to the owner.



TIP: Use the same hose labeled for potable water to introduce the chlorine solution into the system. This will disinfect the potable water hose at the same time. Several flushes will be required to remove any chlorine residue.

- Turn on the water pump in the motorhome.
- Open each faucet and run the water until you smell a distinct chlorine bleach odor.
- Turn off all faucets allowing the system to stand for four hours.
- Drain the fresh water tank of the mixed solution.
- Fill the water tank with fresh water. Flush hot and cold lines thoroughly with fresh water. Repeat this process until the chlorine bleach smell is no longer detectable in the water system.
- Install new water filter.

WASTE WATER SYSTEMS - Proper Waste Disposal

Most State Parks have strict regulations about discharging wastes except into authorized disposal systems. Dumping raw sewage from toilet holding tanks, except at authorized dumping stations, is universally prohibited.

Most National, State and private parks have either a central dump facility or campsite hook-up for sewage. Many of the modern rest areas along the interstate now have dump stations available. You will find a list of dumping stations from coast to coast in Woodall's Campground Directory, Trailer Life's RV Campgrounds and Services Directory, Rand McNally's Campground and Trailer Park Guide, Good Sam Park Director (Good Sam Club), and other similar publications. Some major oil companies offer dump facilities at selected stations. With sufficient planning, there little inconvenience involved in proper and legal disposal of holding tank waste.

What Not to Put in Waste Holding Tanks

- Do not use strong or full strength detergents to deodorize and disinfect. Use odor control chemicals made especially for holding tanks.
- Do not put automotive antifreeze, ammonia, alcohol or acetone in holding tanks. Some chemicals will dissolve plastic.
- Do not put large table scraps in the tanks. They could get stuck in or damage the valve seals.
- Do not flush facial tissues. They are treated chemically to strengthen them and will not dissolve like toilet paper. Special holding tank tissues are available at most RV supply stores.
- Household tissue is thicker, softer and stronger than a rapidly dissolving tissue. White toilet paper dissolves faster than colored papers.



NOTE: Never dispose of sanitary supplies or other non-dissolving items into the system. Facial tissue, wet strength tissue, paper towels or an excessive amount of toilet tissue can create clogging in the holding tank system.

To test a tissue's dissolving ability immerse one square into a jar of water. Shake the jar five times to determine if the tissue disintegrates into pieces or remains in one piece. Do not use any type of tissue that remains in one piece.



CAUTION: Do not use any products that contain petroleum distillate or ammonia in place of RV odor controlling chemicals. Petroleum distillate or ammonia will damage the ABS plastic holding tanks and seals.

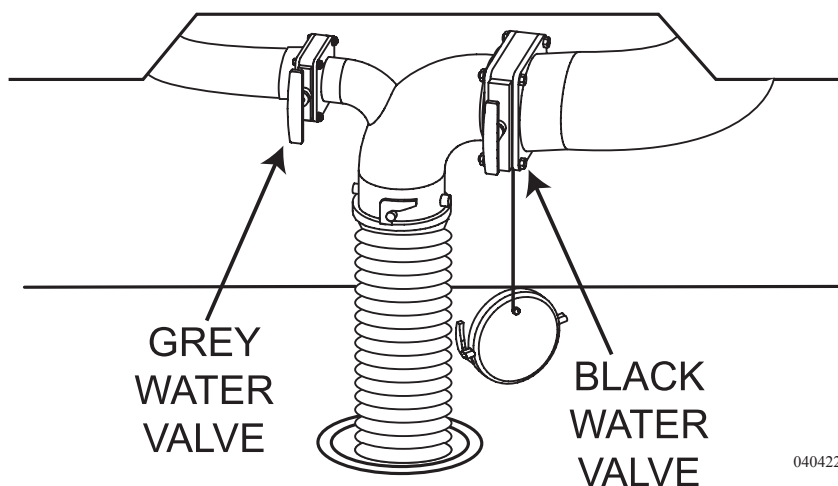
The waste drain system provides adequate and safe storage and/or discharge of waste materials. The drain system uses ABS plastic piping and fittings connected to sinks, shower, toilet and holding tanks draining to an outside termination. The motorhome should be reasonably level for optimum operation of the systems. The waste water holding system consists of a waste water holding tank (grey tank). The grey water tank stores the sink, shower and clothes washer drain water. A sewage holding tank (black tank) stores waste from the toilet only.

Drain valves and a tank flush system dispose waste through a common termination. Each holding tank has a separate drain valve dumping the waste water (grey water) and sewage (black water) through a common single discharge outlet. The tank drain valves are located in the service center on the roadside of the motorhome. Use the water monitor panel to observe tank levels. When ready to drain the tanks, drain the sewage tank first. Next, flush the black tank with the flush system. Drain the grey water tank. Using this sequence helps flush solids from the sewer hose. When traveling, it is recommended both holding tanks be empty or less than half full.

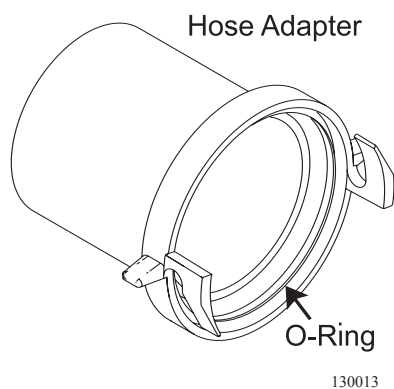
A flexible three inch sewer hose attaches between the termination drain and the shore facility with sewage stations, and may remain connected. Sewer hoses usually come in 10 or 20 foot lengths. The sewer hose is stored in a tube accessed through a compartment door on the roadside next to the drain valves. The shore fitting for the sewer hose may be three or four inch pipe, which could be male or female thread. Another possibility may be a four inch pipe, with no threads, covered by a metal plate. There are many configurations. Different style adapters are available to fit most configurations. Hose ladders may also be purchased to support the hose.

Waste Drain Hose

It is important that the hose remains secure. Always tighten clamps and restraining devices before use. Lay the hose inline between the termination outlet and the shore fitting. Restrain the hose to prevent movement during use. Wear protective and/or disposable gloves when handling the sewer hose.



040422



To Attach the Hose:

1. Remove sewer hose from carrier.
2. Remove termination cap. Align coupler tangs with termination tabs. Twist coupler clockwise 90° locking coupler to termination outlet.
3. Attach the other end of the hose to the drain service.
Restrain hose to prevent movement during use.
4. Open the grey water valve.



NOTE: Close the grey water valve 24 hours prior to departing to allow the tank to fill with liquid to help in the dumping process.

The black water valve remains closed until the tank is full or until time of departure. This will help prevent accumulation of solids. Use the outside faucet or shower attachment for washing or rinsing.



NOTE: Lubricate the O-ring on the sewer hose adapter periodically with silicone spray. Use care when connecting the sewer hose adapter to the termination outlet in cold weather.

What to Put in Holding Tanks - Black Tank

Before using the toilet, treat the sewage holding tank with water mixed with an odor-controlling chemical. These chemicals are readily available at most RV supply stores. Pour the chemicals into the holding tank through the toilet. Add approximately three gallons of water to the holding tank first. Next, mix the chemicals, in accordance with the manufacturer instructions, with approximately one gallon of water. Pour mixture through toilet to the holding tank. Be careful not to spill the chemical on your hands, clothing, toilet bowl or carpet as it can cause a permanent stain. Extremely hot weather areas may require adjusted amounts of chemical to help with odor control. Repeat the chemical pre-charge to the holding tank each time the tank is cycled.



WARNING: Most chemical mixtures for holding tank odor control are poisonous. Follow the product manufacturer's directions and warnings when using any holding tank additive. Do not use any products that contain petroleum distillate or ammonia in place of RV odor controlling chemical. Petroleum distillate or ammonia will damage the ABS plastic holding tanks and seals.

The grey water waste tank stores the sink, shower and clothes washer drain water. No chemical is required in this holding tank; however, a waste holding tank can produce odors. A reduced mixture of chemicals can help with odor control.

What to Put in Holding Tanks - Grey Tank

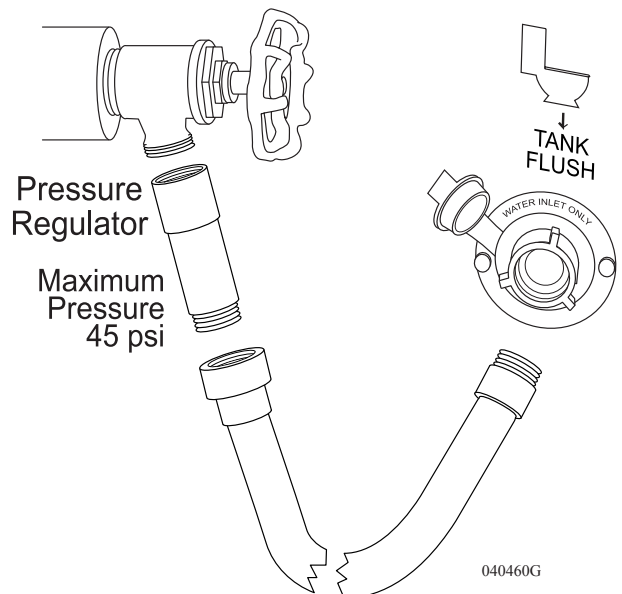
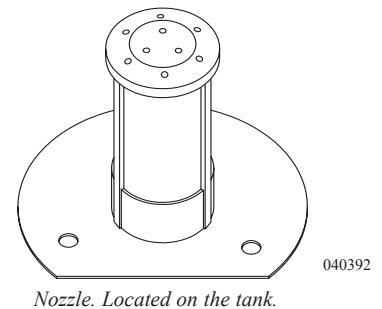
Ensure that there is enough liquid in the holding tanks prior to dumping the waste holding tanks. This provides a smooth flow through the valve, drain pipe and drain hose. When cycling the tank with sufficient liquid, a swirling action should remove accumulated solid wastes along with the waste liquid. Empty the sewage tank weekly to prevent stagnation and overfilling.

The motorhome comes equipped with a power flush system to aid in cleaning the holding tank. The power flush nozzle, located in the black tank, helps reduce solid build-up. Use the tank flush each drain cycle. Failure to thoroughly rinse the tank each drain cycle may result in solids accumulating and a clogged spray nozzle.

Black Tank Flush

Dumping the Tanks:

1. When preparing to dump the black tank, first close the grey water valve.
2. Fill the grey tank to at least 50% by running water in the shower or sinks.
3. Use the monitor panel to observe tank fluid levels.
When the grey tank is 50% full stop filling the tank.
4. Open the black water valve. Allow the black tank to drain.
5. Use the tank flush system.
6. Connect a non-potable water hose, with pressure regulator, to the flush system fitting located in the service center.
7. Turn on the faucet allowing water to rinse the black tank at least three minutes. Never operate the system unattended. Ensure the water flows freely though the drain hose.
8. When completed turn off the faucet and close the black water valve.
9. Open the grey water valve. The water in the grey tank flushes any remaining solids from the hose. With the grey water valve open, run two gallons of water down any drain to flush the grey tank. The grey valve remains open until the next drain cycle or departure.



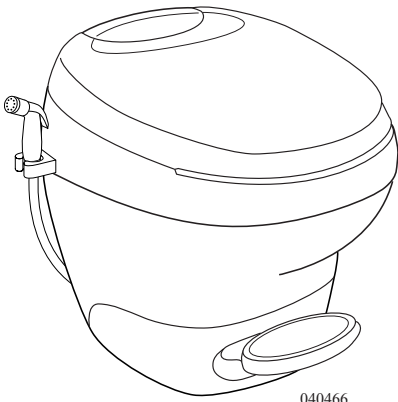
WARNING: Never operate the flush system unattended. Flooding may occur. Use the tank flush system each time the holding tanks are cycled. Failure to routinely use the flush system will result in a clogged spray nozzle. Turn off the water supply when finished flushing the tank.

10. If preparing for travel, close both the valves. Undo any restraining devices from the hose. Disconnect the hose from the termination outlet by rotating the fitting counterclockwise 90°.
11. Raise hose and drain using hand over hand method working hose towards shore fitting. Rinse the hose with outside facility and repeat the hose drain process.
12. Remove the hose from shore fitting. Install hose in carrier and lock door. Secure the termination cap (required by law in some states).
13. If desired, add chemicals to the tanks to control odor. Follow the chemical manufacturer's directions.



NOTE: Dump the black tank before driving.

TOILET - Operating Instructions



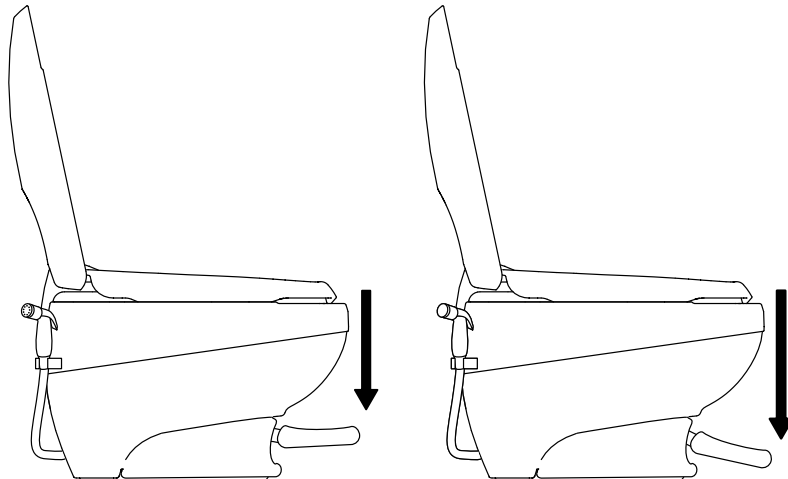
040466

The toilet operates from either fresh water tank or city water supply. The water pump must be turned on or the city water connected. The toilet flushes directly into a sewage holding tank (black water).

- To add water to the toilet before using press and hold the pedal halfway until the desired water level is reached. Generally, more water is required only when flushing solids.
- To flush the toilet press the all the way down.
- To operate the hand held sprayer, press and hold the pedal until water begins to flow into toilet. Press lever on hand held sprayer.



NOTE: Holding the flush pedal longer than necessary results in excess water use.



040467

The toilet should be cleaned regularly for maximum sanitation and operational efficiency. Clean the toilet bowl with a mild bathroom cleaner. Do not use chlorine or caustic chemicals, such as drain opening types, as they will damage the seals.

Clean out the system by using the tank flush system. If additional flushing is desired, flush with several gallons of fresh water and one cup of dry laundry detergent. Add odor control deodorant, in the amount specified for holding tank capacity, after cleaning and every few days during use.

Maintenance - Checking for Leaks:

- **Back of toilet:** Check water supply line connection. Toilet tissue works well to find leaks. The tissue changes texture when it contacts moisture.
- **Between closet flange and toilet:** Check flange screws making sure they are snug. Do not over tighten screws. If leak continues, remove toilet and check flange height. Adjust, if necessary to 7/16" above floor. Replace flange seal if damaged.

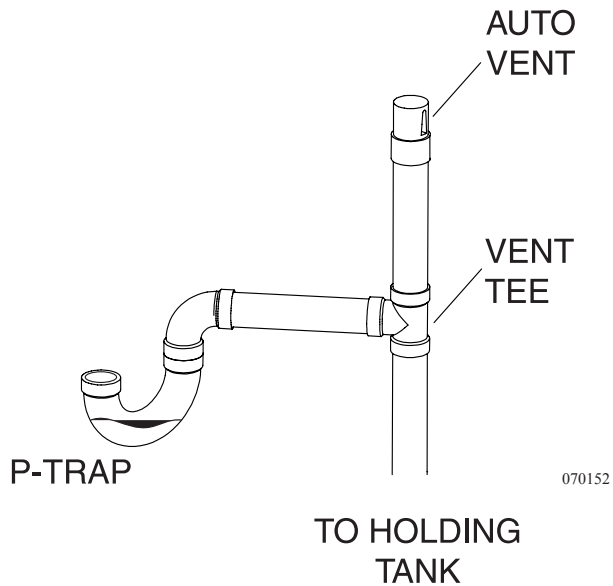
Maintenance - Bowl Problems:

- **Poor flush:** A good flush should be obtained within two to three seconds. If the problem persists, adjust the water level. If it continues, the water pressure may be low or the water flow rate is low. Remove the water supply line and check flow rate. The flow rate should be at least ten quarts (9.5 liters) per minute. Water pressure should not be below 25 psi.
- **Bowl will not hold water:** Check for foreign material in ball valve.



NOTE: If the motorhome is in storage for six months, it is a good idea to spray silicone on the ball valve. Perform this maintenance monthly (silicone will evaporate in about 30 days).

Drain Traps & Auto Vents



Sinks, shower and clothes washer drains incorporate a water trap or "P-Trap" and auto vents to prevent waste water holding tank odor from entering the motorhome. These P-Traps are usually within 54" of a vent tee. These traps must have water in them to block odors.

During storage water can evaporate and allow odor into motorhome. If odor is detected, run water into sinks, shower and clothes washer to fill drain traps. The auto vent, by design, is to assist in the flow of water in the drain lines by assisting a smooth flow of water in the drain without creating a vacuum.

If the auto vent is stuck in the open position, grey tank odors can enter the motorhome. Some auto vents may also serve as "clean outs" in the event the line must be snaked out.



WARNING: Most chemical mixtures for holding tank odor control are poisonous. Follow the product manufacturer's directions and warnings when using any holding tank additive.



NOTE: During cold weather antifreeze must be added to the drain traps.

COLD WEATHER USE

The motorhome is not designed for extended use in below freezing (32°F/0°C) weather. There are precautionary measures that can be taken for extended cold weather use.

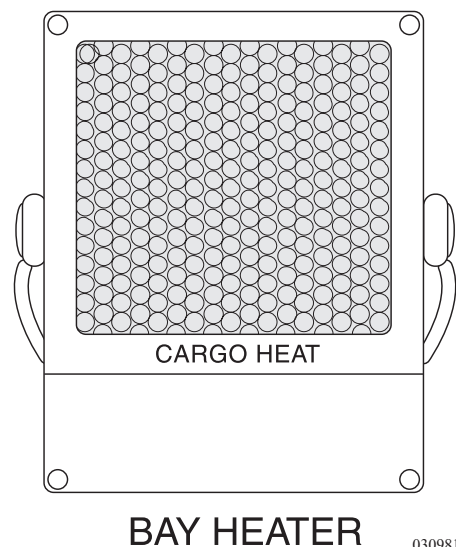
Interior water lines, fixtures, and drains above the floor are normally protected from moderate freezing temperatures as long as the furnace is operating.

Cold temperature can adversely affect water systems below the floor level because the furnace heat does not provide heat to these components.

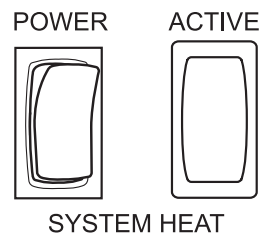
The tank heater pad(s) will protect the fresh water tank. A bay heater with a "Snap Disc" thermostat is used to heat the water control bay.

System Operation:

1. Systems heat switch is turned ON, applying power to the snap disc thermostat, bay heater and heating pad(s) relay.
2. When the bay temperature reaches 40° F +/-6° F the snap disc thermostat will close applying power to the bay heater and the systems heat active indicator light will be lit. The 12 Volt heater will continue to operate until the bay temperature reaches 55° F +/-6° F. The indicator light will then turn OFF.
3. When the bay temperature reaches 44° F the heating pad thermostat(s) will turn on the heating pad(s) to heat the fresh water tank. Heating pad(s) will continue to heat the tank until the bay temperature reaches 64° F.
4. The system active indicator light will not indicate heating pad(s) operation, everyone will need to be aware that when the systems heat switch is ON, the pad(s) will operate independent of the 12 Volt heater.



Exposed drains and water lines may freeze quickly in below freezing temperatures. If, by the way of prior experience, there is doubt as to what temperatures the motorhome's water system will tolerate and the water system will not be used, winterize the water system using potable antifreeze. When the tanks are dumped, additional potable antifreeze will need to be added to the storage tanks.



CAUTION: To prevent the system Heat function from draining the house batteries, the battery disconnect switches should be turned off if the motorhome is left for an extended period of time (2hrs). The battery cut-off switch does not shut off the bay heater circuitry. The heat system will quickly drain the motorhome batteries when not connected to shore power or operating from the generator. It is recommended to use the heat functions when hooked to shore power or operating from the generator.

If the motorhome is stored where freezing temperatures may occur, drain the domestic fresh water loop completely of water. When draining the domestic fresh water system begin with draining the fresh water tank by opening the low point drain for the fresh tank and allowing the water to drain.



NOTE: Ice makers, water filters, water purifiers and water heaters all use domestic water and should be drained and stored in accordance with the manufacturer's recommendation for winterization.

**STORAGE
- COLD WEATHER**

WINTERIZING

The water, plumbing and sewer systems will need to be winterized when the motorhome is placed in storage. Winterization is an easy process that only takes a few minutes to perform with the proper equipment. There are two methods that may be used, using air pressure to blow the line out or using FDA approved RV antifreeze. Both methods may even be combined.

The method chosen to winterize the motorhome and water lines is up to the motorhome owner. Blowing the lines will remove standing water. The lines can be left empty to dry, or filled with approved FDA RV antifreeze. Either way, all interior and exterior faucets need to be opened and closed, one at a time, to be checked. All low point drains should be opened and the holding tanks emptied.

The preferred method of winterizing is using air pressure. The use of RV antifreeze is up to the owner. There is no need to introduce RV antifreeze into the fresh water holding tank.



NOTE: FDA approved RV antifreeze should be used to winterize the motorhome.

Winterizing Using Air Pressure:

To use air pressure to winterize the motorhome you will need access to an air compressor and an adapter to connect the air line to the water system. Adapters can be found at most RV supply stores. When hooked to the water lines the pressure should not exceed 40 psi. Higher pressure can damage the lines.

1. Empty and flush the holding tanks.
2. Drain the fresh water tank by opening the drain valve located inside the water service center of the motorhome.
3. Drain the water heater and open all low-point drains in the water service center. Leave low-point valves open until the motorhome is used again. Remove the water filter elements and re-install housing.
4. Let all the water drain.
5. Turn the pump on and allow it to run until all water is cleared out of the pump and lines. Turn the pump off.
6. After water lines are drained, hook an air hose to the city water/tank fill connection or the optional water hose reel located in the water control panel in the outside service compartment. Turn tank fill/city water valve to city water. Blow out the water lines until no further water can be seen coming out of the low point drains. Do not exceed 40 psi in the water lines and faucets.
7. Open all faucets, hot and cold valves (including the outside spigot), one at a time while the air is on, to clear water from the faucet supply lines. Do not forget the shower faucet.
8. While the air is on, hold the spray nozzle (located right next to the toilet) open until the water has quit running. Hold the toilet flush pedal or handle up until the water has stopped running.
9. Unhook the air hose.

-
10. One (1) gallon of RV antifreeze is needed to protect various water drain lines in the motorhome. Pour 1 pint into both the kitchen and bath shower drains. Pour 2 pints into the bath sink drain, with some of the antifreeze going into grey tank to protect the drain valve. Open the ball valve on the toilet. Pour another 3 pints into the toilet, letting the antifreeze run into the black tank to protect the valve located there. Pour one pint of antifreeze into the toilet after you have released the flush pedal. Use a soft cloth to wipe out the sinks and shower (after the antifreeze is poured in) to protect the surfaces from stains. Pour the last pint into the washer/dryer drain.
 11. Leave the low-point drains open until the motorhome is used again.



WARNING: When draining the low point drain lines and the water heater ensure the water is not hot. Hot water from the lines can burn or injure skin.

Winterizing Using Antifreeze:

Ten gallons of FDA approved RV antifreeze will be required to winterize the motorhome.

1. Empty and flush the holding tanks.
2. Remove the water filter elements and re-install the water filter housing.
3. Remove the drain plug from the front of the water heater. At the back of the water heater, turn the water heater by-pass valve to By-pass.
4. Open all faucets. In the water service compartment, open the low point drains and drain valve for the fresh water tank. Operate the water pump to clear water pump of water.
5. Close all faucets, drain valves and low point drains.
6. Pour antifreeze into the fresh water tank using the fresh water gravity fill.
7. Turn on the water pump and operate each faucet (hot and cold valves) individually until a small amount of antifreeze is present.
8. Close off the faucets.
9. Open the shower faucets and toilet valve to allow a small amount of antifreeze to run into the holding tanks.
10. Use a soft cloth to wipe out the sinks and shower to protect surfaces from antifreeze stains.
11. Open the exterior faucet using the same procedure as the interior faucets.
12. If the motorhome is equipped with an icemaker in the refrigerator, remove the $\frac{3}{4}$ " fitting and flush antifreeze through the water line.
13. Disconnect the power supply line affecting water pump operation.

To de-winterize, drain and fill the fresh tank with water. Connect the power supply line for the water pump. Install drain plug to water heater and switch by-pass valve to Normal Flow. Operate all faucets, one at a time, until clear water is present.



WARNING: Use only specifically designed non-toxic RV antifreeze for potable water systems. Automotive antifreeze, if ingested, can cause blindness, deafness or death.



CAUTION: Discard the first two trays of ice from the icemaker. They may contain contaminants.



WARNING: It is recommended that a qualified RV service technician familiar with motorhomes, such as an authorized dealer, do this procedure.

TANK CAPACITIES CHART

MODEL	32PBD	34PDD	34SKD	36PDD	36PDQ
Water Heater	10 gal.	10 gal.	10 gal.	10 gal.	10 gal.
Grey Tank	52 gal.	52 gal.	TBD	52 gal.	TBD
Black Tank	52 gal.	52 gal.	TBD	52 gal.	TBD
Fresh Tank	92 gal.	92 gal.	TBD	TBD	TBD
LP Tank *	38 gal.	38 gal.	TBD	TBD	TBD
Fuel Tank	75 gal.	75 gal.	75 gal.	75 gal.	75 gal.

* Actual filled LP capacity is 80% of listing due to safety shut off required on tank.



NOTE: This chart reflects product specifications available at the time of printing. Therefore any floor plans introduced thereafter may not be reflected in the chart. All other information contained throughout the manual will still apply.



NOTE: All tank capacities are estimated based upon calculations provided by the tank manufacturers and represent approximate capacities. The actual "usable capacity" may be greater or less than the estimated capacities based upon fabrication and installation of the tanks.

~ NOTES ~

~ NOTES ~



Cayman 2004

LP-Gas Systems

Section 7

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The LP-Gas System section contains information and instruction for the operation and care of the various Liquefied Petroleum (LP-Gas) system equipment found in the motorhome. The motorhome is equipped with several appliances and various equipment which are capable of operation on LP-Gas. Some items discussed may not be applicable to all motorhomes. More detailed information with **CAUTION** or **WARNING** instructions for the various equipment, other than what is found in this section, can be found in the manufacturer's manual in the owner's information box.

All components for the motorhome LP-Gas systems are approved for use in recreational vehicles by a nationally recognized testing laboratory. When properly handled, LP-Gas is a clean-burning dependable fuel for heat producing components. The LP-Gas tank mounted in the motorhome contains liquid petroleum gas that is under high pressure. As the fuel is used, liquid gas vaporizes and passes through the tank valve to a regulator that automatically reduces pressure. Low-pressure gas is then distributed to components through a pipe manifold system.

Component lighting problems are commonly caused by an improperly adjusted gas regulator. Do not attempt to reset the regulator. Adjustments need to be made by a dealer or an authorized service person.

In higher elevations or extreme cold weather (10° F/-21° C or lower) a shortage of LP-Gas may be experienced. Usage can be modified by running only one component at a time. For example, turn off the furnace while using the range. If LP-Gas is going to be used in higher elevations or cold climates for a long period of time, have an authorized service person adjust the LP-Gas regulator for these conditions.

Have the LP-Gas system checked by an authorized dealer at least once a year, and thereafter before every extended trip. Although the manufacturer and the dealer test the system carefully for leakage, travel vibrations can loosen fittings.

Leaks can be easily found by applying a leak detector solution on all connections. Leaks can usually be repaired by tightening the fittings. If not, shut off the primary gas valve at the tank. Immediately see an authorized dealer for repairs. Hand tighten the tank valves only. Do not use a wrench or pliers as over tightening may damage valve seats and cause leaks. If a leak is suspected (which can be easily identified by the odor of rotten eggs or sulfur), never light a match, have an open flame or use any spark producing equipment or appliance.



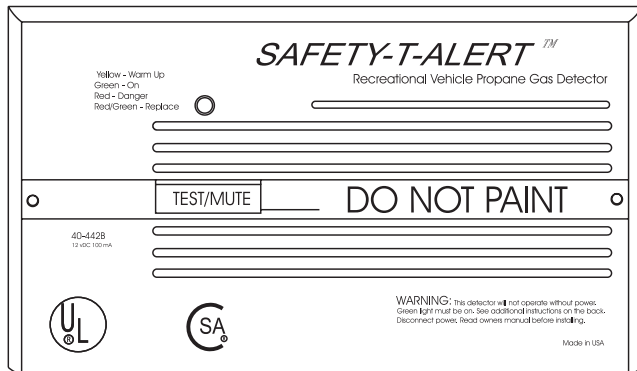
WARNING: LP-Gas is highly volatile and extremely explosive. DO NOT use matches or a flame to test for leaks. Use only approved LP-Gas leak testing solution for leak detection. Unapproved solutions can damage copper tubing and brass fittings. Never attempt to adjust LP-Gas regulators. Only qualified personnel should perform any maintenance or repair to the LP-Gas system.

LP-GAS SYSTEMS



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LP-GAS DETECTOR



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The LP-Gas detector is required safety equipment in RVs. American National Standards Institute (ANSI) A119.2 - Fire & Life Safety 3-4.8 LP Gas Detectors states *"An LP Gas detector must be installed in any RV that contains an LP Gas appliance and an electrical system. The LP Gas detector must be listed as suitable for use in recreational vehicles under the requirement of UL 1484 Residential Gas Detectors, and installed according to the terms of its listing."*

The detector senses both LP-Gas and methane gas. Liquefied Petroleum (LP) Gas is heavier than air; methane gas is lighter than air. LP-Gas will settle to the lowest point, generally the floor of the motorhome. Methane gas will rise. The gas detector is also sensitive to other fumes such as hair spray, of which most contain butane as the propellant. Butane, like propane, is heavier than air and will settle to the floor level where it will be detected. Sulfated batteries (rotten egg odor) will also sound the alarm. When this occurs, reset the detector to stop the alert sound.

About the LP-Gas Detector:

It is important to be aware of the difference between a gas leak versus gas escaping from an unlit, open burner. Pure propane vapors from a leaking pipe or gas fitting are heavier than air and will build up their heaviest concentration at the leak and float down until they mix with air. Gas from open burners is intentionally mixed with air to induce burning and will dissipate into the air. When mixed with air, the gas becomes only marginally heavier than air and will expand outward. If a gas burner is left on, the area around the burner, range, and adjoining counter space will be combustible and can cause injury and damage if ignited. This condition will exist for an extended time period and eventually the gas will reach the detector's location and be detected.



NOTE: The LP-Gas detector only indicates the presence of propane gas at its sensor. Combustible levels of propane gas may be present in other areas. This detector is intended for the detection of LP-Gas ONLY.

The LP-Gas detector is not tested to detect other types of gas. However, other volatile gases (nuisance gases), most of them flammable in various concentrations, may cause the detector to alarm. Some products that may cause the detector to alarm are alcohol, liquor, kerosene, gasoline, deodorants, colognes, propellant used in spray cans and cleaning solvents. In some cases vapors from glues and adhesives used in the manufacturing of the motorhome may also cause the detector to alarm for several months after the date of manufacture. If it is determined that the detector has false alarmed because of the above mentioned nuisance gases, reset the detector and air out the motorhome with fresh outside air.

Take precautions to be sure one of these nuisances has not masked an actual gas alarm condition. The detector draws less current than one instrument panel lamp. The detector will operate to detect gas until the battery is drained down to 7.0 Volts. The detector must be supplied with a voltage higher than 7.0 Volts, for it to operate properly. If the power source is disconnected, or if the power is otherwise interrupted, the detector will not operate.

The LP-Gas leak detector has a self-check circuit which runs at all times while the detector is powered. In the event that the circuitry fails, a failure alarm will sound and the operating indicator will cease to light.

LP-Gas Detector Operation:

Upon first application of power the LED will flash yellow for three minutes while the detector is stabilizing. At the end of the start cycle the LED will turn Green, indicating full operation. If the detector senses unsafe levels of gas it will immediately sound an alarm. The gas detector operates on 12 Volt DC, with a current draw less than 1/10th of one amp.



CAUTION: The detector will not alarm during the three minute warm up cycle.

Press the **TEST** switch any time during the warm up cycle or while in normal operation. The LED should flash red and the alarm should sound. Release the switch. This is the only way the detector should be tested. The test feature checks full operation of the detector.

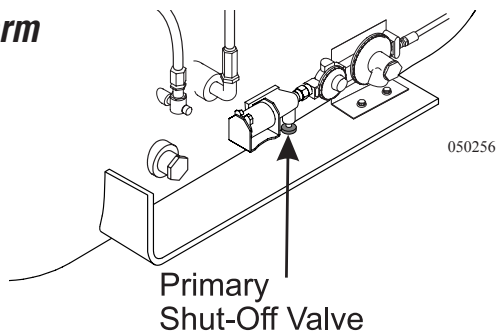
Testing



WARNING: Test the operation of this detector after the motorhome has been in storage, before each trip and at least once per week during use.

The **red** LED will flash and the alarm will sound whenever a dangerous level of propane or methane gas is detected. The detector will continue to alarm until the gas clears or the **Test/Mute** switch is pressed.

Alarm



Procedures to Take During an Alarm:

1. Turn off all gas appliances, (stove, heaters, furnace), extinguish all flames and smoking material. Evacuate, leave doors and windows open.
2. Turn off the primary valve on the LP tank.
3. Determine and repair the source of the leak.
Contact a qualified professional for service, if necessary.



CAUTION: Do Not re-enter until the problem is corrected.



WARNING: Do not operate the remote LP disconnect switch during an alarm. This may cause a spark that can ignite the fuel. Turn off the primary LP valve on the LP tank.



Potential Sources of LP-Gas Leaks When Operating the Motorhome:

- Cooktop Burners
- Defective Regulator
- Furnace
- Refrigerator
- Water Heater
- Oven
- Portable Propane Powered Equipment
- Defective LP-Gas Connection

Alarm Mute:

Press the **Test-Mute** button when the detector is in alarm mode.

1. The **red** LED will continue flash and the alarm will beep every 30 seconds until the gas level has dropped to a safe level.
2. The LED will flash **green** until the end of the **Mute** cycle.
3. If dangerous gas levels return before the end of the **Mute** cycle, the alarm will beep four times and return to phase 1.
4. After two minutes the detector will return to normal operation (solid **green**) or resound the alarm if dangerous levels of gas remain in the area.

Fault Alarm:

Should the microprocessor sense a fault in the gas detector, a fault alarm will sound twice every 15 seconds. The LED will alternately flash **red to green** and the **MUTE** switch will not respond to any command. The gas detector must be repaired or replaced.

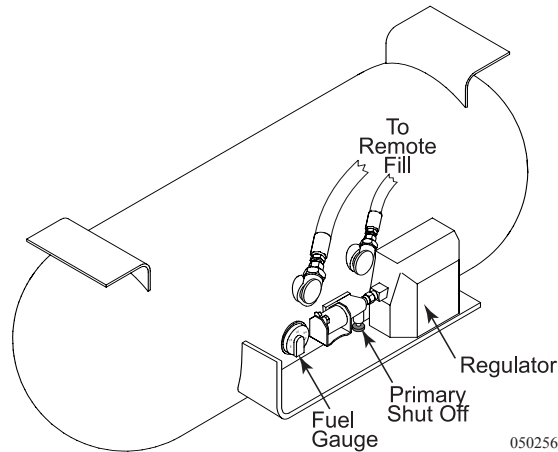
Maintenance

1. Vacuum the dust off the detector cover weekly (more frequently in dusty locations) using the soft brush attachment of the vacuum.
2. Do not spray cleaning agents or waxes directly onto front panel. This may damage the sensor, cause an alarm or cause a detector malfunction.

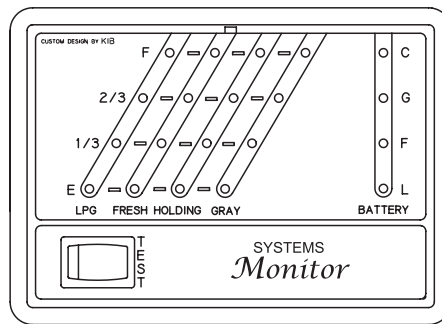
There are several methods that can be used to monitor the amount of fuel in the LP-Gas tank. A small gauge is located on the LP-Gas tank. This non-adjustable gauge provides a quick view of the tank capacity. The System Control Center incorporates a monitor panel.

An optional monitor panel may be located in the service center to monitor the LP-Gas tank from the exterior of the motorhome.

Since the actual fill capacity of the LP Tank is 80% the tank gauge will read just over the $\frac{3}{4}$ mark and the monitor panel will read the same. If the indication for the monitor panel is red, this would indicate a critical warning.

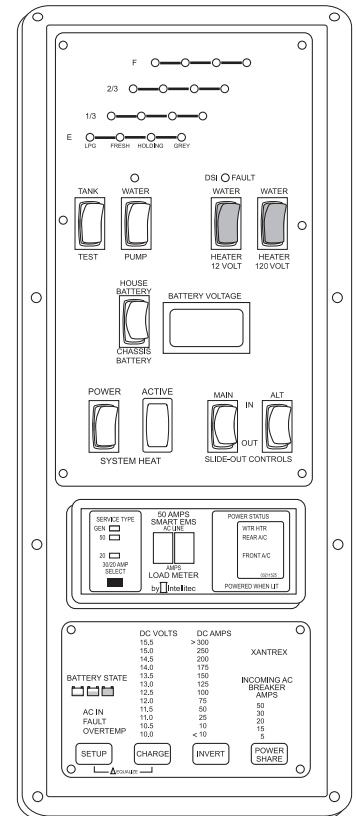


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LP-GAS TANK STATUS MONITORING

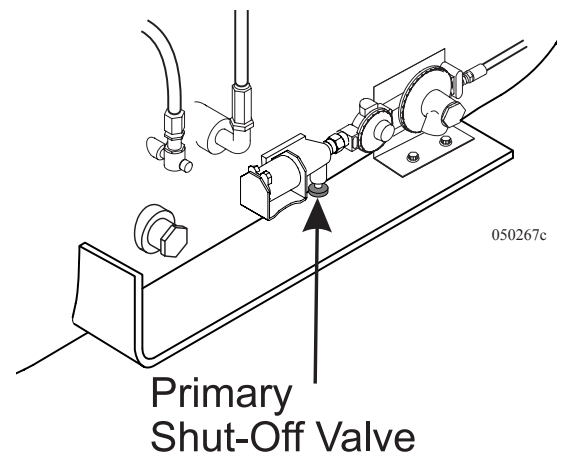


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If you smell gas (a rotten egg or sulfur smell) at any time, perform the following steps immediately:

- Shut off gas appliances.
- Manually turn off the primary shut-off valve at the LP-Gas tank.
- **Do not operate any electric switch.** This can produce a spark and ignite the gas.
- Open windows and doors.
- Evacuate the motorhome. Stay clear of the surrounding area.
- Keep open flames, spark producing devices and smoking material out of the area.
- Contact a qualified service technician to find the source and repair the gas leak.

LP-GAS EMERGENCY PROCEDURES - CHECKLIST



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WARNING: A fire or explosion from ignited gas or gas fumes can seriously injure person(s) or cause death.

LP-GAS TANK - Tank Capacity

LP-GAS TANK CAPACITY*	
All Models	38 Gallons*

**Actual filled LP-Gas capacity is 80% of listing due to safety shut-off required on tank.*

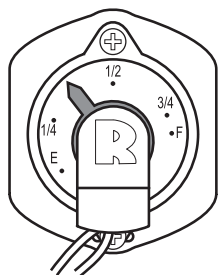


NOTE: This chart reflects product specifications available at the time of printing. Therefore any floor plans introduced thereafter may not be reflected in the chart. All other information contained throughout the manual will still apply.



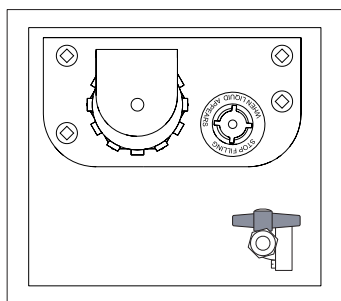
NOTE: All tank capacities are estimated based upon calculations provided by the tank manufacturers and represent approximate capacities. The actual "usable capacity" may be greater or less than the estimated capacities based upon fabrication and installation of the tanks.

Tank Filling



LP Tank Gauge

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Woodall's Campground and Trailer Guide and other similar publications list refueling stations. Many travel parks sell LP-Gas. Before filling the LP-Gas tank, shut off the electric valve at the LP Tank fill port, pilot lights, appliances and igniters to prevent a fire or explosion. Have a trained service person fill the LP-Gas tank.

The LP-Gas tank fill is located in the roadside compartment. Inform the service technician to purge any air from the tank before filling if the tank is new and being filled for the first time. When the tank is filled to the proper level, there is space available for the conversion of liquid into gas. If a tank is over-filled, it may cause the safety valve to release pressure. When this happens, a strong rotten egg odor near the tank and/or a hissing noise may be detected.

LP-Gas exists in both liquid and vapor within the LP-Gas tank. A "Full" tank is approximately 80% liquid. The pressure inside the tank varies with the temperature of the liquid. All tanks are required to be equipped with a safety pressure relief device. The purpose of the safety valve is to release excess pressure. When the tank is full, the gauge on the tank will only read 3/4 full.



WARNING: Turn off the electric valve, pilot lights and appliances prior to filling the LP-Gas tank to prevent a fire or explosion.

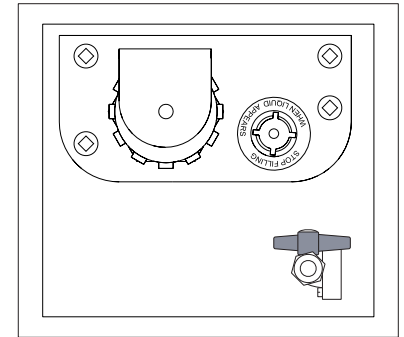


NOTE: Actual filled liquid capacity is 80% of full tank capacity.



WARNING: Extinguish all sources of heat, sparks, flame and smoking materials within a 50-foot radius during the fueling process.

1. Turn off the electric gas valve at the remote tank fill, pilot lights, all appliances and the engine.
2. Remove dust cover to fill valve. Screw fill nozzle to fill valve.
3. Turn on dispensing pump, then open 80% bleed valve.
4. Open valve on fill nozzle dispensing liquid into tank.
5. Close valve on fill nozzle as liquid just begins to expel from 80% bleed valve.
6. Close 80% valve then shut off dispensing pump.
7. Open high-pressure bleed valve on fill nozzle to remove high pressure between dispensing pump and fill nozzle. Remove fill nozzle from fill valve.
8. Install dust cover.



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WARNING: It is common for small amounts of liquid propane to escape and evaporate during the fueling process. Protect bare skin. Instant freezing will occur if exposed to liquid propane.

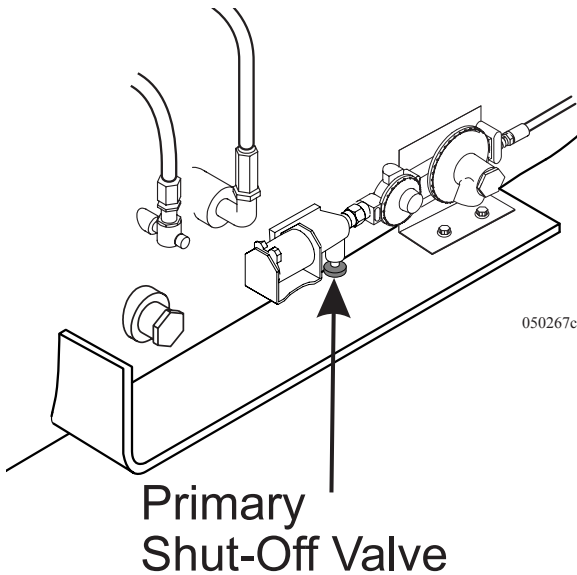


WARNING: When storing portable LP-Gas tanks that are not connected to an LP-Gas system, install an approved plug in the tank outlet holes to prevent leaks. Do not store or transport empty LP-Gas tanks, portable tanks, gasoline or other flammable liquids inside the motorhome. Keep open flame and spark producing materials away from the LP-Gas area. Shut off all appliances and the primary LP-Gas tank valve (located on the LP-Gas tank underneath the motorhome) when the motorhome is in storage. If this warning is ignored, a fire or explosion could result.



CAUTION: Pressure inside LP-Gas tanks can reach over 200 psi when exposed to direct sunlight. A high-pressure safety relief valve will purge excess high pressure if necessary. LP-Gas will stop vaporizing as the LP-Gas tank temperature approaches -44° F. Appliances that consume large amounts of LP-Gas, such as the water heater or furnace, may need to be operated in sequence in extremely cold environments.

LP Tank Operation



- Manually open the primary shut-off valve located on the LP-Gas tank.
- Turn on the electric valve to allow gas to flow to the appliances.
- Turn off the electric valve and primary valve on the LP-Gas tank when the tank is being filled, in between trips and when in storage.
- Hand-tighten the primary valve only. Do not use a wrench or pliers, as this will over-tighten the valve. The primary valve is designed to be closed by hand, over-tightening may permanently damage the valve seat.

LP-GAS FUNDAMENTALS

# Capacity	Gallon Capacity	BTU Capacity
5	1.18	107,903
10	2.36	215,807
11	2.59	237,387
20	4.72	431,613
30	7.08	647,420
40	9.43	863,226

CONVERSIONS

Gallons to Liters (1 Gallon = 3.785 Liters)
Fahrenheit to Celsius ($F^{\circ} - 32 \div 1.8 = C^{\circ}$)
11 in. Water Column = 6 1/4 ozs. per sq. in. pressure.
27.7 in. Water Column = 1 lb. per sq. in. pressure.

The above capacities allow for 20% vapor space on each cylinder.

Data taken from the National Fire Prevention Association (NFPA). Pamphlet #58-1998.

LP-Gas Statistics:

Pounds Per Gallon	4.24
Specific Gravity of Gas	1.50
Specific Gravity of Liquid	.504
Cubic Feet Gas Per Gallon of Liquid	36.38
Cubic Feet Gas Per Pound	8.66
BTU Per Gallon	91,502
BTU Per Pound	21,548
Dew Point in Degrees Fahrenheit	- 44° F
Vapor Pressure at 0° F	31
Vapor Pressure at 70° F	127
Vapor Pressure at 100° F	196
Vapor Pressure at 110° F	230
Flash Point	842° F

Basic Facts About LP-Gas:

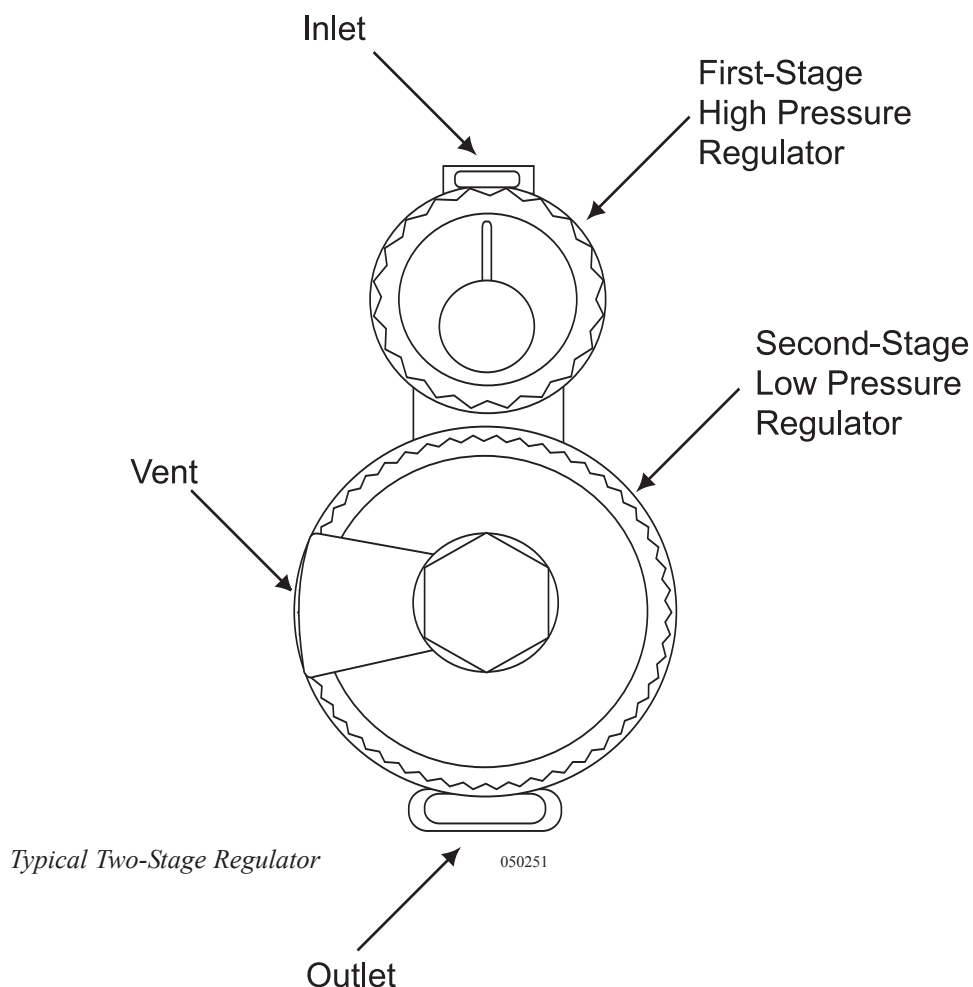
- LP-Gas detectors are a federal requirement on all LP-Gas equipped recreation vehicles.
- LP-Gas is a by-product produced by refining oil.
- Odor is added to LP-Gas after the refining process.
- Each liquid gallon of LP-Gas produces 91,502 BTU (British Thermal Units).
- Temperature affects pressure of LP-Gas. Internal tank pressure can exceed 200 psi.
- Tanks or valves contain pressure relief valves. The relief valve opens at 125% above tank rating.
- LP-Gas stops vaporizing at -44° F.
- Standard LP-Gas operating pressure is 11" of Water Column or approximately 6 ¼ ounces per square inch.
- An inch of Water Column is a measurement of applied pressure to one side of a U-Tube ½ filled with water at sea level. The amount of pressure required to raise the water level 11", represents 11" of Water Column.



NOTE: The above information is not a complete guide for the use of LP-Gas tanks or appliances. In cold climates keep fuel levels above 50% in order to keep vaporization of LP-Gas at the highest level.

LP-GAS REGULATOR

LP-Gas is compressed into liquid form in the tank. Only the vapor is used during combustion by an appliance. As vapor is removed from the tank, the remaining liquid will vaporize to maintain pressure that is removed during consumption. This process will continue until there is no liquid remaining in the tank.



Temperature affects action of the liquid to vaporize. If temperature of the liquid is - 44° F. the liquid remains stable with tank pressure, about 0 psi. If liquid temperature is 100° F. the liquid quickly vaporizes with tank pressure, about 200 psi. Vapor pressure must remain relatively consistent regardless of temperature so that appliance heat output remains stable. Vapor pressure regulation is performed by the regulator.

The regulator is the heart of the LP-Gas system. The regulator reduces vapor pressure so that it is safe to use. The regulator on the motorhome is a two-stage regulator. The first stage of the regulator reduces tank pressure to a range of 10 to 13 psig (pounds per square inch gauge). The second stage further reduces pressure to a working pressure of 0.4 psig (11 Inches of Water Column or about 6¼ ounces psi.). The regulator has a vent that allows the internal diaphragm to move with atmospheric pressure change. It is important to keep the vent clean and clear of obstruction or corrosion. If the vent becomes clogged, pressure from LP tank could cause erratic pressure regulation. If there is corrosion, contact a qualified LP-Gas service technician. The regulator is mounted so that the vent faces downward. If the vent becomes clogged clean it with a toothbrush.

Under normal atmospheric conditions an LP regulator will not freeze, nor will the LP-Gas. Vapor passing through the regulator will expand and cool condensing moisture in the gas. The moisture will freeze which can build up and partially or totally block the vent. The possibilities of freeze up are greatly reduced with the two stage regulator.

To Prevent Freeze Up:

- Ensure the LP tank is totally free of moisture prior to filling.
- Ensure the tank is not overfilled.
- Keep the valve closed when the tank is empty.

If a Freeze Up Occurs:

- Have an LP-Gas distributor purge the tank.
- Have the LP-Gas distributor inject methyl alcohol in the tank.

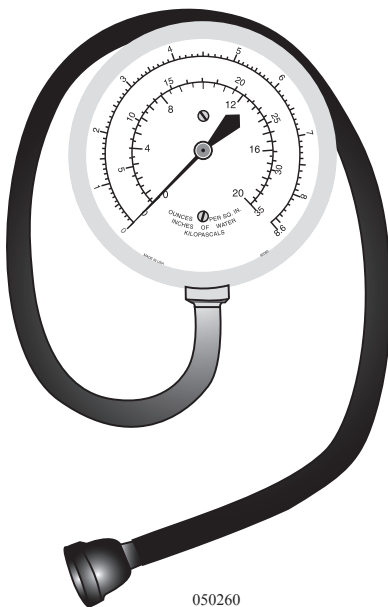
Damage to the regulator can occur when the tank is overfilled. The regulator is designed to work with vapor only. This is why the tank is filled to only 80% of its liquid capacity. The other 20% allows for vaporization of the liquid. The primary vapor valve is located in the vapor section of the tank. In an overfilled tank, liquefied petroleum can fill the regulator. As the liquid vaporizes, it can freeze the diaphragm. High tank pressure on a frozen diaphragm can cause a rupture resulting in erratic pressure regulation. This is why it is important to have the LP-Gas pressure checked for proper pressure and accurate regulation during appliance operation. Erratic pressure regulation dramatically effects refrigerator operation on LP-Gas.

Manometers:

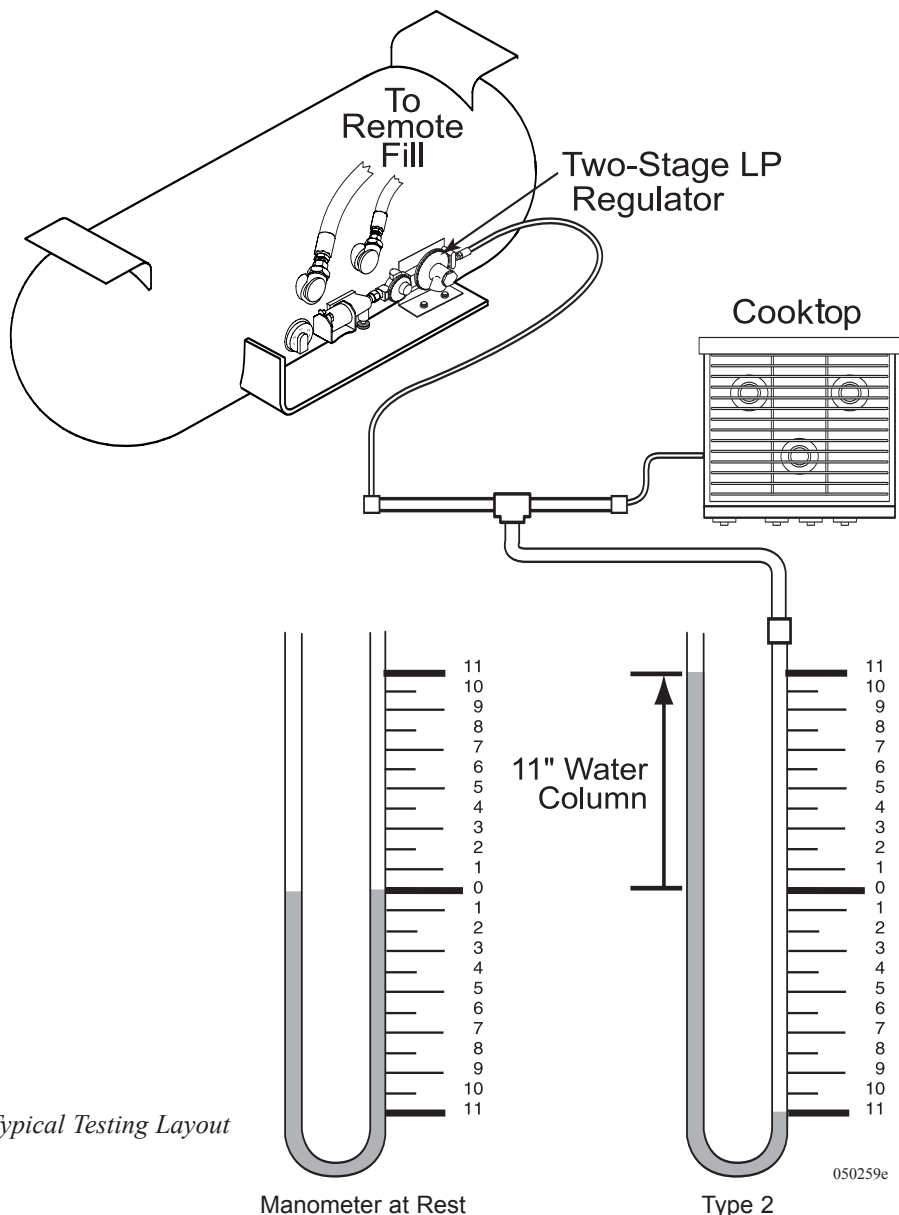
The manometer is the best way to accurately determine LP-Gas pressure. There are two different styles of manometers, a gauge (Type 1) and a U-tube (Type 2). Gas pressure is measured in Inches of Water Column. This is the amount of pressure applied to one side of a U-shaped tube half filled with water. The amount of pressure needed to raise the column of water **11"** represents **11 Inches of Water Column**.



WARNING: Do not attempt to adjust the regulator, it is preset at the factory. If adjustments need to be made it requires special equipment. Failure to follow these instructions may result in a fire or explosion and cause severe personal injury or death. Do not operate any LP-Gas appliance until the LP-Gas pressure is checked and a leak down test is performed!



Manometer Gauge for Testing Type 1



Typical Testing Layout

Manometer at Rest

Type 2

It is suggested by the hose manufacturer that the Liquified Petroleum Gas (LP-Gas) supply hoses, used on the motorhome, be subject to regular inspection. As a guideline, we suggest that all flexible LP lines connecting the slide-out, appliances, or tanks be inspected in the spring and fall of each year by a qualified RV technician.

According to the manufacturer, the inspections should consist of the following procedures and be performed when the hose is not under pressure:



1. **INSPECTION:** Inspect the outside cover of the hose for blistering, abrasion or cuts and coupling slippage. Cuts in the hose cover, which expose or damage the reinforcement, is cause for replacement. Hose strength is controlled by the plies of the reinforcement and damage in this area cannot be tolerated. Small cuts, nicks, or gouges in the cover that do not go completely through the cover will not be cause for replacement of the hose.



NOTE: Pricking of the cover in the manufacture of this type of hose is common and necessary for satisfactory hose performance. Consequently, the uniformly pricked cover should not be viewed with alarm.

2. Damage to the textile reinforcement or wire braid is cause for hose replacement. Wire braid reinforced hose, which has been kinked or flattened so as to permanently deform the wire braid in the unpressurized state, shall be removed from service.
3. Blistering or loose outer cover is cause for hose replacement.
4. Examine couplings for slippage. Slippage is evidenced by the misalignment of the hose and coupling and/or the scored or exposed area where slippage has occurred. Any evidence of slippage is cause for hose replacement.
5. It is important that if a damaged LP-Gas hose is found, the source of the damage be determined and corrected prior to the replacement of the LP-Gas hose.



NOTE: Only a qualified RV technician should complete replacement of LP-Gas components.

It is also suggested, that the flexible LP-Gas supply lines on your recreational vehicle be replaced every ten (10) years. The manufacturer of the LP-Gas supply lines recommended this schedule after performing extended testing and have determined that the failure rate may rise after this period of time. The motorhome manufacturer recommends following these guidelines to assure continued safety and the dependable use of the recreation vehicle.

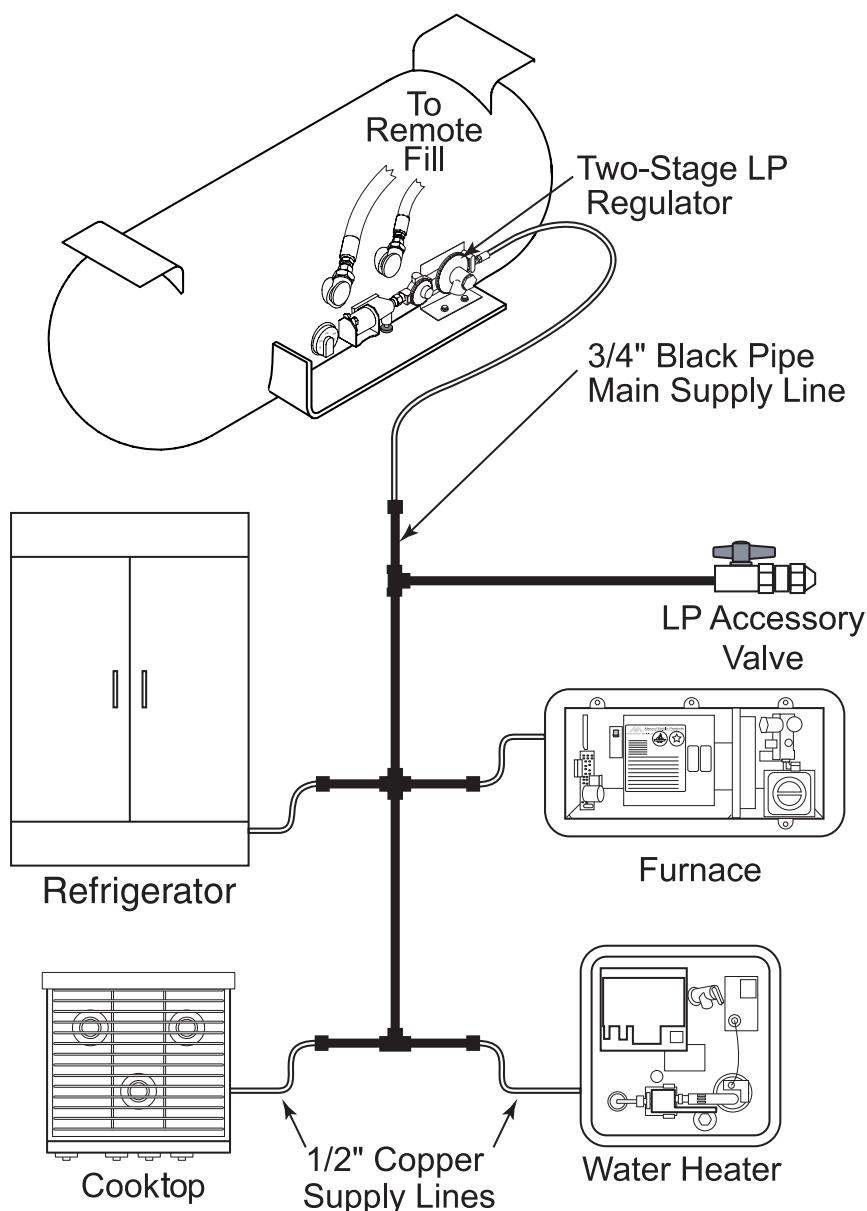
LP-GAS DISTRIBUTION LINES

A primary manifold black steel pipe running throughout the motorhome distributes LP-Gas to secondary lines. All secondary lines leading to gas appliances are made of copper tubing with flared fittings. If any lines rupture do not attempt to splice them. Always run a new line. An auxiliary steel pipe is added for exterior gas hook-up for LP Accessories. It is recommended an authorized dealer or authorized service technicians perform any gas distribution work. When removing or servicing any gas appliance, manually close the primary shut-off valve located on the side of the LP-Gas tank. This will prevent dangerous gas leakage that could result in an explosion and possible serious injury.



INSPECTION: Inspect the rubber flexible lines, twice a year, for abrasions, tears, kinks or other signs of damage.

If a gas leak is suspected, get the system inspected and repaired by a qualified service technician as soon as possible.



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LP-GAS CONSUMPTION

Each gallon of LP-Gas produces 91,502 BTU's of heat. One 27 gallon tank produces two million BTU's. Total consumption depends on the rate of usage by each appliance and the operating time. The stove and heating systems typically use the most gas. With sub-freezing temperatures and high winds, consumption by the furnace can be very high. Check the tank level often in cold weather.

Determine Fuel Consumption:

To determine approximately how many hours an LP-Gas appliance will operate on one gallon of LP use the following formula:

- LP-Gas appliances are rated in Input BTU (British Thermal Units). The rating is usually stamped or printed on a tag affixed to the appliance. For example: the Input rating of the appliance is 10,000 BTU's.
- One gallon of LP-Gas produces 91,502 BTU's.
- Divide the amount of BTU's of one gallon of LP-Gas (91,502) by the rating on the appliance in this example 10,000. Net continuous operation time for one gallon of LP-Gas for this appliance would be approximately 9.2 hours.

The above formula can be useful when trying to determine the approximate length of time a tank of LP-Gas will last. Generally, LP-Gas appliances do not operate continuously. An example would be the typical cycling of the furnace or water heater.

TYPICAL APPLIANCE BTU RATINGS

Water Heater (Atwood)
10 gallon - 10,000 BTU

Furnace (Atwood)
40,000 BTU

Cooktop
9,000 BTU - Front
6,500 BTU - Rear
7,100 BTU - Oven

Refrigerator (Norcold)
2-Door - 1,500 BTU
4-Door - 2,200 BTU

Determining how long a tank of LP-Gas will last:

- Combine the BTU input totals of all appliances and the approximate length of time these appliances operate per day.
- Multiply the number of liquid gallons in the LP tank by 91,502.
- Divide the total of BTU's of the LP tank by the total number of BTU's the appliances consume equals the approximate number of hours of operation before refueling.



WARNING: LP-Gas is highly volatile and extremely explosive. Never use matches or open flame to test for leaks. Use only approved LP-Gas leak testing solution to test for leaks. Unapproved solutions can damage copper tubing and brass fittings. Never attempt to adjust LP-Gas regulators without the use of proper equipment. Improper LP-Gas regulator adjustment will affect the performance of LP-Gas operated appliances. Incorrect flame or explosion can occur. Only qualified personnel should perform any maintenance or repair to the LP-Gas system.

LP-GAS SAFETY TIPS

Liquid Propane gas is one of the safest and most reliable fuels available on the market if it is handled properly. LP-Gas, however, does have a great explosive "potential" if handled improperly. Danger is minimized by becoming familiar with and following a few safety precautions, and by learning how to properly operate LP-Gas appliances. Use of LP-Gas requires the responsibility to enforce extra safety measures.

The motorhome is equipped with many LP-Gas operated appliances because it is a convenient and efficient source of fuel. LP-Gas appliances must be operated and maintained in accordance with the product manufacturer's instructions.

The National Propane Gas Association (NPGA) has a special service program offered called GAS[®] (Gas Appliance System) Check. The GAS[®] Check program is aimed at educating the users in the association about the convenience of propane use with safety and peace of mind. For information on the **NPGA Gas[®] Check program**, call (630) 515-0600 or visit **www.npga.org**.

LP-Gas Tanks and Cylinders:

Tanks are built to American Society of Mechanical Engineers (AMSE) Code. The cylinders are built to DOT (Department of Transportation) Code. The major difference between cylinders and tanks is in required testing and inspection procedures and in the construction of the containers. Both tanks and cylinders are required to undergo pressure testing and inspections; however, the procedures for how they are tested and inspected differ.

The difference between the two codes are that the valves, fittings and brackets are located only on the ends of the DOT cylinders; however, on the ASME tanks they may be located on ends, as well as the sides. There is also a difference in how the tanks are rated. Required tank ratings are in gallons (ASME ratings) or pounds (DOT) water capacity. The Federal DOT (Department of Transportation) regulations require periodic inspections and re-qualifications of cylinders.

American Society of Mechanical Engineers (AMSE) tanks or bulk containers are generally used in the motorhomes and motorized products. These tanks are permanently mounted on to the unit.

An alloy steel two-piece welded and brazed tank is used on all towable products. The marking on the collar, DOT 4BA240, identifies the DOT specifications and service pressure. Other pertinent information included on the collar is the water capacity (WC) and the tare weight (TW), both which are measured in pounds, and the manufacture date (one of the most important items). There is a required 12 year re-qualification. The final piece of information is for the Dip Tube (DT) length. This is part of the overfill protection and maximum liquid allowance in the cylinder.



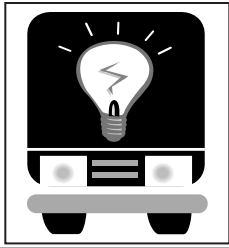
Maintenance and Safety Tips for the LP-Gas Refrigerator:

- Have the refrigerator, furnace and venting **inspected** annually by an authorized service center.
- Before firing up the refrigerator, or using the propane gas furnace for the first time each season, have the venting system checked for blockage. Insects may have built nests that will obstruct flow.
- At the first indication of incomplete combustion (yellow flame instead of a blue flame or soot is present) contact a service technician immediately. Improper combustion can cause carbon monoxide buildup, which is potentially fatal!

Maintenance and Safety Tips for the Propane Range:

- Burner flame should be a blue color, indicating complete combustion. If not, have the unit serviced by a qualified technician.
- Do not cover the oven bottom with foil. Air circulation will be restricted.
- Never use gas ranges or ovens for heating purposes.
- Always have pot handles turned inward.
- Ensure children understand never to turn or play with the knobs on the front of the propane gas range.

~ NOTES ~



Cayman 2004

Electrical Systems - House

Section 8

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The standard electrical system of the motorhome consist of 120 Volt AC and 12 Volts DC (direct current) systems. The motorhome 120/240 Volt AC system can be operated from three different power sources: shore power, the on-board generator or an optional inverter. Shore power is the most efficient and should be used whenever possible. The on board generator can be used when shore power is unavailable. The optional inverter supplies silent AC power using the house batteries of the motorhome. This source has limited AC power output and should be used sparingly.

The motorhome 120 Volt AC is equipped with a UL listed power cord, a UL listed circuit breaker panel, transfer switch, converter and generator. Additionally a 1500-watt inverter package and energy management package can be installed.

Two different sources supply the main AC circuit breaker panel with power: the 50 Amp shore power cord or the on board generator. The power source used is selected automatically by an automatic electrical switching device known as a transfer switch. The optional inverter supplies AC power to the sub-panel.



WARNING: The electrical system is engineered and tested for complete safety. Circuit breakers and fuses protect the electrical circuits from overloading. If you plan modifications or additions to the electrical system, we strongly recommend consulting your dealer for assistance to ensure continued integrity and safety of the electrical system. Please note that any modifications may void the warranty.



WARNING: Water is electrically conductive. Do not use an electrically powered item or an electrical outlet that may be exposed to water. Use of such may result in injury or death from a serious electric shock.

The AC system power requirement for the motorhome is 120/240 Volt AC single phase. This can be 20 Amp, 30 Amp or 50 Amp service. Ensure the power distribution panel is configured to handle the load. If shore power service is available, connect the motorhome to the shore power source using the supplied shore power cord. Shore power service is the most efficient source of electrical power. The plug end of the shore power cord is 50 Amp 220 Volt. Many facilities are equipped with this power service. When this type of power service is not available, electrical adapters will be required to allow a proper and safe connection to the electrical service supply. The electrical adapter will enable the shore power cord plugs to be "dog boned" to the smaller receptacles. The motorhome shore power cord is located on the roadside of the motorhome.

Shore Power



NOTE: In instances when 50 Amp shore service is not available, care will have to be used when operating the appliances and using the outlets so the shore power service will not be overloaded.

Generator

The generator can be selected for use when AC shore power is not available. The generator's maximum amount of output power, measured in watts, is calculated at an elevation of 500 feet above sea level. This figure will decrease slightly with a higher altitude. Ambient temperature also affects total maximum output. The amount of AC electrical load applied to the generator determines fuel consumption.

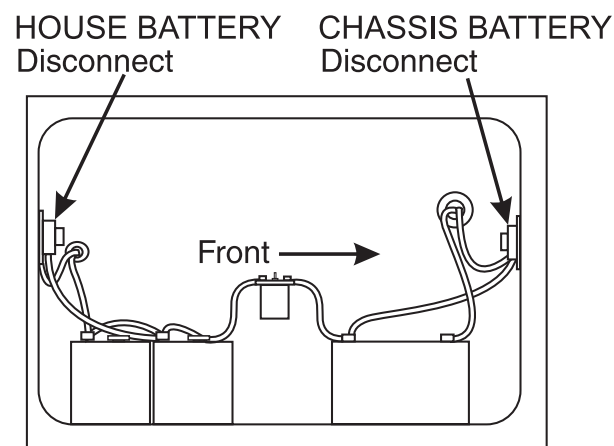
Converter

The power converter is designed to provide a filtered 12 Volt DC power to the lighting and appliance circuits, and recharge and maintain the unit's batteries. The power converter is virtually maintenance free.

Inverter (Optional)

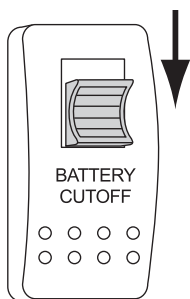
The optional inverter/charger can be used for silent AC power if shore power is not available, and using the generator is not going to be selected as a secondary power source. This device has limited AC power output, measured in watts. It operates only selected appliances and outlets. The optional inverter/charger is two components in one. First is as an auxiliary 120 Volt AC power source that uses 12 Volt DC house battery power to invert to 120 Volts AC. The second function of the inverter/charger is to use 120 Volts AC power, supplied from either shore power or the generator, and convert it to 12 Volts DC power to recharge the batteries. When dry camping, the inverter may be used to supply power to selected outlets.

BATTERY DISCONNECT - HOUSE



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The main battery disconnects are located in the rear curbside battery compartment. In the compartment are a pair of battery disconnects: One for the chassis batteries and the other for the house batteries. Turn off the batteries any time the motorhome is going to be stored and not in use. If possible, leave the motorhome plugged into an AC source with the battery disconnects on. This will help prevent the batteries from going dead. Use of the battery cut-off switch at the entry door will not turn off all DC electrical items. There are small “parasitic” loads that are present on both the house and chassis batteries. Some are federal mandate items, such as the LP detector. If the motorhome will not be used, or will be stored for more than 48 hours, it is recommended to turn the batteries off.



Release
Lock

080375

To Turn the Interior Power On or Off:

- Simultaneously push the spring-loaded lock down and push the switch.

BATTERY CUT-OFF SWITCH



CAUTION: To avoid flash damage to electrical contacts, turn off the interior lighting before activating the battery cut-off switch.



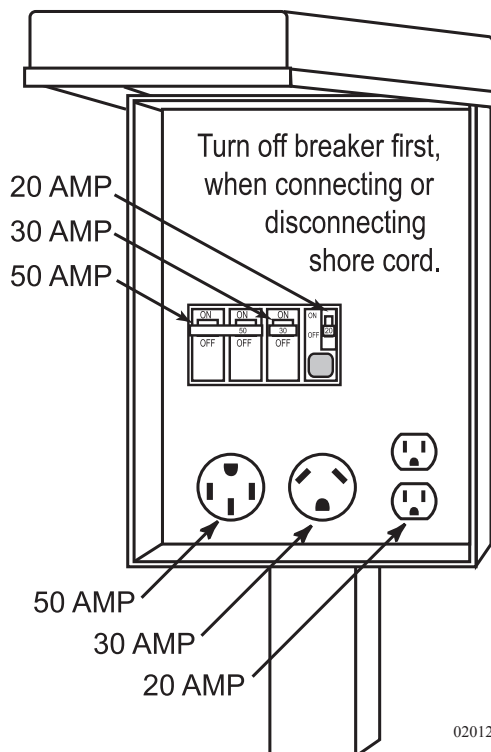
CAUTION: Before hooking up to shore power, starting the generator or using the inverter, make sure all the appliances are off to avoid flash damage to the electrical system contacts.



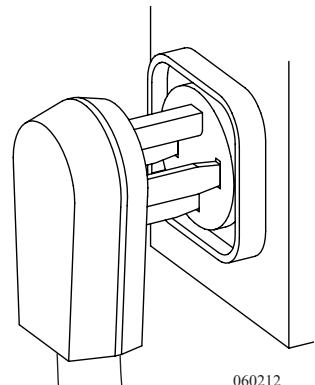
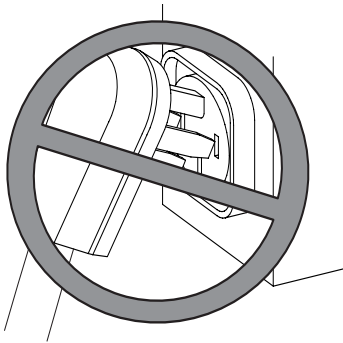
WARNING: Keep fingers away from metal contacts of the shore plug end. Avoid standing in water when making electrical connections. Serious electrical shock and personal injury can occur. To avoid the risk of an electrical shock, turn the circuit breaker off for the power supply outlet before making the shore power connection.



CAUTION: Do not remove cover from shore power supply to troubleshoot electricity to the motorhome. Serious personal injury or death may occur. If there is no power to the motorhome inform the park manager. It is the park manager's responsibility to fix any problems with the park's shore hook up.



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Plugging in the Shore Cord:

- Located in the roadside compartment is the shore power cord.
- Unscrew the deck plate and extend a sufficient amount of cable through the deck plate to reach the socket.
- If 50 Amp service is not available, install the proper electrical adapters to the cord.
- Always turn **OFF** the shore power breaker to the power supply outlet before connecting or disconnecting the shore cord. This will prevent an accidental shock and flashing of electrical contacts.
- Make the connection to the outlet and turn the shore power breaker on. The transfer switch should make an audible click.

After connecting the motorhome to shore power, wait approximately one minute for the inverter/converter to "stabilize" charging of the batteries before starting air conditioners or other large AC loads. In the instance 50 Amp service is not available, use caution not to overload the supplied shore service breaker. Operate appliances and outlets in sequence rather than all at the same time.



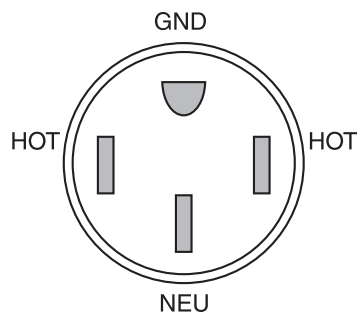
CAUTION: If shore power service is limited to 15 or 20 Amps, use of light duty extension cords and electrical adapters will create a voltage loss through the cord and at each electrical connection. Line voltage loss and the resistance at each electrical connection can be a hazardous combination. Damage to sensitive electronic equipment may result!



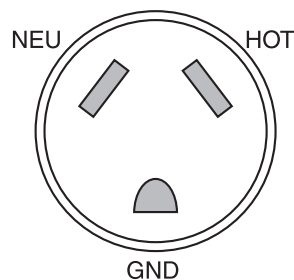
CAUTION: Avoid the risk of electrical shock or component damage by disconnecting from shore power during electrical storm activity. Use the inverter or start the generator if AC power is needed.



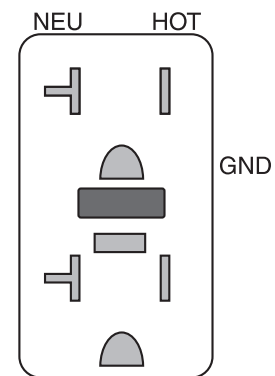
NOTE: The three types of shore power outlets most commonly used are shown in the illustration below.



50 AMP
240 VOLT



30 AMP
120 VOLT



15-20 AMP
120 VOLT

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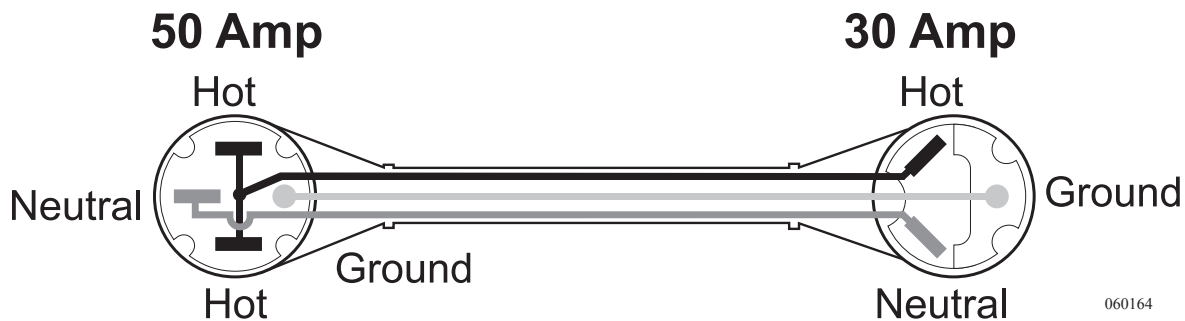
Power Supply:

Different amperage supplies vary greatly in the amount of available current.

- The continuous amount of current through a breaker or fuse is only 80% of its rated capacity.
- 50 Amp 240 Volt AC shore power service consists of two power supply conductors, a neutral and a safety ground. The 50 Amp breaker simultaneously limits each power supply conductor to no more than a short-term maximum of 50 Amps for each conductor. The 50 Amp 240 Volt service actually provides 80 continuous amps.
- Use care when hooked to anything less than 50 Amp shore service. Shore power service less than 50 Amps consists of one power supply conductor, a neutral and a safety ground. 30 Amp shore service is limited to 24 continuous amps. 20 Amp shore service is limited to 16 continuous amps.

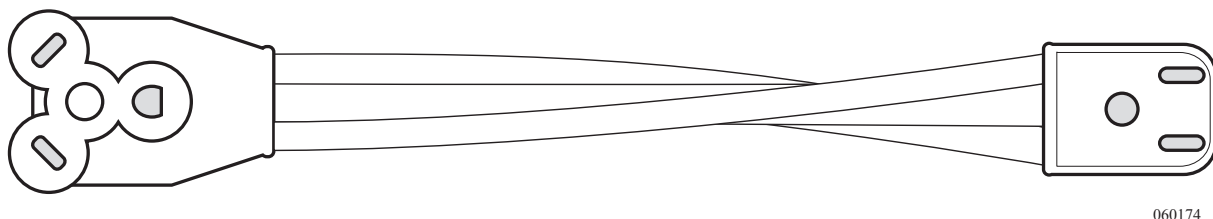
Electrical Adapters:

There are many different electrical adapters available to suit a variety of needs. Only UL approved adapters should be used. The most common adapter is a 50-30 Amp adapter. This type of connector adapts the 50 Amp shore cord to a 30 Amp shore power outlet. Always install the adapter to the cord prior to making the connection to the outlet.



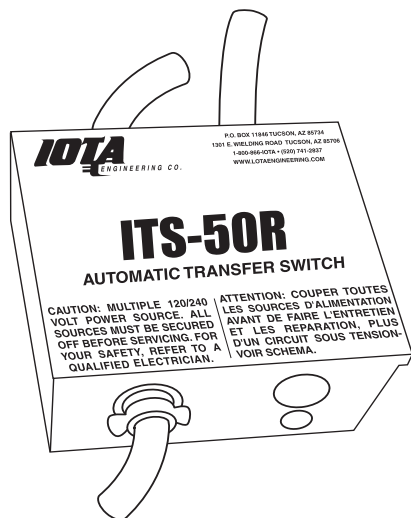
Typical 50-30 Amp Adapter.

Another common adapter is a 30-20 Amp adapter. This type of connector adapts the 30 Amp shore cord to a 20 Amp shore power outlet.



30-20 Amp adapter. Adapts the 30 Amp shore cord to a 20 Amp shore power outlet.

TRANSFER SWITCH



The transfer switch automatically transfers AC power from the shore power cord or generator through the transfer switch to the 120/240 Volt AC breaker panel. When using the generator as the power source, the transfer switch has a time delay built into it before transferring power to the AC breaker panel. This allows the generator time to warm up before applying an AC load. When operating the generator while hooked to shore power, the transfer switch automatically selects generator power as priority over shore power.

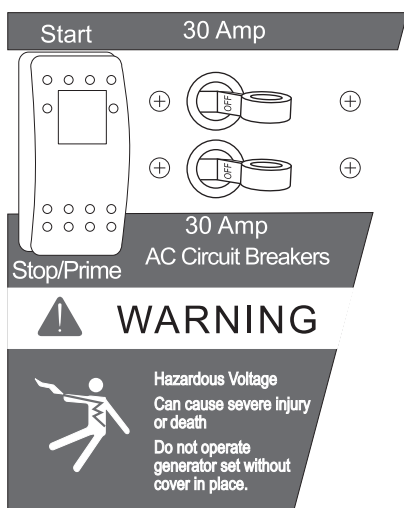


NOTE: The shore cord is **NOT** electrically connected to the generator. When the generator is operating, the electrical contacts of the shore cord are not electrically energized.



NOTE: Do not have appliances on or AC loads plugged into outlets when hooking up to shore power or starting the generator to prevent damage to the transfer switch contacts. The transfer switch will begin to disengage at approximately 90 Volts AC. Operation at this voltage may damage the transfer switch, appliances or other items plugged into outlets. Start the generator and disconnect from shore service until the shore service supply voltage stabilizes.

GENERATOR - 120 AC (LP-GAS)



The standard Generator for the motorhome is a 6.5 kW LP-Gas generator. This generator provides 6500 watts of power. This power is 120 Volts AC at 60-Hertz Frequency with 54.2 Amps of current.



NOTE: Make sure the LP-Gas liquid valve is open for LP-Gas generators.



Prior to the first start of the day perform a general **inspection** including oil and coolant levels. Keep a maintenance log on number of hours in operation since the last service. Perform any service or maintenance that may be due.



NOTE: Make sure the LP-Gas liquid primary shut-off valve is on for generator.

<u>LPG*</u>	<u>NO LOAD</u>	<u>HALF LOAD</u>	<u>FULL LOAD</u>
	lb/h (kg/h)	lb/h (kg/h)	lb/h (kg/h)
60Hz	2.6 (1.2)	4.5 (2.0)	7.3 (3.3)
50Hz	2.2 (1.0)	3.4 (1.5)	5.1 (2.3)

*LP-Gas weighs 4.2 lbs. per gallon.

Fuel:

Use clean, fresh HD-5 grade liquefied petroleum gas (LP-Gas) or equivalent product consisting of at least 90% propane. Commercial liquefied petroleum gas fuels may contain more than 2.5% butane which can result in poor fuel vaporization and poor engine starting in low ambient temperatures (below 32° F / 0° C). Satisfactory performance on low-pressure LP-Gas models require that the LP-Gas vapor is supplied at a pressure within the range indicated in Specifications.

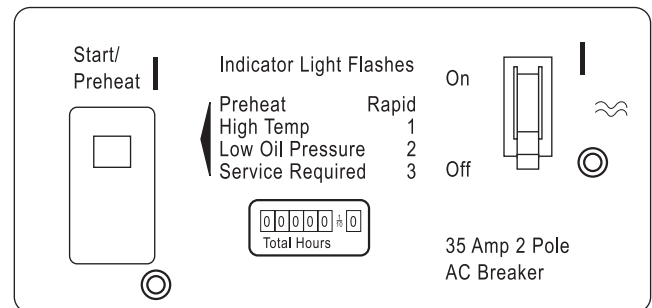


WARNING: High LP-Gas supply pressure can cause gas leaks that can lead to fire and severe personal injury or death. Only trained and experienced personnel should adjust the LP-Gas supply pressure.

The generator is located in the front compartment of the motorhome. The generator can be started from the following locations:

- The generator remote switch on the dash.
- The generator control panel located on the generator.

120 AC Diesel (Optional)

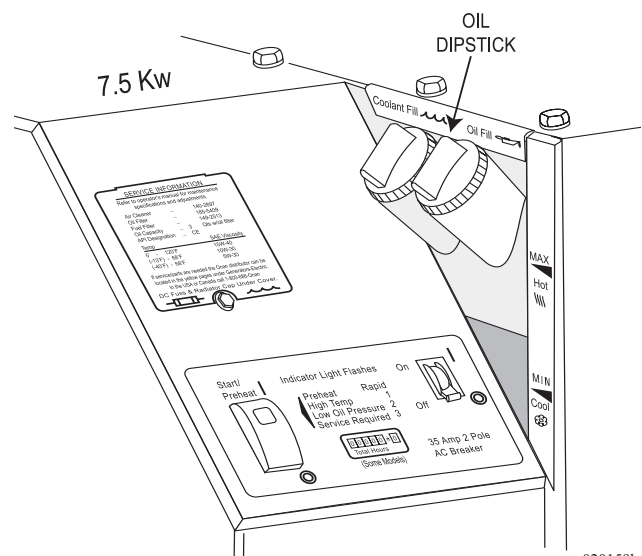


Prior to the first start of the day perform a general **inspection** including oil and coolant levels. Keep a maintenance log on number of hours in operation since the last service. Perform any service or maintenance that may be due.

Pre-start Checks

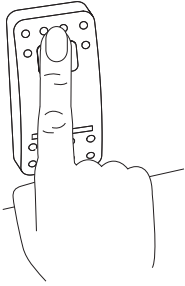
Before Starting the Generator:

- People and animals must be clear of hazards of electrical shock and moving parts.
- All appliances and other large AC electrical loads must be off.

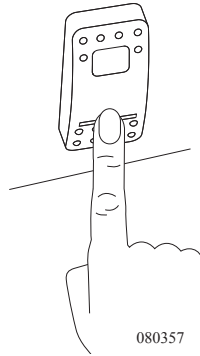


Starting the Generator

Press Top to
START



Press Bottom to
STOP



NOTE: Diesel models may require priming. Hold control switch in the **STOP** position for 15 seconds. Repeat if necessary. During the priming of the fuel system, the glow plug is also engaged. Holding the switch longer than the recommended 10 to 15 seconds can damage the glow plug.



NOTE: The generator fuel pick-up tube is cut to approximately $\frac{1}{4}$ of the tank so as not to run the main engine out of fuel.



WARNING: Excessive cranking can overheat and damage the starter motor. Do not crank the engine more than 10 seconds at any one time. Wait at least 30 seconds before resuming.



INFORMATION: If the generator fails to start, refer to the generator manufacturer's owner's manual.



WARNING: When the motorhome is parked, position the dash air conditioner vent control in the **OFF** position to prevent exhaust gases from entering the motorhome. The engine exhaust contains carbon monoxide, which is an odorless and colorless gas. Carbon monoxide is poisonous and can cause unconsciousness and/or death. Inspect the exhaust system thoroughly before starting the generator. Do not block the exhaust pipe or situate the motorhome where the exhaust may accumulate either outside, underneath, or inside the motorhome or any nearby vehicles. Operate the generator only when safe dispersion of exhaust can be assured. Monitor the outside conditions to be sure that the exhaust continues to disperse safely.



WARNING: When parking near high grass, be sure that the hot exhaust does not come into contact with the grass, it could be a fire hazard. Hot exhaust pipe or hot exhaust gases can ignite the grass.

Stopping the Generator

Turn off the appliances and disconnect other AC loads being used. Allow the generator to run unloaded for at least one minute before shutdown. This will allow the engine to cool. Push and hold the control switch in the **STOP** position, the engine will stop. Release the switch.

The AC output of the generator powers the motorhome air conditioners, the AC inverter/converter charger, all appliances and items plugged into the electrical outlets of the motorhome. The number of electrical appliances that can be operated at any given time depends upon how much power is available from the generator. If the generator is "overloaded" or a short circuit causes "over current," the generator will shut down or the circuit breaker will trip. If power consumption, in total, exceeds the generator power output, compensation for temperature and elevation may be necessary. Operate some appliances in sequence rather than all at the same time.



NOTE: The generator may shut down when it is loaded nearly to full power and an air conditioner (or other large motor load) cycles on. For a brief moment during start up an electric motor can draw up to three times the rated power. For this reason, it may be necessary to operate some appliances in sequence when air conditioners or other large motor loads are on.

It is important to remember that air density decreases as altitude increases, causing the generator engine power to decrease. Power decreases at approximately 3% of the rated power each 1,000 feet (305M) of increase in elevation above sea level. It may be necessary to operate fewer appliances at the same time when the camping location is at a higher elevation. For example: 7500 watt generator at 5,000 ft. = 6375 watts net. Temperature also affects maximum output power. For example: At 120° F. a 7500 watt generator produces 6000 watts net.



INFORMATION: The generator may shut down for other reasons beside "overloads." Refer to the manufacturer's manual for further information pertaining to causes for generator shut-down.

When refueling there is always a possibility the fuel may be contaminated. Contamination of fuel affects the performance of the generator. Diesel fuel may contain water or a microbe growth (black slime). Propane, due to the refining process, may contain lightweight oil. Any contamination of fuel greatly reduces the total output of the generator and may cause erratic AC output.

AVERAGE FUEL CONSUMPTION	DIESEL 7500 WATTS (OPT.) (gal./hr.)
No Load	.13
Half Load	.49
Full Load	.96



NOTE: The motorhome manufacturer does not cover damage to the generator caused by fuel contamination, or to appliances due to erratic AC voltage.

Resetting the Circuit Breaker

If a circuit breaker trips in the main AC breaker panel, or on the generator control panel, there may be a short circuit or too many loads.



NOTE: The generator will continue to run after a circuit breaker trips.

If a circuit breaker trips, disconnect or turn off as many loads as possible. To reset the circuit breaker, switch the circuit breaker to OFF; then switch back to ON to reconnect the circuit. If the circuit breaker immediately trips, the electrical distribution system has a short or the circuit breaker is faulty. Call a qualified electrician. If the circuit breaker does not trip, reconnect a combination of loads that will not overload the generator or cause the circuit breaker to trip again. Remember to compensate for elevation and temperature changes when reconnecting loads.



NOTE: An appliance or load may have a short if it causes a circuit breaker to trip after reconnection. DO NOT continue to reset breaker. Have the problem corrected before resuming operation.

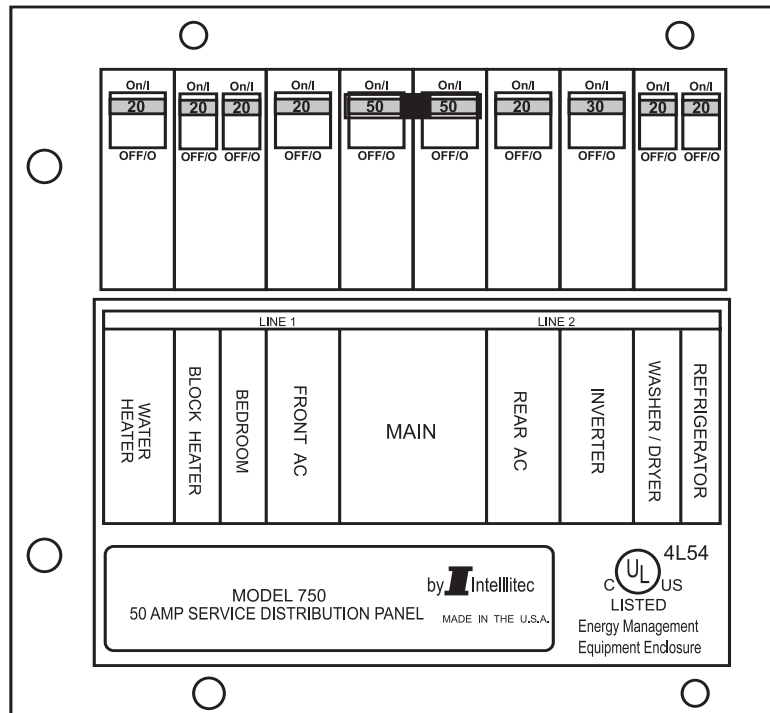
Generator Exercise

If use of the generator is infrequent, “exercise” the generator once a month by operating it at approximately half the maximum rated output for two hours. This “exercise” will help promote better starting, more reliable operation and longer engine life. This procedure drives off moisture, relubricates the internal engine parts and replaces the old stale fuel with a fresh supply. It also promotes removing oxides from the electrical switches and contacts.



NOTE: Avoid short run periods of the generator set. Run the generator set under a load for a minimum of one-half hour.

The AC distribution panel is located in the bedroom. The main AC panel 120 Volt circuit breakers receive power from the transfer switch, which is powered by either shore power or the on board generator. Power is introduced into the panel to the 50 Amp MAIN breaker first, followed by power being fed to the individual branch circuit breakers. The panel label describes the breaker layout and the item, outlet or appliance to which they pertain.



060083b



NOTE : This panel will change with options.



WARNING: This panel contains high voltage which can cause serious injury or death. Before beginning any work or testing procedures involving the electric panels, or any of the branch circuits, be sure the motorhome is unplugged from shore power, the generator is not running and the inverter is in the OFF position. Certain testing procedures can require the AC power to be on. Only qualified personnel, or personnel with electrical backgrounds, should attempt any testing procedures.

Branch circuit breakers supply AC power to the different items or “loads.” An electrical load is any item or device that will use current when supplied with an electromotive force. Should a breaker “trip” from over current use, or a short circuit condition, the load to which the breaker is supplying the electromotive force should be reviewed or disconnected to determine the cause of the trip. If no cause is found, or not readily apparent, reset the breaker by toggling the breaker to the OFF position, then back to ON. Should the breaker trip again after the load is reapplied it may indicate a fault with that particular load. Do not continue to reset breaker until the problem has been diagnosed and corrected.

Circuit Breakers

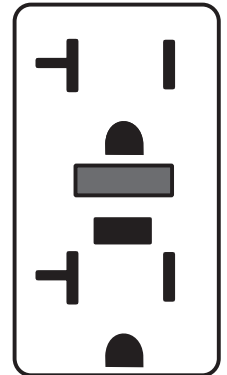
Breaker current ratings are current set points in which the breaker is designed to operate. The internal configuration of the circuit breaker is designed to trip when excess current is drawn through the breaker. The breaker will heat up from the excess current causing the breaker to trip. The trip action of the circuit breaker can occur within milliseconds due to the speed at which electricity can travel. Breakers are designed to operate at a continuous load of 80% of the breaker's rated capacity. For example: A breaker with a 20 Amp rating will operate a continuous 16 Amp load. This design leaves a small amount of working capacity within the breaker. When an inductive load is applied, such as when an electric motor turns on, the motor starts to spin and current consumption may momentarily exceed the rated capacity of the breaker. As the electric motor comes up to operating speed, the electric motor's current consumption will fall. The AC current load then falls back into the breaker's rated 80% set point. This electric principle should be kept in mind when using anything other than 50 Amp shore service and using appliances with electric motors, such as air conditioners. When using outlets, care should be considered when applying loads such as electric motors, heaters, coffee makers, toasters, hair dryers or other large current consuming loads. The current rating is usually stated on most electrical items. The current rating will either be rated in amps or watts. Current ratings stated on electrical items will change slightly with voltage fluctuations. As voltage increases current consumption decreases. As voltage decreases current consumption increases. This may explain why in some instances items operated at borderline voltage to current tolerances may seem fine in one location but problematic in another.



NOTE: To calculate watts to amps simply divide the watt figure by the voltage of which the item operates from. For example: The electrical item is rated at 1370 watts. Divide that by the operating voltage of 115 Volts which equals 11.913 Amps. Use this formula to calculate the amount of load to the available power supply.

A Ground Fault Circuit Interrupter (GFCI) can be found in two different types of applications. One type is incorporated in a breaker used in 120 Volt AC breaker panels, the other is incorporated in an outlet. The GFCI, whether it is a breaker or an outlet, offer two types of protection. One type of protection is from over-current or shorts. It also provides protection for persons against hazardous ground fault currents which can result in injury or death. Ground fault currents are currents that flow from the hot (power) terminal through a person to the ground. For example, touching a faulty appliance while standing on or making contact with an electrical ground such as a water fixture, bath tub or the earth. If the device has been properly installed it will offer protection against the type of shock that can result from faulty insulation, wet wiring from inside an appliance, or any device or equipment plugged in or wired to that circuit. The ground fault portion of the outlet or breaker uses sensitive electronics inside the outlet or breaker to detect a ground fault problem. The electronics monitor the normal current of power, flowing to the hot (black) wire through the load (eg. a light bulb or appliance) and coming back on the neutral (white) wire. If just a small amount of the current comes back on the safety ground wire the electronics will trip the breaker or outlet, stopping the flow of electricity. The amount of current it takes to trip the device from a ground fault varies slightly from the different outlet or breaker manufacturers (approximately 30 mils or less). Electrical shocks resulting from ground faults can be felt, but such a shock is considerably less than one without ground fault protection. People with heart conditions, or other conditions that make them susceptible to shock, can still be seriously injured. A GFCI outlet or breaker will not protect against shock from a normal current flow. For example, a shock from touching both metal prongs of an electrical cord or appliance while plugging it in.

GFCI BREAKERS & OUTLETS



060072

GFCI Outlet



WARNING: If a breaker or outlet trips continually **DO NOT** continue to reset breaker or outlet until the problem has been identified and corrected.



NOTE: The ground fault outlet or breaker should be tested once a month to insure it is working properly. Use the **TEST** button on the outlet or breaker. It should trip with an audible click. The breaker or outlet will not trip if AC power is not present at the device. If power is present and the device will not trip, replace it before using that circuit.



NOTE: One mil is 1/1000 of one amp.

Energy Management System - 50 Amp (Optional)

The Energy Management System is easily identified by the remote display panel located in the hallway.

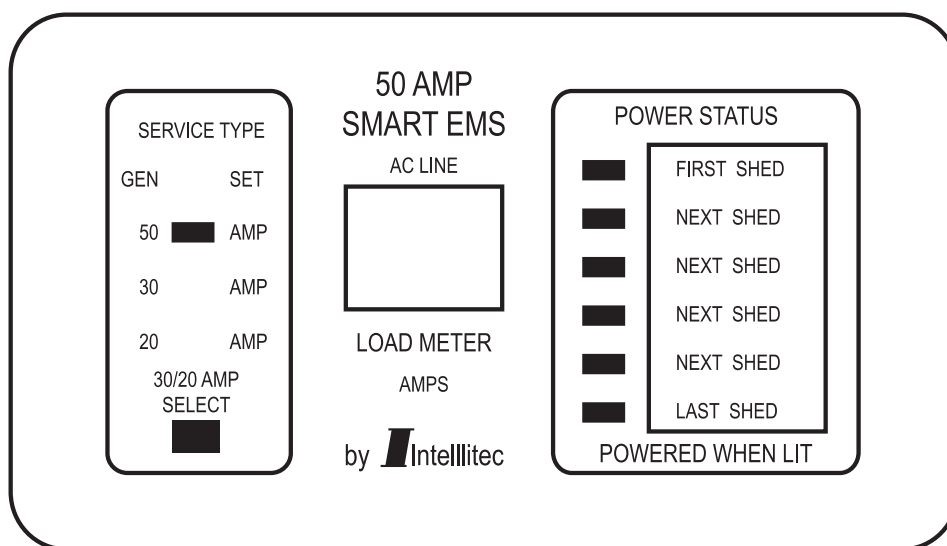
The 50 Amp Smart EMS consists of two elements: the display panel and the bedroom distribution panel. The display panel is mounted in the hallway. The distribution panel, located in the bedroom, is a completely self-contained 120/240 Volt power distribution and energy management system intended to be used in recreational vehicles. It is housed in a sheet metal enclosure with removable front panel. It provides circuit protection for all the 120 Volt AC loads in the motorhome and a system of energy management to minimize the over-loading and tripping of circuit breakers.

Circuit Breakers:

The distribution panel offers slots for eight single or dual, standard 120 Volt circuit breakers. Two of these breakers, located in the two center positions, is the 50 Amp breaker that acts as the main input protection for each of the lines supplying the remainder of the branch breakers (up to 12).

Energy Management:

The 50 Amp Smart EMS automatically senses the available power to the motorhome, to determine whether it is connected to a 120 Volt AC 30 Amp shore power source, 50 Amp shore power source or generator source. Depending upon available power, it controls the operation of six possible loads as indicated on distribution panel. These may be any type load, but are typically heavier loads; those whose use can be "postponed" until a time when current is available for their use. If the available power source is 120 Volt AC 30 Amp shore power the EMS attempts to keep the total 120 Volt current draw to less than 30 Amps.



With 50 Amp Input.

060082b

Operation:

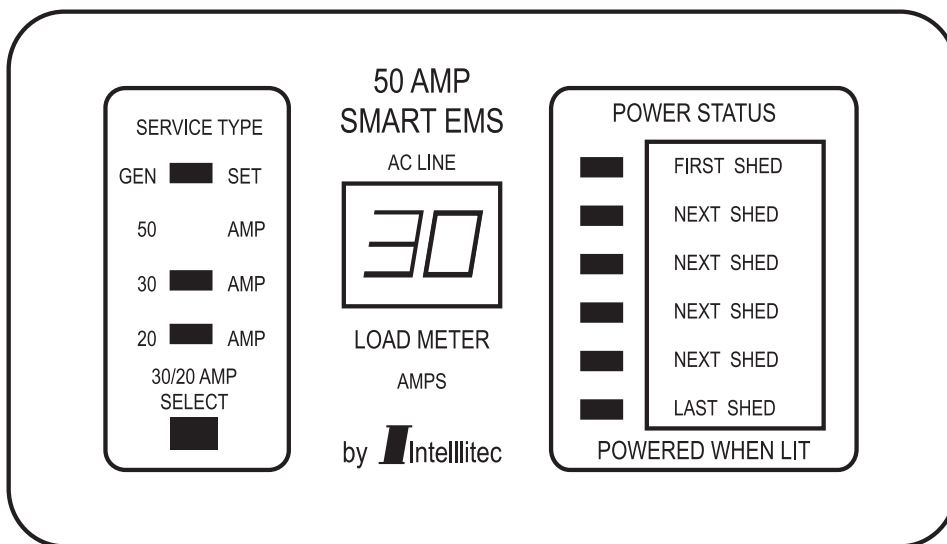
If 120 Volt AC is not available at the distribution panel, L1 or L2 outputs, the system shuts itself off. This feature is intended to prevent the system from drawing current from the 12 Volt DC battery supply when not in operation.

When 120 Volt AC power is applied the system automatically powers up and determines the nature of the power source. On 50 Amp shore power, the load meter will not indicate Amps load.

If the generator is running 120 Volt AC will be present at the distribution panel L1 and L2 inputs. In this mode the energy management feature is disabled and all control relay contacts are closed, energizing all of the controlled loads. The control Module sends a signal to the display panel causing the load meter to display actual load current, the generator service indicator to light and all power status indicators to light.

If 120 Volt AC is present at the distribution panel L1 and L2 inputs the system will assume that 120 Volt AC, 30 Amp shore power is available and the energy management feature will be enabled.

The load meter will indicate the Amps load. If only 20 Amp service is available the user must select the 20 AMP service mode by momentarily pressing the 20/30 Amp Select switch on the Control Panel.



With 30 Amp Input.

060082

Initially, all relay contacts are closed and the total current is monitored. If the total current should exceed the service limit the system will turn off the first load in the shedding table and calculate the amount of current that was removed, which is the value for that load. This value is placed in memory. If the current remains above the service limit the system will turn off the next load in shedding table, again calculating the amount of current that was removed and places this value, which is the value of that load, in memory. The system continues to turn off loads until the total current falls below the service limit or all of the six controlled loads have been shed. Through this process, the system has "learned" the amount of current that each particular load draws. This feature compensates for the differences in current draw over a range of line voltage and ambient temperature, by re-learning the load each time it is turned off or "shed."

The 50 Amp Smart EMS now waits until the total current is lower than the service limit and enough current is available (as compared with the amount in memory for the last load shed) before turning that load back on. This assures that there is sufficient current to operate the load.



NOTE: There is a two-minute minimum delay period after a load is shed before the load will be turned on again to prevent air conditioners from turning on with a head pressure.

Three Hour Averaging:

The RVIA (Recreational Vehicle Industry Association) in conjunction with the NEC (National Electrical Council) have established rules regarding the rating of electrical systems and the use of energy management systems. One of these rules requires that if any energy management system is used, the average total load current for the system over a three hour period be limited to 80% of the service rating. For that reason the 50 Amp EMS calculates the average running current for the system and, if it exceeds 80% of the service rating, the EMS sheds loads to reduce the average current below that limit.

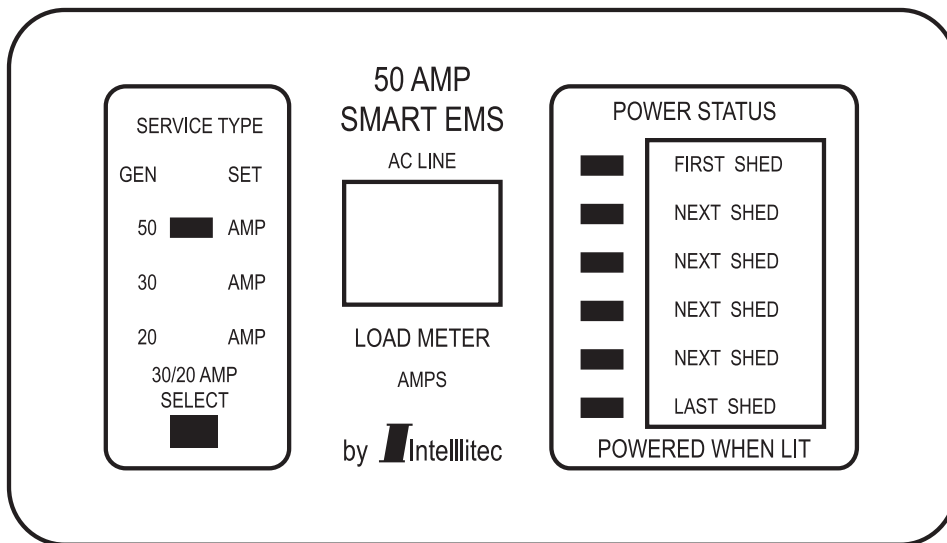
For example: If a system operating under 120 Volt AC, 30 Amp service has been running at the 30 Amp limit for three hours, the EMS will change its shedding threshold to 24 Amps and turn off loads until the 24 Amp limit is attained. If the user selects the 20 Amp service mode this limit will translate to 16 Amps. Because the EMS calculates a running three-hour average, if the average load current drops below the limit the system will restore power to loads based on their impact on the limit. If the system is in the averaging mode the decimal point at the lower right corner of the load meter display on the display panel will illuminate.

Display Panel:

Six power status **LEDs** indicate that power is applied to those loads. These **LEDs** are on when the power is applied. The load meter has a two digit display to indicate the amount of current actually being drawn by all the appliances in the motorhome.



NOTE: The load meter is non-functional when connected to 50 Amp shore service.



With 50 Amp Input.

060082b

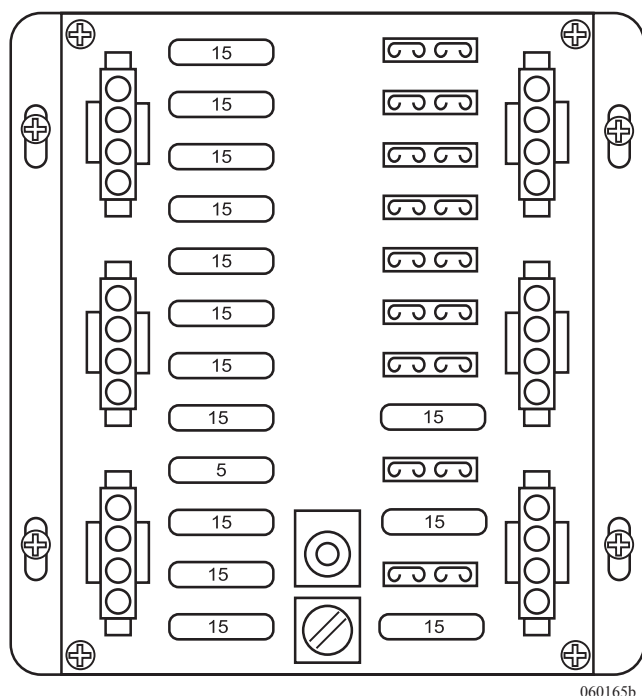
Four service type LEDs indicate the source for 120/240 Volt AC power. Three of these sources are automatically detected and indicated by the EMS: Generator Service, 50 Amp Service and 30 Amp Service.

The 20 Amp service mode is not automatically detected and the operator must manually select the 20 Amp mode when 20 Amp service is available.

The service select button allows the current threshold to be set to either 30 Amps or 20 Amps to match the incoming service.

DISTRIBUTION PANEL - HOUSE 12 VOLT DC

The 12 Volt fuses, located in this distribution panel, service the interior house lighting, ventilation fans, monitor panel, furnace and water heater. Should a fuse blow it will be evident by the broken metal strip located in the center of the fuse. Replacement fuses should be of the same amperage. If a higher rated fuse is installed it can damage the wiring. Fuse current set points follow much of the same electrical principle as the 120 Volt AC breakers. Using 12 Volt DC as the electromotive force can make it more susceptible to outside influences, such as corrosion from weathering or oxidation.

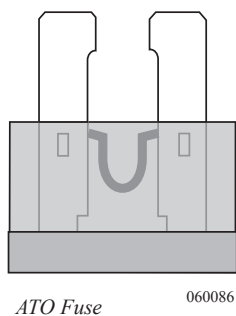


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FUSE	COLOR	GA	AMP	CIRCUIT
F1	BLU	14	15	CLOSED BATHROOM
F2	YEL	14	15	CEILING/PORCH LT
F3	GRN	14	15	BEDROOM LTS
F4	VIO	14	15	VENT
F5	RED	14	15	CEILING LTS
F6	RED	14	15	POWER AWNING
F7	GRY/BLK	14	15	REAR RADIO (OPT)
F8	BRN	14	15	ROPE LIGHT (OPT)
F9	ORG	14	15	OPEN BATHROOM
F10-12	OPEN			
F13	GRY	14	15	FURNACE
F14	RED	12	10	MONITOR PANEL
F15	OPEN			
F16	GRY	16	5	RADIO
F17-18	OPEN			
F19	GRN	14	15	REAR ROAD S/O (OPT)
F20	BLK	14	15	REAR CURB S/O (OPT)
F21	VIO/BLK	14	15	EXT. RADIO (OPT)
F22	GRN/BLK	14	15	110V WATER HTR RLY
F23	GRY/BLK	14	15	KITCHEN FURN. (OPT)
F24	OPEN			

FUSES

AMPERAGE	COLOR
1	BLACK
2	GRAY
3	VIOLET
4	PINK
5	GOLD
7.5	BROWN
10	RED
15	BLUE
20	YELLOW
25	CLEAR
30	GREEN



The large variety of applications this voltage can be used in makes it a diet staple for most of the recreational vehicle and automotive industries. The danger from shocks with this voltage is minimized, but can still occur. A good example is when a magnetic field is generated, then collapses when the power supply is cut. The result is a discharge that can reach tens of thousands of volts for a short time period. Care should be used when working with this voltage as current values can be quite high, like in the case of battery cables.

Shorting a battery cable to ground with a battery at a reasonable state of charge can result in a fire or serious personal injury from a burn.

One of the most widely used tools for testing a 12 Volt problem is the test light. Test lights come in a host of varieties, such as a light bulb with a probe and ground clip, to the more elaborate electronic ones that measure a wide scale of voltages and perform a variety of functions. A VOM or Volt Ohm Meter is used to perform a multitude of tests. It is generally used when exact values are needed for evaluation. These meters come in an analog or digital format. Either of these two testing tools may be used, depending upon personal preference. If a 12 Volt light is not working, the test light may be better suited for this. In the case of a charging system problem the meter may be the tool of choice. In any situation the testing tool is an invaluable piece of equipment when it comes to determining an electrical problem.

If it is necessary to use testing tools, use precautions and consider three things. First, recognize when the problem is beyond your skill level. Nothing will create more problems than being armed with tools and going in an unknown direction. Good intentions can lead to major problems. The second item to consider is if something will cause more grief by being dealt with now than if it were left alone and repaired by a professional at a more convenient time. Items that seem as if they should only take a few minutes, may end up taking an entire day. The third item to consider is whether or not the current situation may be potentially dangerous if left to be repaired at a more convenient time.



NOTE: Check all related fuses before assuming you have encountered an electrical problem or situation. Spare fuses should be kept on hand and can be purchased from auto parts stores. A fuse description label is on the distribution panel cover.



WARNING: If a fuse blows replace the fuse with same amperage rating and type. Installing higher amperage fuses can damage the wiring or the item the fuse is protecting, or may cause a fire. If the fuse repeatedly blows after replacing it do not continue to replace it. Have the problem diagnosed and corrected by a qualified technician.

BATTERIES - *How They Work*

Batteries come in different sizes, types, amp hours, voltages and chemistries. There are nearly as many descriptions of battery types and how they should be used as there are people willing to offer advice on them. Although it is not possible to cover batteries in their entirety, there are guidelines that can be followed to ensure that the batteries are well maintained.

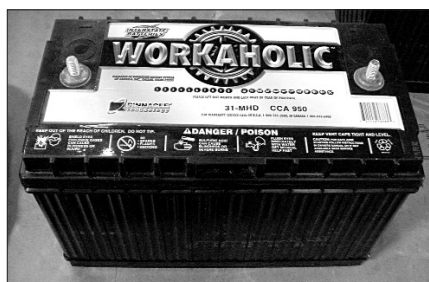
The operation of the battery is based on a chemical reaction. The battery is a container of lead plates, insulators and a solution of distilled water and sulfuric acid. The solution, when mixed together, is known as “electrolyte.” The 12 Volt battery is actually six batteries in one case. When charged, each cell has a voltage of 2.1 Volts. When six cells are hooked together this makes a 12.6 Volt battery (fully charged).

Electrons are stored on the negative plates. When a load (eg. a light bulb) is put between the positive and negative terminals, the electrons move from the negative plate to the positive plate through the “load” and then back to the ground terminal. At this time the sulfuric acid leaves the water and adheres onto the plates of the battery. The electrolyte solution keeps the electrons from flowing while the battery is in the “at rest” position.

Charging the battery moves the sulfuric acid back into solution with the distilled water. A battery left in a low or discharged state will cause the acid to “sulfate.” In attempting to recharge the battery, the acid has become hardened and no longer will leave the plates and enter into the liquid solution with the distilled water. The lowered acid to water ratio has a direct affect on the battery’s ability to release the stored electrons (power output) and the length of time it can perform (reserve capacity). Batteries left in a discharged condition will readily freeze. This can crack the case allowing the solution to spill, it can also warp the plates. The acid acts like an “antifreeze” for the battery. This is why batteries should not be left or stored in a “discharged” condition.

Starting Batteries

Starting batteries are designed for high output cranking power, but not for deep cycling like the house batteries are designed to do. Starting batteries will not last long in deep cycle application. The way they are rated should give a good indication of their intended use. “Cold Cranking Ampere” is a measurement of amperage output that can be sustained for 30 seconds. Starting batteries use thin plates to maximize the surface area of the battery. This allows a very high starting current but lets the plates warp when the battery is deep cycled (discharged).



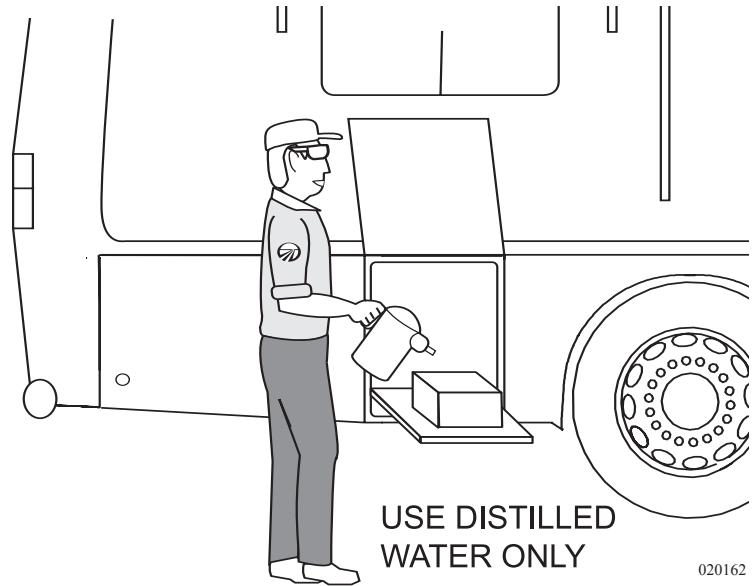
Battery with cover.



Battery with cover removed. The plastic cover must be cut to be removed.

Deep cycle batteries are best suited for use with 12 Volt operated lights, appliances and inverters. Deep cycle batteries are designed to have a majority of their capacity used before being recharged. These are available in many sizes and types. The most common is a non-sealed, liquid electrolyte battery. The non-sealed types have battery caps. The caps should be removed periodically to check the level of electrolyte. When a cell is low, only distilled water should be added. Water consumption will vary depending on many factors: how far the batteries are depleted, how long the voltage is being applied to charge the batteries, how much voltage is used and how often this occurs.

Deep Cycle Battery



NOTE: Tap water contains minerals which can alter battery chemistry and ruin the battery. Use only distilled water when refilling the battery.

At a minimum, the battery electrolyte level should be checked at least once a month. Check the level sooner if the battery is frequently used. The level should be above the top of the plates, but not overfull. Most batteries have a plastic cup or well. The electrolyte level should be approximately 3/8" below the well to allow room for expansion while the battery is being charged. Over-filling the battery will allow the electrolyte solution to boil or gas out of the battery cap. Remember to use only distilled water to refill the battery. A battery with a low electrolyte level will boil the water out rapidly once the plates have been exposed to air. This process may take only a matter of hours. If this has happened the battery is more than likely damaged.

Battery Maintenance

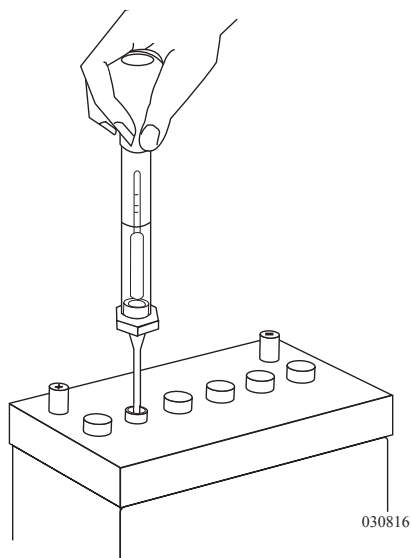
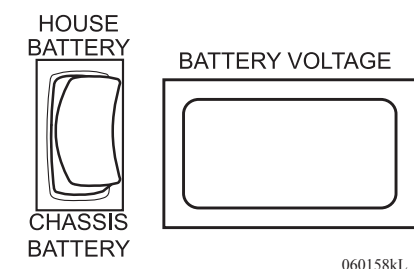
After checking the battery's electrolyte levels it is also a good idea to check the battery connections for tightness and corrosion. If any corrosion is found disconnect the cables (make sure to mark their locations) and carefully clean them with a mild solution of baking soda and water. There are also aerosol products available that will work. This will neutralize any acid that may be present. Do not allow the solution to enter the battery as this will damage the electrolyte balance. Use water to rinse the top of the battery and surrounding area when done. Carefully hook the cables back to the battery. Coat the terminals with petroleum jelly or an anti-corrosion grease.

The battery cable to battery terminal connections should be metal to metal. Periodically check the batteries for corrosion. Look for cracks and check the vent plugs. Replace the vent plugs if they are cracked or missing. Keep the top of the batteries clean. The accumulation of electrolyte and dirt may permit small amounts of current to flow between the terminals, which can drain the battery.



WARNING: Liquid lead acid batteries produce hydrogen gas while being charged. This is highly explosive. Do not smoke around batteries. Extinguish all flames in the area. The hydrogen gas may explode resulting in fire, personal injury, property damage or death.

Testing the Battery



Hydrometer (Cylinder Type).

There are several ways in which a battery can be tested and monitored. The motorhome uses a monitor panel which shows the status of the house batteries at a quick glance. Pressing and holding the test button, the power level will be displayed on the battery scale.

A more efficient way of testing the batteries is to check the electrolyte solution. The only way to test a battery's electrolyte solution is with a hydrometer. Many styles are available, from types with cylinder graduation (shown in the illustration) to types with floating balls. Hydrometers can be purchased from most auto parts stores. The hydrometer tests the battery's electrolyte solution which is measured in specific gravity. Distilled water has a specific assigned gravity of 1,000. The hydrometer is calibrated to this mark. Pure sulfuric acid has a specific gravity reading of 1,840. The acid is 1.84 times heavier than water. The electrolyte solution is about 64% water to 36% acid (fully charged battery). Hydrometers with cylinder graduation are graphed and the exact state of specific gravity can be determined.

Temperature and recent battery activity (charging or discharging) affect the hydrometer readings. It is best to check the battery when it has been "at rest" for at least three hours, although readings taken at other times will give a "ballpark" figure. When using the hydrometer, draw the electrolyte solution up into the tube. Allow the hydrometer to attain the same temperature as the electrolyte solution. Note the reading for that cell. Complete the same test for the rest of the cells on that battery bank.

The hydrometer is calibrated at 80° F. Temperature affects the hydrometer readings. The higher the electrolyte temperature, the higher the specific gravity reading. The lower the temperature, the lower the specific gravity reading. Add or subtract four points for each 10° variance from the 80° F chart. Readings between cells should not vary more than 50 points.

If one cell in a particular battery bank being tested is at a 50% state of charge while the others are indicating a full charge, charge only that battery to see if the low cell will come up. At the same time, do not over charge the “healthy” cells.

If the low cell does not come up after charging, this battery can damage the rest of the battery bank and should be replaced. An accurate digital volt meter (+/- .5%) will also give an indicator of the battery’s state of charge.

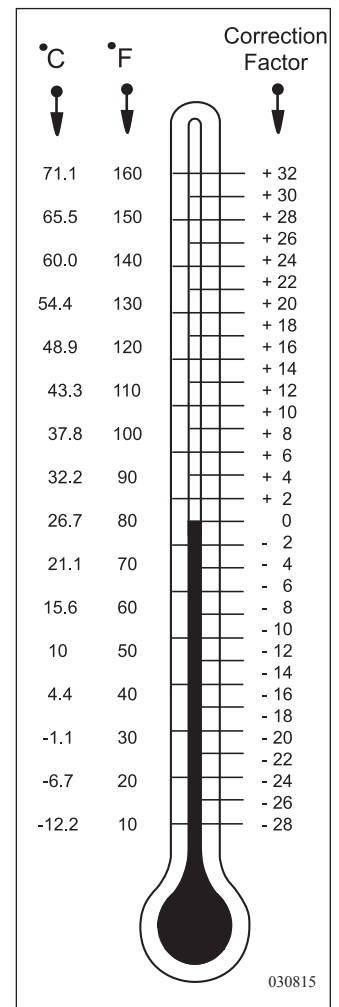
Another test that can be performed is to place a specific load on the battery for a predetermined length of time equal to that particular battery’s rating. This machine is usually an adjustable carbon pile that can vary the load being applied to the battery(s) while monitoring voltage to see if they will perform to their specific rated capacities.



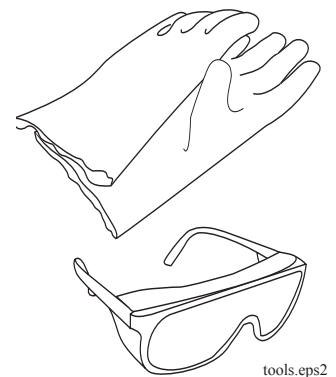
NOTE: See the chart for temperature compensation. Liquid levels should be even between the cells of the battery being tested as it will affect the accuracy of the test.



WARNING: Sulfuric acid in the batteries can cause severe injury or death. Sulfuric acid can cause permanent damage to eyes, burn skin and eat holes in clothing. Always wear splash-proof safety goggles when working around the battery. If the battery electrolyte is splashed in the eyes, or on skin, immediately flush the affected area for 15 minutes with large quantities of clean water. In case of eye contact, seek immediate medical aid. Never add acid to a battery once the battery has been placed in service. Doing so may result in hazardous splattering of electrolyte.



Temperature Correction Chart.



Reasons Why Batteries Fail

1. Physical Condition:

Active material flakes off the plates and falls to the bottom of the cell. This is normal, but sediment accumulation under the plates can short out a cell. The plate separators fail to insulate positive and negative plates in a cell and the cell becomes shorted, ruining the battery.

2. Insufficient Electrolyte:

This allows exposed portions of the plates to sulfate rapidly. This reduces the battery's ability to accept a charge and the battery capacity is reduced. Accelerated erosion of the lower portions of the plates occur from higher than normal acid content due to water loss. Only the water evaporates, not the acid. The battery also has a higher internal resistance when low on water. Add only distilled water. Fill each cell to the bottom of the vent well when the battery is warm. Filling a very cold battery with water to the bottom of the vent well will cause overspill when the battery warms up and the plates expand. A Battery Formula For Failure: the battery has a higher internal resistance when low on water, therefore: *high resistance = more heat = shorter battery life!*

3. Sulfation:

When a battery remains discharged for too long the accumulated lead sulfate in the plate material solidifies and cannot reenter the electrolyte. When a battery is left in a discharged state the lead sulfate will crystallize. Charging the battery does not move the crystallized lead sulfate off the battery plate. The battery is damaged.

4. Overheating:

The chemical reaction inside of the battery is increased when the battery temperature rises above 125° F. This increases the corrosion of the plates and reduces the battery life. When overheated, the battery plates tend to buckle and destroy the structural integrity of the battery.

5. Freezing:

When the electrolyte freezes, ice formed dislodges the active material from the plates. The battery case may crack and the electrolyte will leak out when thawed. It is especially important to keep a battery at full charge in cold weather to prevent freezing. The high specific gravity of a fully charged battery does not freeze as easily. Never attempt to charge a frozen battery. Warm it up first.

6. Corrosion:

Corrosion from spilled or splashed electrolyte form deposits that can conduct electricity and can cause battery drain. Clean off all corrosion, especially around the battery terminals and on the top of the battery. Prevent accumulation by coating the terminals and the exposed metal cable connectors with high temperature grease.

7. Overcharging:

Overcharging rapidly converts water to gas and decreases the electrolyte's water content as the water evaporates. The electrolyte level drops and becomes more acid in content. This subjects the plates to a higher concentration of sulfuric acid and results in early battery failure.



NOTE: Any time more than one or two ounces of distilled water is added per-cell per-thousand miles, check the motorhome charging system for overcharging. Prolonged overcharging generates excessive heat inside the battery, which buckles the plates and destroys the battery. It is a fact that over 50% of battery failures are caused by overcharging.

Why does the voltage on a discharged battery measure the same as a fully charged battery until the loads are applied? The simple answer to this might go as follows: A battery creates electrical power by converting energy from a chemical reaction into electrical energy. As this reaction slows down the battery voltage will drop. In a lead acid battery the electrolyte conductivity (how well electrical current can flow through it) changes. The same current may be available but the rate of the reaction decreases, causing a voltage drop.

Another way of looking at this is to use the analogy of a water pump (a battery is an electric pump). The pressure in psi (pounds per square inch) that a pump delivers is like a battery's voltage. The volume of water in GPM (gallons per minute) is like the electrical current. Look at a 12 psi pump with no loads (the pump is running but the outflow valve is turned off). The pump will run and the internal pressure of the pump will build up to some point higher than 12 psi. When the valve is opened, and the water is free to flow into the loads, the pressure will drop to the rated output pressure of 12 psi, but only if the load is not too big. If the pump is designed to maintain 12 psi at 15 GPM, and a load demanding 20 GPM is connected, the pump will not be able to keep up and the pressure will get sucked down to a lower psi. If the load is reduced or removed the pump will catch up and return to its rated 12 psi pressure. If the pump has an infinite source of water, such as a lake or the water utility (this is like the grid, no battery), the pump will never run out of pressure. If the pump never runs out of pressure, and is operated at or below its 15 GPM level, it will hold 12 psi. However, a pump that is connected to a water tank with a finite capacity will start to lose the ability to hold pressure as the level of water in the tank drops. Think of siphoning water from a bucket. As the level of the water drops, the volume of water exiting the siphon slows down.

Battery Voltage & Current

When the tank is full it is capable of feeding more “pressure” to the pump inlet due to gravity, and the pump always has enough water available to maintain its rated pressure and volume. However, if the water tank gets low the pump will not have enough water volume coming in to maintain 12 psi at 15 GPM. If the loads are removed from the pump by closing the valve on the outflow, even with low pressure in the tank the pump will eventually pressure up to 12 psi. It will just take it longer to get there. When the valve is opened the pump will sustain 12 psi for a brief period, but since the tank is no longer feeding the pump as fast as needed the pressure will eventually drop. This analogy can be restated by replacing the pump with a battery, pressure with voltage, volume with amps, outflow valve with a switch, water with electricity and the water tank with the battery electrolyte.

The level of the tank could be thought of as the rate of the reaction occurring in the electrolyte. When the battery is fully charged the electrolyte has an excess of reactions taking place to feed the battery terminals. This tapers off with time as the electrolyte is spent, so maintaining voltage becomes possible. With no loads the discharged electrolyte will be capable of producing close to the rated voltage, but only after a period of time has elapsed for enough of a reaction to take place to bring the voltage back up. Hopefully, this explanation will clarify why a battery measured at rest can indicate close to its rated voltage but will not run a load.

Battery Charge Time & Consumption Rate

Calculating Run Times:

Calculating run time figures when operating 120 Volt AC electrical items with an inverter can be exponential. This is due to battery characteristics. Flow characteristics of electrons vary with different battery types and chemical compositions. Deep cycle batteries are generally designed to slowly release a majority of their charge capacity. Deep cycle batteries are rated in amp hours (Ahrs) with the discharge occurring over an extended period of time before the battery is charged. Engine starting batteries are designed to quickly release large amounts of current for short durations, without depleting battery reserves. Commercial type batteries bridge the gap of deep cycle and engine batteries. Commercial batteries release medium amounts of current over a longer period of time but they are not designed to cycle their charge capacity.

The working range of a deep cycle battery is between 50 and 100% state of charge (SOC). Deep cycle batteries should not be cycled below 50% state of charge. Discharging a deep cycle battery below 50% state of charge shortens the life of the battery. Deep cycle batteries use an amp hour rating which is usually calculated over a twenty-hour discharge interval. For example: A deep cycle battery with a rated capacity of 100 Ahrs. is designed to release current at the rate of 5 Amps per hour. Multiply a 5 Amp load over a twenty-hour discharge period equals the rated 100 Ahr. capacity. These discharge figures are calculated with the battery starting at 100% state of charge with the battery at 80° F when the discharge cycle begins. However, increasing the discharge load applied to the battery from 5 Amps to 10 Amps on a 100 Ahr battery does not yield ten hours of discharge time. This is due to the internal reactions which occur when a battery is discharging. Actual discharge time for a 10 Amp load may be closer to eight hours of discharge time. Increasing the load applied to the battery to 20 Amps will not yield five hours discharge time but may be less than three hours. It might be understood as a point of diminishing return.

Calculating applied loads to an inverter to approximate run time from the battery amp hours available is not an equal trade up when voltage is inverted and amperage is calculated. When the inverter is used to operate an AC load it uses approximately ten times the DC current needed from the battery when inverting 12 Volts to operate the 120 Volt item. There is also a small efficiency loss of about 10% when inverting. For example: When using the inverter to operate an AC electrical item, which has a current draw rating of 2 Amps, the inverter will use over 20 Amps DC power from the batteries.

Determining Current Consumption:

First determine the amount of current used by an AC item. For example: The television is rated at 200 watts at 120 Volts. Calculate watts to amps. Divide 200 watts by the operating voltage of 120, this equals 1.6 Amps. Multiply 1.6 Amps AC current by a factor of ten the inverter will use, this equals 16 Amps DC battery current. Add the revised 10% efficiency loss figure, this calculates to a total of 17.6 Amps DC. If the battery bank capacity is rated at 500 Ahrs., actual elapsed time to the suggested 50% state of charge would net viewing time for the television at approximately thirteen hours in ideal conditions.

The run time figure will vary greatly with the actual state of charge of the battery bank when the discharge process begins. Ambient temperature, combined with other working loads, such as lights and parasitic loads applied to batteries, affect run times. Calculating the exact run time is not precise due to all the variables and equations involved; however, an approximate time figure can be obtained. Proper battery maintenance and charge cycles affect battery performance. Observe the battery condition with hydrometer and voltage readings. Use only distilled water when filling batteries. To achieve the highest quality of battery performance and longevity keep batteries in their proper operating range.

BATTERY SPECIFICATIONS CHARTS

Application	Ah (20hr)	CCA†	RC (25A @ 80° F) minutes
12 Volt Chassis* Group 31p - MHD (2 each)		950	195 X 2 = 390
6 Volt Domestic** U2200 (4 each)	450		75 Amp @ 80° F = 230 Min.

*Batteries connected in parallel. **Battery connections are made in a Series/Parallel connection.

†CCA Ratings are at 0° F. These are the minimum requirements.

Motorhomes with converters will only have two house batteries.

Approximate Hours at Ampere Load*					
	5 AMPS	10 AMPS	15 AMPS	20 AMPS	25 AMPS
U2200 (4 Each)	55	22	12.5	9.1	7

* Loads conducted @ 80° F. with battery fully charged to 1260 per cell specific gravity. Voltage to maintain 1.75 Volts per cell (10.5 Volts for 12 Volt battery).

Battery State of Charge vs. Voltage / Specific Gravity			
Voltage	Specific Gravity	State of Charge	Depth of Charge
12.66	1.265	100%	0%
12.45	1.225	75%	25%
12.25	1.190	50%	50%
12.05	1.145	25%	75%
11.90	1.100	0%	100%

Voltage Reading: Battery fully charged at rest for one hour.

CUMMINS ENGINE - COLD CRANKING AMP REQUIREMENTS			
ISB	1110	CCA	12 VOLTS

CCA Ratings are at 0° F. These are the minimum requirements.

Tests can be performed to ensure the power converter is functioning properly.

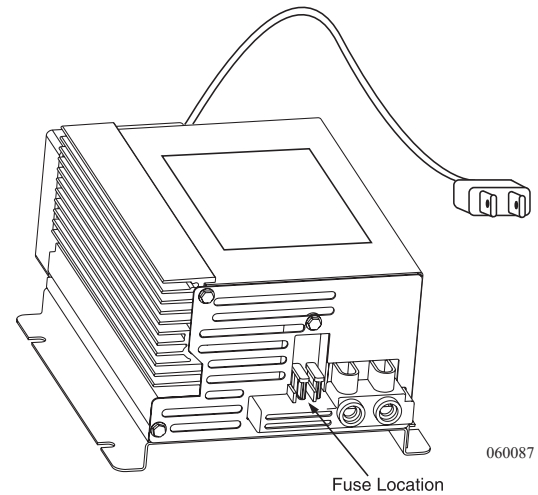
- Units with converters require only two house batteries.
- Output on terminals should read 13.6 Volts DC +/- .3 Volts.
- Inspect the fuses to ensure they are not blown.
- The power requirement for the converter is 120 Volts AC.
- Good air flow required. Do not store anything on converter.

If the converter output is correct, but the battery is not charging, there may be a problem with an open wire between the converter and battery.

If the fuses are blown the battery was connected in reverse. It only takes one second of reverse connection to blow the fuse.

If the power requirement for the converter is met, the fuses are good, and there is no output from the converter, the converter is bad and will need to be replaced.

CONVERTER - 60 AMP (Units Without Inverters)



Typical View of Converter



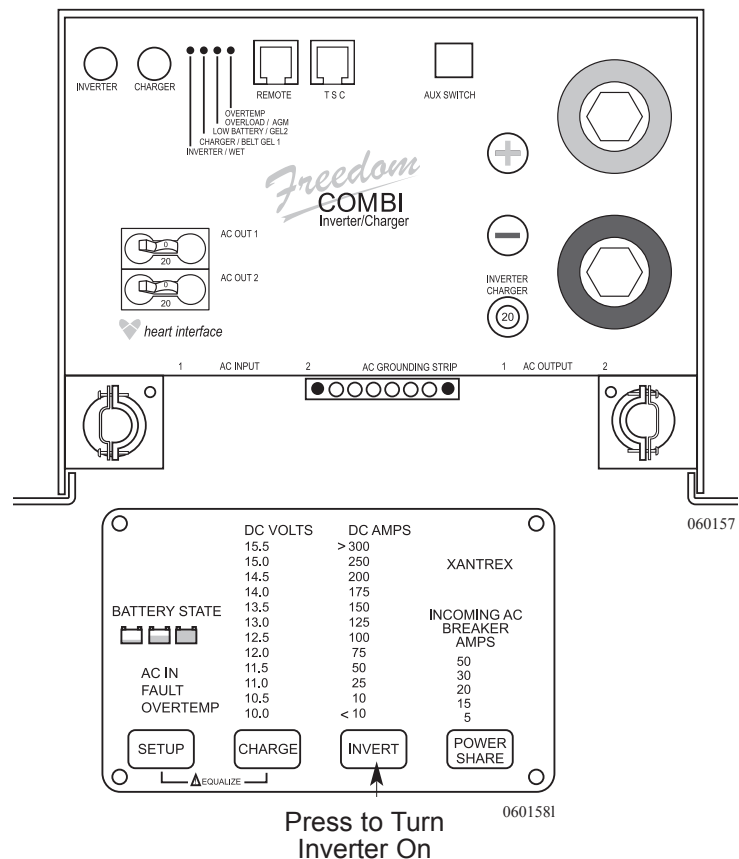
NOTE: Do not store objects close to the converter. This may disrupt the air flow to and from the converter, possibly causing damage due to overheating.

The inverter performs two functions, changing DC battery power to AC electrical power and charging the batteries when hooked to shore power or operating from the generator. Use the inverter to supply AC power when shore power is not available and the generator is not going to be used as a secondary AC power source. The inverter supplies AC power to most receptacles, the television and microwave. It is important to remember that using the inverter quickly consumes house battery power. Turn off the inverter when not in use to conserve house battery power. The remote control is used to change the variable settings.

To Turn the Inverter On:

- Press the switch marked **INVERT** on the remote panel.

INVERTER



Battery Charging

The inverter will automatically begin charging when AC power is supplied from shore service or the generator. The charger uses a three-stage cycle to charge the batteries. If desired the charger may be turned off.

To turn the charger OFF or back ON:

- Press the switch marked “CHARGE” on the remote panel.

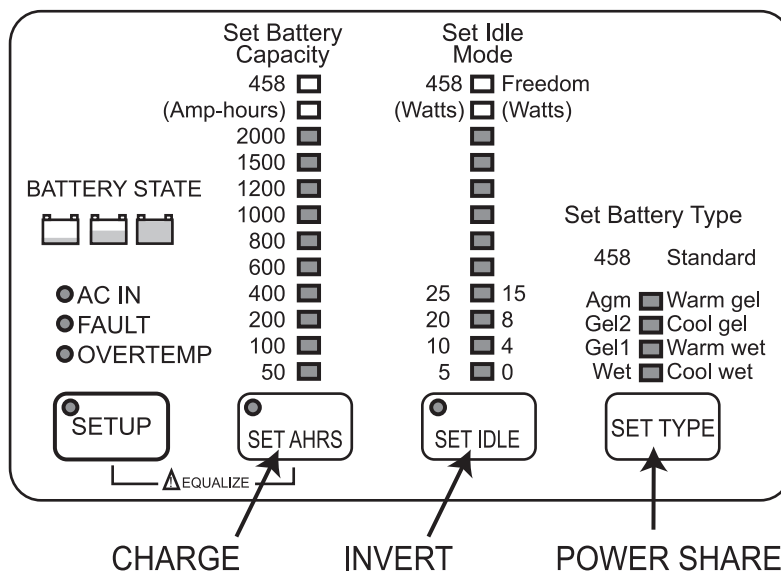


REFERENCE: Complete detailed instructions and guidance can be found in the Owner's Information File Box. Please refer to the information booklet provided from the manufacturer.

Inverters produce heat when charging or inverting. An internal fan activates when internal temperature rises to a predetermined level. Cooling air travels laterally through the inverter or from back to side through vents. It is most important that the vents are not obstructed. The inverter should have plenty of access to free air movement. Do not place anything near or on back or sides of the inverter that may impede airflow or retain heat. This can cause the inverter to overheat and shut down.

Remote Panel

The remote panel monitors the inverter status and is used to change variable settings. The panel uses LED lights to monitor values when hooked to shore power, inverting or in the set-up mode.



Remote panel in set-up mode.

060169

LED Indications When Hooked to Shore Power:

- DC Volts represents DC output voltage at the inverter.
- DC Amps represents the amount of DC charge current.

LED Indications When Inverting:

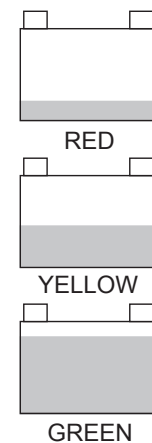
- DC Volts represents DC battery voltage at the inverter.
- DC Amps represents the amount of DC discharge current.

LED Indications When in Set-up Mode: (Press and hold SET-UP for five seconds):

- DC Volts represents the amount of Amp Hours of the battery bank.
- DC Amps represents the amount of load (measured in watts) needed to activate the inverter.
- Incoming AC Breaker Amps represent battery type and operating temperature.

The battery state indicator performs two functions. When not hooked to shore power the Battery State indicator displays the approximate state of charge of the house batteries. When connected to shore power or operating from the generator, the lamps indicate what part of the charge cycle the inverter is in.

- **Red = Bulk Charge**
- **Yellow = Accept Charge**
- **Green = Float Charge**



Battery State Indicator

Battery Charger Circuit Breaker:

The circuit breaker for the charger is located on the front of the inverter. The breaker is a re-settable breaker in case an over current or short circuit condition occurs within the Battery Charger circuitry.

Circuit Breakers

AC Out Circuit Breakers:

Two branch circuit breakers are located on the front of the inverter. One of the branch circuit breakers supplies AC power to various receptacles. The other breaker supplies AC power to the microwave.

Stand-by Mode

The inverter may be placed in "STAND-BY" when hooked to shore power or operating from the generator. If AC power discontinues, the inverter activates automatically. When AC power resumes, the inverter will go back to **STAND-BY** mode. **STAND-BY** mode is indicated by the **INVERT** status light flashing once every two seconds when hooked to shore power or operating from the generator.

To Enable or Disable this Feature:

- Press the **INVERT** button.



NOTE: Remember to disable stand-by mode when not in use. It may run down the house batteries.

Power Share

Setting the Power Share amps can limit the amount of AC power available to the internal charger. Battery charger draw can exceed 20 AC Amps. When hooked to anything less than 50 Amp service it may be necessary, depending on other AC loads, to adjust the Power Share amps to avoid overloading the shore power breaker.

NOTE: Limiting the amount of useable current for the charger increases the amount of time necessary to charge the batteries.

Charge Cycles

The time it takes to fully charge the batteries varies greatly. It can take several hours or even days, depending on the inverter's settings and state of charge of the batteries. The charge cycle is done in three steps:

- **First step is "BULK" charge.**

The "bulk" charge will bring the DC voltage up high, initially between 14.2-14.5 Volts DC, depending on conditions. The length of the bulk charge cycle depends on the condition of the battery, loads and other factors. When the battery voltage attains 14.2-14.5 Volts DC, the charger begins the next cycle.

- **Second step is the "ACCEPT" cycle.**

The voltage in this cycle is the same as the bulk charge cycle 14.2-14.5 Volts DC. The length of the absorb cycle will vary with state of charge of the batteries.

- **Final step is the "FLOAT" charge cycle.**

Approximately 80% of the charging has been completed at this time. The float charge voltage is generally around 13.3-13.7 Volts DC. The last 20% of the charge cycle of the batteries typically takes the most amount of time. The charging cycle is initiated each time the inverter is disconnected or reconnected to AC power. Repeated charging cycles in succession can lead to boiling of the batteries.

Incorporated in the inverter is a double pole "pass-through" relay that trips when AC power is supplied to the input terminals. This relay transfers AC power through the inverter to the two circuit breakers located on the front of the inverter. The two breakers supply AC power to various outlets and the microwave. When AC power is supplied to the inverter, the internal battery charger will "ramp up" battery charge voltage. A 20 second time delay allows charge stabilization before pass through AC power is supplied to the breakers.

Pass-Through Relay

The inverter uses a battery temperature sensor to adjust charge voltage. When the battery temperature rises the sensor sends this information to the inverter to decrease charge voltage. Voltage compensation with temperature variation is necessary to keep charge voltage at optimum values. The sensor is secured to the terminal of the battery.

Temperature Sensitive Charging

Battery Capacity and Idle Mode are adjustable. The program mode must be entered to change a setting.

Programming the Inverter

To Enter the Programming Mode:

- Press and hold the **SETUP** button for five seconds. LED lamps will change from **green** to **red**.
- If a setting change does not occur within five seconds, the remote returns to the user menu.
- Use the Remote Owner's Manual to cross-reference the LED lights to their respective indication.

Idle Mode:

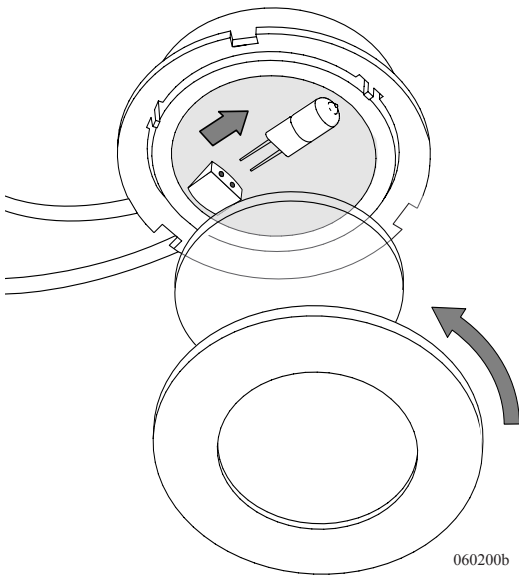
Setting the **IDLE** mode controls the threshold (in watts) that turns the inverter on from search mode. The adjustment range is 5 to 100 watts. The factory setting is five watts. Press the **INVERT** button to change the settings.

Battery Capacity:

Setting the proper battery capacity tailors the internal charger to optimum values. The Factory setting is 400. Press the **CHARGE** button to change the settings.

LIGHTS - INTERIOR HALOGEN

The bulbs inside the halogen lighting are replaceable.



To Replace a Bulb:

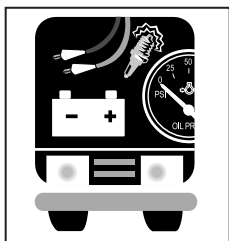
1. Remove outer trim ring by rotating outer trim ring counter-clockwise.
2. Remove safety lens by pressing lens towards a retaining tab. Pull lens down and away.
3. Carefully grasp bulb and pull bulb from socket.
4. Use a clean cloth or piece of tissue to grasp new bulb. Do not touch bulb directly as this can cause a "hot spot" and may result in immediate bulb failure.
5. Align contacts of bulb with terminals in fixture base. Insert bulb until contacts are firmly seated.
6. Replace safety lens.
7. Align tabs in trim ring with slots in fixture base. Rotate lens clockwise until trim ring locks into place.



CAUTION: Do not touch halogen lighting while on. They can cause a burn. Do not touch replacement bulbs. Oil in the hands can cause a "hot-spot" to occur. If the bulb is touched, clean bulb with alcohol.

~ NOTES ~

~ NOTES ~



Cayman 2004

Electrical Systems - Chassis

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This section contains knowledge and instruction regarding various components of the Chassis Electrical System. Following the guidelines and procedures will assist in understanding and operating the motorhome. Individual component instructions for chassis electrical items and their respective operators manual are included in the Owner's Information File box.

The 12 Volt panel that services a majority of the chassis system functions is located outside by the roadside front wheel. The engine battery supplies 12 Volt DC power to the front distribution panel. This panel contains mostly engine system fuses and wiring such as headlights, taillights, dashboard functions, gauges, etc.

***Chassis Electrical
Overview***

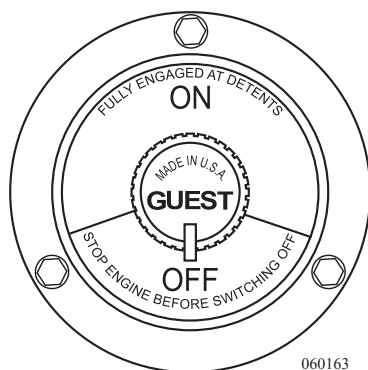
WARNING: When frame or other welding is involved for motorhome repair or modification, only qualified, experienced technicians should weld on the chassis. Improper welding procedures and materials may weaken the assembly or result in damage that is not obvious and may not cause an immediate problem or failure. Unauthorized modifications or repairs to the chassis could result in a forfeiture of warranty coverage.



Due to the sensitive nature of the electronics on the chassis, the following precautions are required to protect electrical components in the motorhome chassis.

- 1. Disconnect the (+) positive and (-) negative battery connection, and any electronic control ground wires connected to the frame or chassis.**
- 2. Cover electronic control components and wiring to protect from hot sparks.**
- 3. Disconnect the terminal plugs from the engine Electronic Control Unit located on the passenger side of the engine block.**
- 4. Disconnect all the plugs from the Allison Electronic Control Module located in the Electrical Bay at the driver's side front of the vehicle.**
- 5. Disconnect the wiring from the alternator.**
- 6. Do not connect welding cables to electronic control components.**
- 7. Attach the welding ground cable no more than two feet from the part to be welded.**

CHASSIS BATTERY DISCONNECT



The Battery Disconnect switch provides a simple and safe means of remotely disconnecting batteries of the motorhome. Turn the main battery disconnect switch off when the motorhome is going to be stored, or when performing electrical maintenance. The batteries will be completely disconnected. If possible, leave the motorhome plugged into an AC source with the battery disconnect switch ON. This will help prevent the possibility of dead batteries. If an AC source is not available, and the motorhome is not going to be used or is stored more than 48 hours, it is recommended to turn the battery disconnect switch OFF.

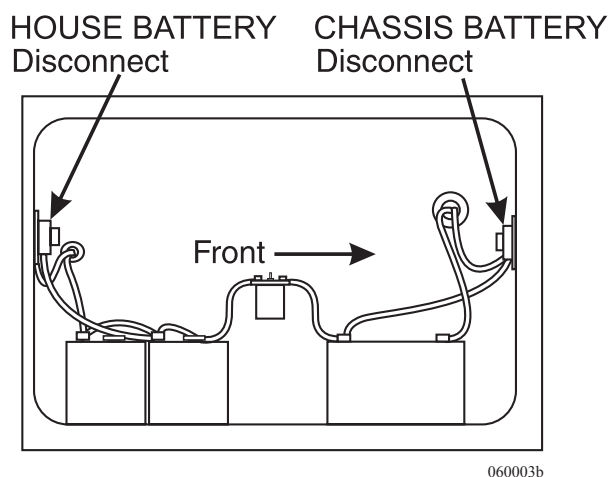
The main battery disconnect switch for the chassis batteries is located in the battery compartment on the Main Distribution Box. This switch turns the DC power on or off to the front electrical bay and most components in the rear distribution panels. Most chassis and engine functions are interrupted when the battery disconnect is turned off. Some electronic items require a constant power source for memory retention such as the dash and CB radios. Some electronic components of the engine and transmission require a constant power source.

CHASSIS BATTERY

The chassis battery operates only chassis and engine functions. The chassis battery is a crank type battery, producing the high amperage needed to start the engine. Engine starters initially require a large amount of current to crank an engine. Initial starter amperage draw exceeds 1200 Amps. The type of application in which the engine battery is used differs from the house battery application. The engine battery state of charge remains consistent. Maintenance is still required to the engine battery. Regular electrolyte level checks and hydrometer readings should be performed. High electrolyte consumption, or inconsistent hydrometer cell readings, may indicate a charging system problem. Perform a charging system and current draw check if the battery is exhibiting abnormal hydrometer readings.



NOTE: Replacement batteries should have the same cold cranking amp (CCA) rating.



BATTERY SPECIFICATIONS CHARTS

Application	Ah (20hr)	CCA†	RC (25A @ 80° F) minutes
12 Volt Chassis* Group 31p - MHD (2 each)		950	195 X 2 = 390
6 Volt Domestic** U2200 (4 each)	450		75 Amp @ 80° F = 230 Min.

*Batteries connected in parallel. **Battery connections are made in a Series/Parallel connection.

†CCA Ratings are at 0° F. These are the minimum requirements.

Motorhomes with converters will only have two house batteries.

Approximate Hours at Ampere Load*					
	5 AMPS	10 AMPS	15 AMPS	20 AMPS	25 AMPS
U2200 (4 Each)	55	22	12.5	9.1	7

* Loads conducted @ 80° F. with battery fully charged to 1260 per cell specific gravity. Voltage to maintain 1.75 Volts per cell (10.5 Volts for 12 Volt battery).

Battery State of Charge vs. Voltage / Specific Gravity			
Voltage	Specific Gravity	State of Charge	Depth of Charge
12.66	1.265	100%	0%
12.45	1.225	75%	25%
12.25	1.190	50%	50%
12.05	1.145	25%	75%
11.90	1.100	0%	100%

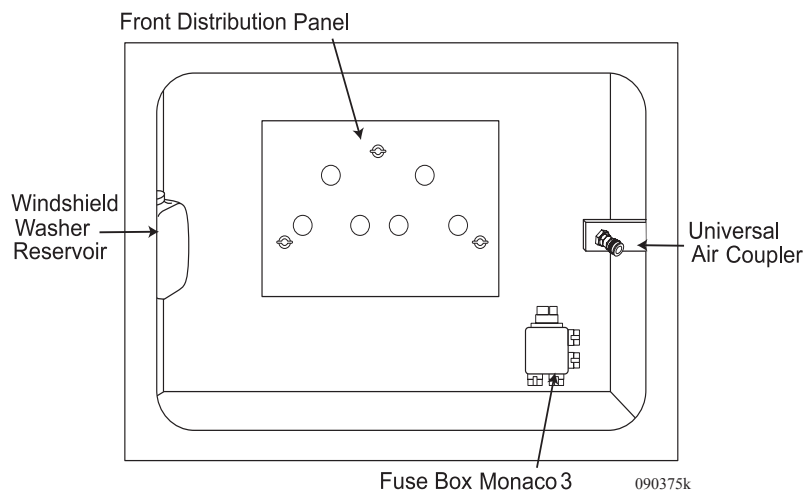
Voltage Reading: Battery fully charged at rest for one hour.

CUMMINS ENGINE - COLD CRANKING AMP REQUIREMENTS			
ISB	1110	CCA	12 VOLTS

CCA Ratings are at 0° F. These are the minimum requirements.

FUSES & CIRCUITS

Front Distribution Panel

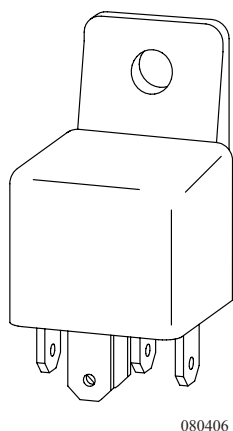


The front electrical panel, located on the roadside ahead of the front wheel, contains the fuses, self resetting supply circuit breakers, solenoid and relays.

The automotive fuses and emergency flashers are located in the front electrical panel. The fuses are the standard plug-in type (ATO). When a fuse “BLOWS,” the wire in middle of the plastic case will be broken. A bad or blown fuse must be replaced with a fuse of the same rating and type. Using a fuse of a different type rating will defeat the circuit protection provided by the fuse, which could result in damage to the motorhome’s electrical system.

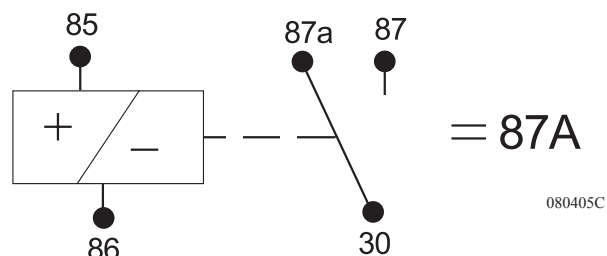
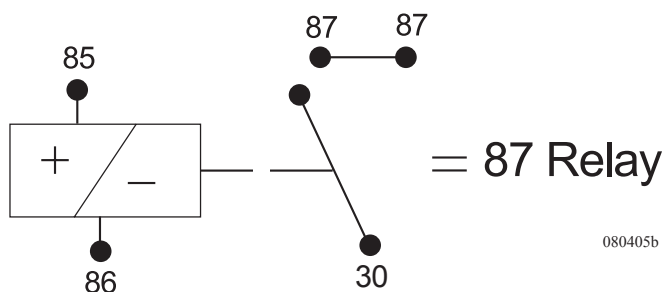
A fuse that has been replaced and “BLOWS” repeatedly may be an indication that a fault exists or an electronic component has failed. It is recommended that the motorhome be taken to a qualified RV technician before any future use to diagnose and repair the problem. Circuits are identified on the fuse label located on the inside of the electrical compartment door.

Relays



The motorhome uses various relays to operate different electrical equipment such as lights and motors. If a relay needs to be replaced, carefully record the location of each wire and all markings or labels.

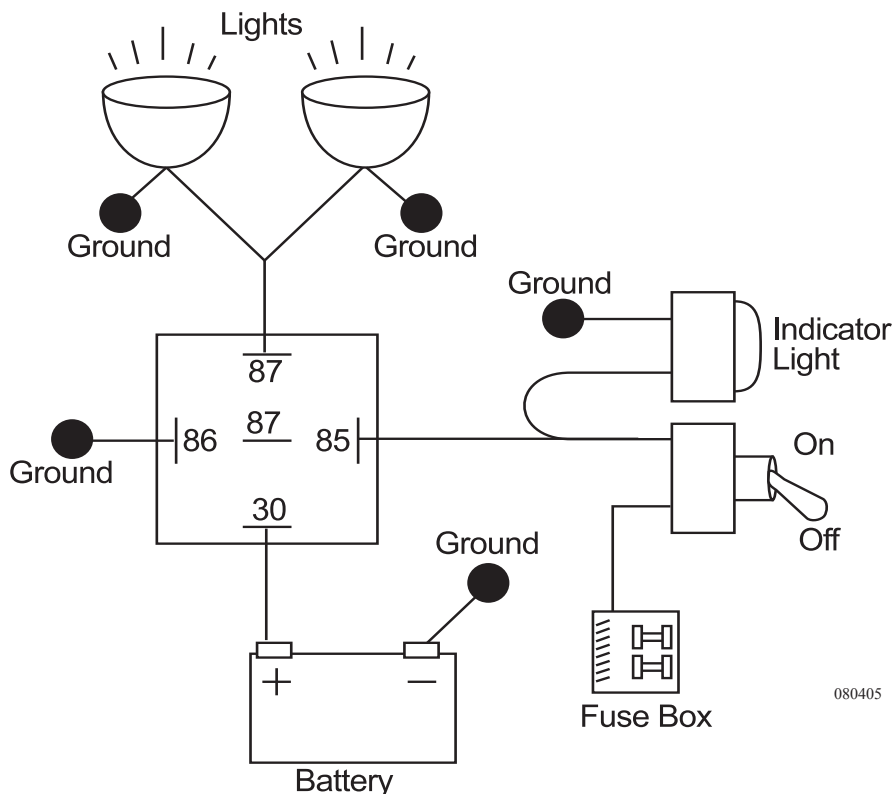
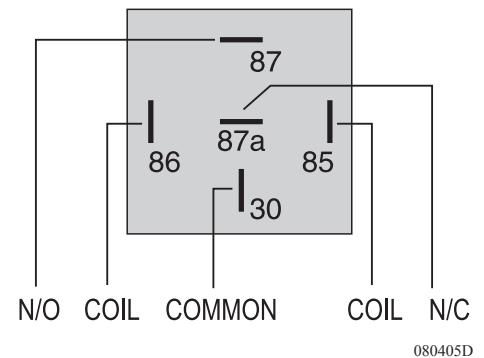
The relays may look the same in appearance, however they can be very different relays. On one side of the relay is a schematic drawing identifying if the relay is an 87 relay or an 87a relay. These relays can be easily be mistaken and mixed. When this happens, problems may increase if the wrong one is changed. Even using the right type of relay, ensure the replacement relay is of the current rating. The relays can be wired many different ways to operate different functions. Another indicator to the type of relay is the post or legs. Turn the relay over and look at the post. Each post is numbered. It is important to note these differences listed:



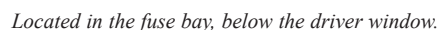
1. The 30 post is the incoming fuse and/or breaker power. Some relay applications supply power to the 30 post, some use it for ground. The 30 post can be used many different ways.
2. The 85 post is one side of the coil, tripped different ways.
3. The 86 post is the opposite side of the coil, tripped different ways.
4. The 87 posts are not common to the 30 post until the relay is tripped.
When the relay trips, both 87 posts are common to the 30 post.
5. Using an 87a relay, the 30 post and the 87a post are common. When the coil is tripped, the 87a post becomes inactive and then the 30 post becomes common to the 87 post located on the outside of the relay.

A Single Pole Single Throw relay (SPST) is an electro-magnetic switch consisting of a coil (terminals 85 & 86), 1 common terminal (30), 1 normally closed terminal (87a), and one normally open terminal (87).

When the coil of the relay is at rest (not energized), the common terminal (30) and the normally closed terminal (87a) have continuity. When the coil is energized, the common terminal (30) and the normally open terminal (87) have continuity.



NOTE: When there is power applied to the coil, the coil sets up a magnetic field in the windings. When the power is removed, the field collapses. A momentary high voltage discharge will occur. This is how an ignition coil works.

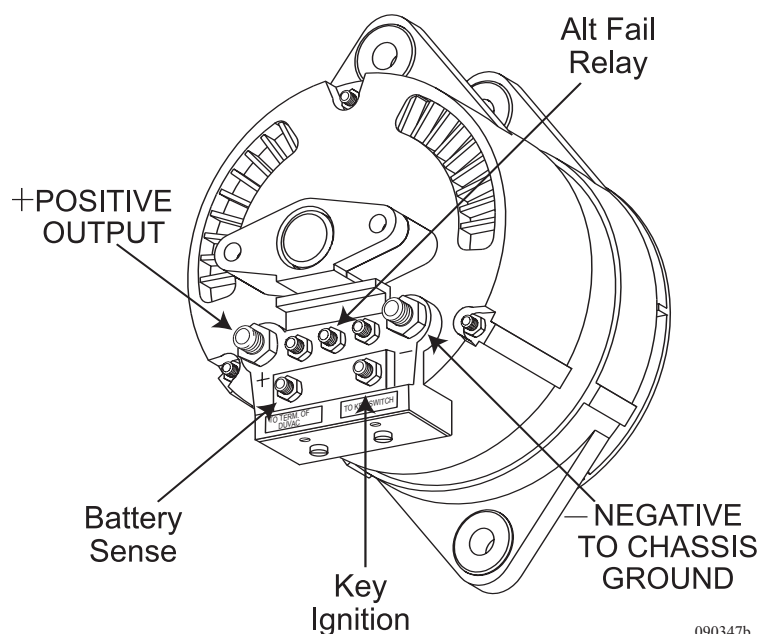


THIS FUSE LABEL COVERS STANDARD AND OPTIONS THAT ARE ASSOCIATED WITH THIS FUSE PANEL. CHECK YOUR BUILD ORDER TO SEE HOW YOUR COACH IS EQUIPPED.

ALTERNATOR

The Leece-Neville alternator with integral rectifier, regulator and remote voltage sensor is designed for reliable output throughout the engine operating range. When traveling, keep an eye on the voltmeter in the dash area. Normal readings should be between 13 to 14.5 Volts. Voltage indications higher or lower indicate a problem with the charging system. If the alternator output drops below an acceptable level, a charge indicator warning lamp will illuminate.

The alternator charges or maintains the chassis battery used to start the engine. The amount of charge to the batteries is dependent on the amount of time the engine is operated. Repeatedly starting the engine and driving the motorhome for a short distance, or short periods, may not be enough operating time to adequately recharge the battery hours necessary to start the engine.



090347b

The alternator also maintains a charge to the house batteries. The function of the alternator is an electrical system voltage maintainer, not a battery charger. When traveling, the alternator maintains electrical system voltage relative to any loads, such as headlights and windshield wipers. When a heavy load is placed on the alternator, such as trying to charge dead batteries, the operating temperature of the alternator increases dramatically. Excess operating temperature of the alternator for extended periods of operation can lead to premature failure of the alternator.

If the house batteries are in a low state of charge, or dead, before traveling it is recommended to charge the house batteries with the inverter/converter or an auxiliary battery charger.

Alternator Testing Procedure



NOTE: Excessive loads applied to the inverter/converter could actually drain both chassis and house batteries during operation

Specifications:

- 160 Amp standard.
- The integral rectifier system utilizes 12:50 Amp diodes mounted in multiple aluminum heat sinks for efficient heat dissipation during high-output operation.
- Aluminum housings.
- Bi-directional fan.
- Front bearing: 305 cartridge type.
- Enclosed brush system.
- Operation Ambient Temperature Range (-40° to 200° F).
- Negative Ground Configuration.
- Regulator Adjustment Range 13.6 to 15.4 Volts.
- Batteries may start to gas at 14.3 Volts.
- Max. Operating RPM 8000.

Alternator Testing Procedure:

- Check all wiring for burnt or loose electrical connections. Repair as needed.
- Check all grounds and electrical connections to be sure they are clean and tight.
 - a. Alternator ground to chassis frame.
 - b. Motor block ground to chassis frame.
 - c. Chassis battery ground to chassis frame.



Inspect the alternator for damage. A broken fan blade can damage an alternator or make it out of balance.

- Check belt, pulley and fan for wear. Replace as needed.
- Never attempt to disconnect the battery or battery wire from the alternator with the engine running. This can cause damage to the alternator or the regulator.
- The pulley for the alternator should be torqued to 80 foot pounds.
- Chassis battery voltage, with the engine OFF, should range from 12.2 to 12.7 Volts DC.
- Chassis battery voltage with the engine at idle, should range 13.5 to 14.2 Volts DC.
- The output of the alternator range is 13.6 to 15.4 Volts DC. Connect a voltmeter to the (B+) terminal of the alternator and chassis ground. Idle the engine up to 1200 RPM.
- Connect a clamp-on amp-meter, if available, to the positive battery cable to verify the battery state/rate of charge.



NOTE: Remember the alternator is not a battery charger, but designed to maintain proper electrical system voltage. A battery with a low state of charge, or a dead battery, may overheat and damage the alternator.

Tilt and Telescope Steering Wheel Control Lever (located on the Steering Column):

- To tilt the steering wheel: Pull the lever up. Tilt the steering wheel where desired. Releasing the lever will lock the steering wheel in the new position.
- To telescope the steering wheel: push and hold the lever down. Push down or pull up on the steering wheel until the wheel is in place. Release the lever and the steering wheel will lock in the new position.

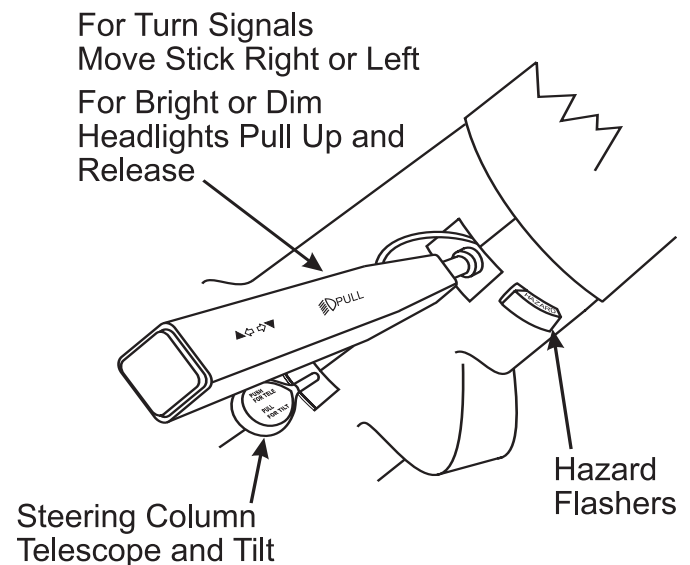
Turn Indicator and Headlight High/Low Dimmer Control Lever (located on the Steering Column):

- Pushing the lever forward activates the right turn indicator circuits when the ignition is on.
- Pulling the lever down activates the left turn indicator circuits when the ignition is on.
- Pulling the lever up selects high/low beam circuits when the headlights are ON.

Hazard Flasher Button (located on Steering Column):

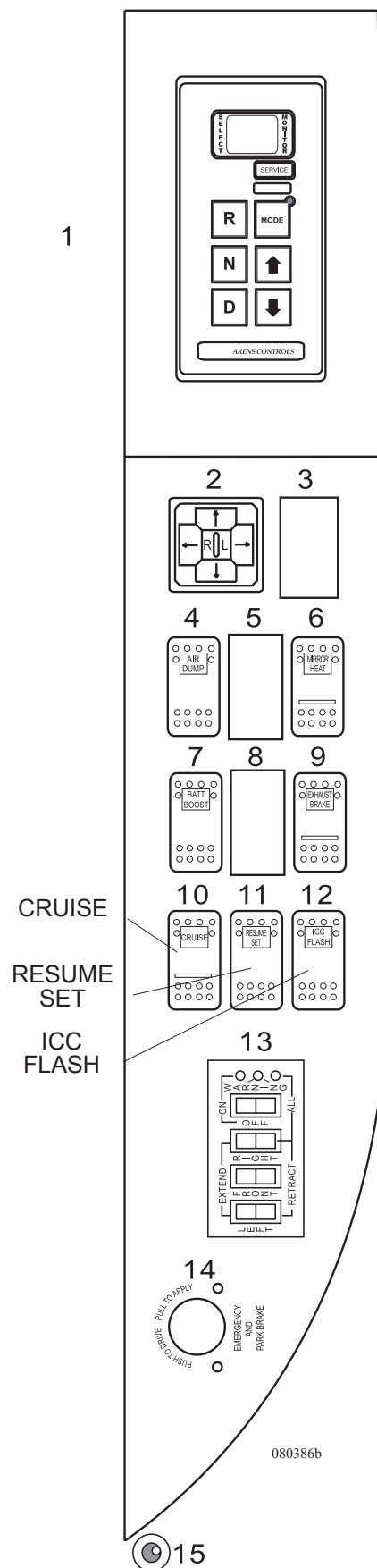
- Pull out on flasher button to turn four way flasher on.
- Push button inward to shut off flasher.

STEERING COLUMN *Tilt & Telescope*



090243

SHIFT TOWER CONSOLE



1. Transmission Key Pad:

The function of each position of the keypad push-button shifter is as follows:

- Select NEUTRAL by pressing **N**. The area around the **N** button has a raised ridge so the driver can orient his hand to the Neutral button by touch.
- Select REVERSE gear by pressing **R**.
- Select the forward DRIVE range by pressing **D**. The SELECT and MONITOR will indicate "D1", indicating the transmission is in 1st gear. Throughout the subsequent up shifts or downshifts, the SELECT and MONITOR will indicate the gear the transmission is in.
- The UPSHIFT and DOWNSHIFT arrow buttons are used to select a higher (if not in fifth gear) or lower (if not in first gear) forward range. These buttons are not functional in NEUTRAL or REVERSE. One press changes the gear selected by one range.
- The **Mode** button enables economy mode.

To Enter Economy Mode:

Press the **MODE** button. The LED will illuminate.

To Exit Economy Mode:

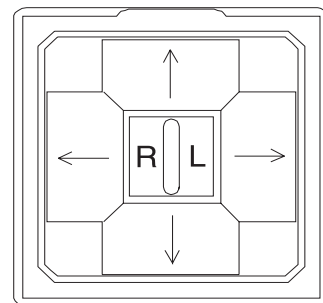
Press the **MODE** button. The LED will extinguish.



NOTE: When the Auxiliary Braking device is used, the display will change to a default reading of D-3. This setting is pre-selected at the factory and can only be altered by an authorized Allison Service center. The transmission is not actually in third gear. This is only a reference point so the transmission will optimize engine-braking efficiency.

2. Mirror Control:

This switch adjusts the upper mirror of the rear view mirror. The small selector in the middle of the switch must be placed in the desired side. The middle position is to prevent accidental bumping of the switch and changing the mirror position.



060097

Mirror Care and Cleaning:

After washing the motorhome, clean the outside mirrors with a good quality glass cleaner. DO NOT use anything abrasive on the mirror and the outside chrome of the mirror.

After accepting delivery of the new motorhome it will be necessary to sit in the driver's seat and have the mirrors adjusted for accurate visibility. Use an Allen wrench to adjust mirror arm angle for best visibility. Make sure you can see out of both the driver and the passenger side mirrors before heading out on the road. Place the selector switch to the desired side. Use the outside directional ring to set desired angle. Place the switch in the center position to prevent accidental mis-adjustment.

3. BLANK: Reserved for future use.

4. Air Dump:

Will manually dump air from the air bags. May be an aid in leveling the motorhome. Releasing the air from air bags will give the leveler more range of travel for leveling.

5. BLANK: Reserved for future use.

6. MIRR HEAT:

Turns on the heaters in outside rear view mirrors. The mirror heaters should be used when defogging or deicing is needed. Mirror heat should not be left in the ON position unless continuous fogging conditions occur.

7. BATT Boost:

The Batt Boost switch is used in the event the motorhome chassis battery has been drained or is at a low charge level where the engine will not start. This switch momentarily "jumps" the house batteries to the chassis batteries to assist in starting the engine.

To Use the BATT Boost Switch:

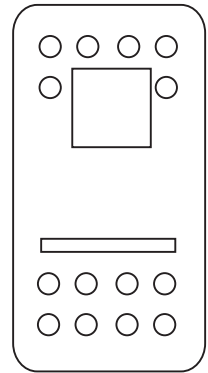
- Hold the switch down for ten seconds. With the switch held down, turn on the ignition key. The battery volt gauge on the dash should indicate 12 Volts.
- If voltage is sufficient continue to hold the switch down and try to start the engine. If the engine does not start, or voltage is not sufficient, the motorhome may require jump-starting. See "Jump Starting."



NOTE: There should be an audible click from the engine compartment when the solenoid engages.

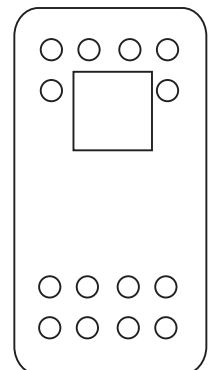


CAUTION: The Batt Boost switch should not be held for more than 30 seconds. Damage to the boost solenoid may occur from overheating.



060066

Light Switch



060066b

Non-Light Switch

8. BLANK: Reserved for future use.

9. EXHAUST BRAKE:

Activates the control solenoid for the exhaust brake system.

10. CRUISE:

Provides the capability of foot off the accelerator drive operation. The cruise control circuitry is incorporated in the engine and controlled by the Cummins Electronic Control Module (ECM). Do not use in heavy traffic or severe weather conditions. Using the Cruise Control in such conditions can be hazardous and result in an accident.

11. SET/RESUME:

The Cruise Control and Set/Resume switches are used together to provide cruise operations and can be used to control idle operations.

To establish cruise speed:

Accelerate to the desired speed. Press the switch to SET.

To cancel the cruise control:

Step on the brake. Press the switch to Resume to accelerate to the pre-programmed speed. Turning the Cruise Power switch off cancels the cruise control.

IDLE CONTROL:

When the Cruise is on, and Resume is pushed momentarily, the idle will increase to 200 RPM. If Resume is pushed a second time, the idle will max out at 1300 RPM. This is the high idle function. Both operations are cancelled when the service brake is applied. The Set switch, when pushed while driving, will store the parameter for use by the EMC. After a service brake application, speed can be restored by briefly pushing Resume. If cruise operations are in effect, holding down the Resume switch will cause the ECU to increase the parameters.

12. ICC FLASH:

The Upper clearance and Rear Marker lights will blink when switch is pressed.

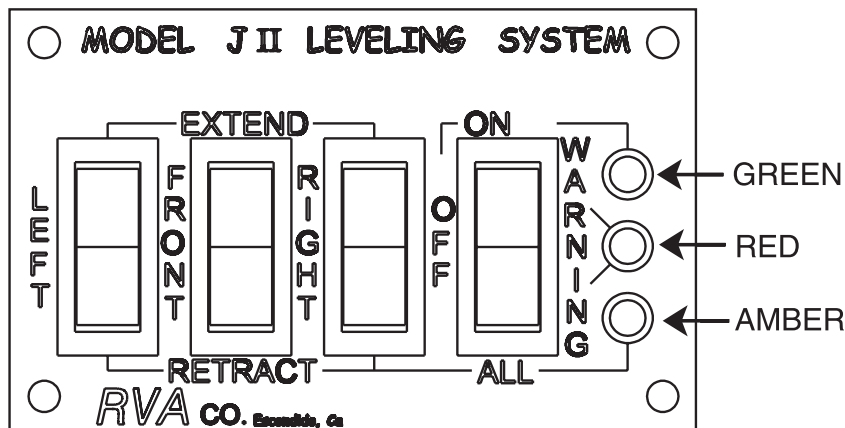


NOTE: The Headlight switch must be on to operate the ICC FLASH switch and circuitry.

13. Leveler Control - RVA Control (Hydraulic Systems):

The three-point hydraulic leveling system is operated from the control module to manually or automatically level the motorhome. The control features a multiple warning system with flashing lights and a "bong" alarm to alert of a jack down.

- **Green** light indicates power is on.
- **Red** light indicates jack is extended or low fluid level.
- **Amber** light indicates all jacks are retracting.



080213

14. Park Brake:

The parking brake system is activated when the push-pull control knob is pulled. When the knob is pushed, the brake is released. Prior to driving, allow time for the air compressor to build up sufficient air to shut off the Low Air warning lamp.



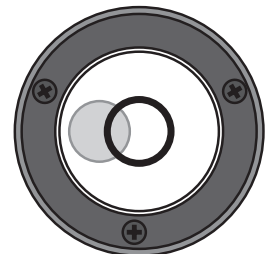
080313



WARNING: If the air tank is not dumped, there is the possibility of an accidental release of the parking brake. Traveling with small children and/or pets may require a small block to be fabricated to prevent accidental release. The block should be placed under the knob and rested on the dash panel. A wooden clothes pin clamped at the base of the shaft will work.

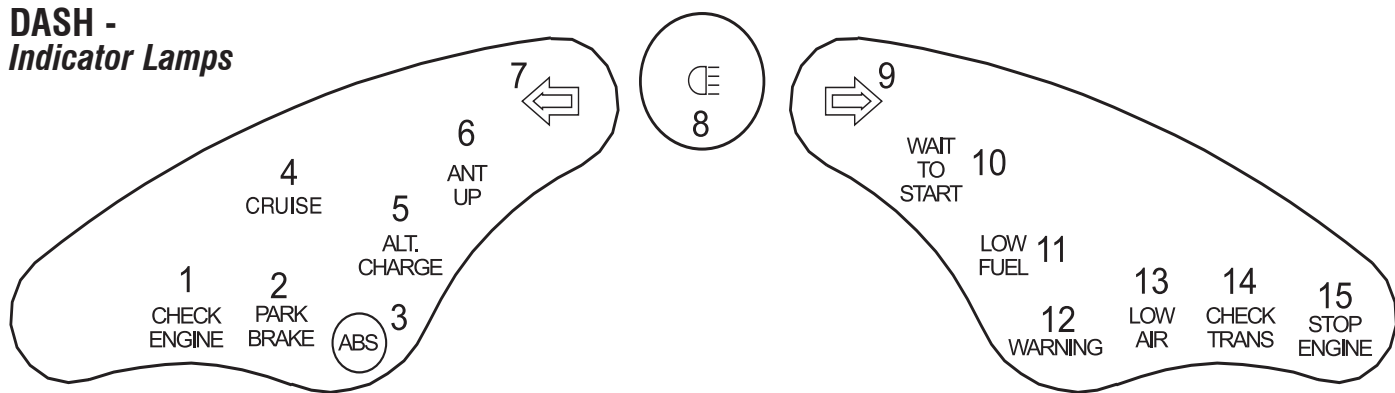
15. Level Sight Glass Bubble:

Used during leveling procedures. The bubble indicates high part of the motorhome.



020076

DASH - Indicator Lamps



080381c

1. Check Engine:

Problem with the Cummins Engine.

2. Park Brake:

Parking/emergency brake is applied.

3. ABS:

ABS possible fault in the ABS brake system. Also indicates faults codes for service technicians.

4. Cruise:

Cruise control is engaged.

5. Alt Charge:

Failure within the alternator charging system.



WARNING: In the event the Alt Charge lamp illuminates, pull over immediately and shut off the engine as overheating can instantly occur. Inspect the serpentine belt.

6. Ant Up:

TV antenna is not resting flat in the storage cradle.

7. Left Turn:

Left turn indicator circuits active.

8. High Beam:

High beams when illuminated.

9. Right Turn:

Right turn indicator circuits active.

10. Wait to Start:

Monitors the intake air heater and intake manifold temperature.

11. Low Fuel:

Fuel level in fuel tank is becoming low.

12. Warning:

Out of range condition exists within the engine protection circuits.

13. Low Air:

Air storage tank low and air systems may not operate properly.



CAUTION: The Low Air Lamp will only illuminate when a low air indication is present. You should check the operation of the Low Air Lamp when air tank is drained.

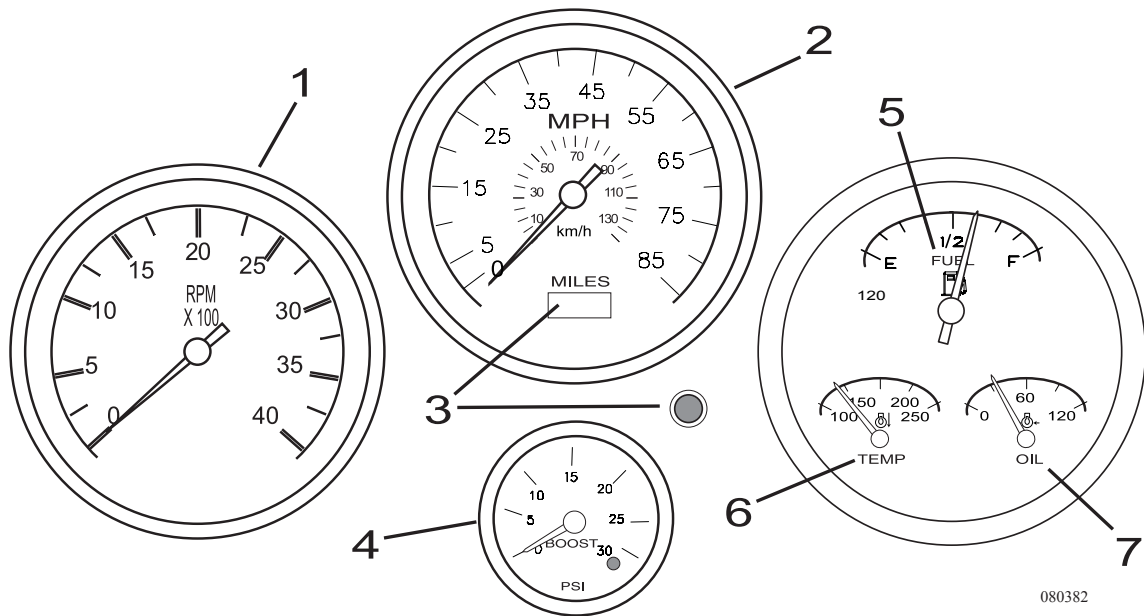
14. Check Trans:

Alerts of problems related to the Allison Transmission.

15. Stop Engine:

Alerts of severe out of range condition within the engine protection circuits.

Gauges



080382

1. Tachometer:

Displays the engine speed in revolutions per minute (RPM). Normal low idle speed can vary from 700 RPM to 875 RPM. The tachometer reads the output pulse of the alternator. If the tachometer quits, have the alternator checked immediately.

2. Speedometer:

Indicates the speed in MPH and is located on right side of the instrument cluster. The Odometer/Trip Meter is built in to the meter.

3. Odometer/Trip Meter:

Records the mileage driven, as well as total mileage on a trip. To operate, push the round black button under the speedometer. This changes the odometer mileage reading to the trip mileage reading. The black reset button sets the trip mileage back to zero when held for 2 to 3 seconds. Release the button and momentarily press the button again. This changes the trip mileage reading to the odometer mileage reading.

4. Turbo Boost Gauge:

The turbo boost gauge indicates the boost pressure produced by the engine turbocharger.

5. Fuel Gauge:

The fuel gauge will register the approximate fuel level in the tank when the ignition switch is in the run position.



NOTE: Fuel mileage varies with driving style and road conditions. Always average more than one tank of fuel to obtain a more accurate figure.

6. Engine Coolant Temperature Gauge:

Under average conditions, the gauge will read between 160° F and 212° F. Monitor this gauge frequently when climbing hills, towing, or in high ambient temperatures. Overheating may be a result of any of the following conditions:

- Low coolant level.
- Fan failure.
- Mechanical failure of the hoses or belts.
- Blockage of the charge air cooler fins.
- Climbing a long hill on a hot day.
- Towing a heavy trailer.
- Idling for long periods of time.

7. Engine Oil Pressure Gauge:

Indicates the pressure of the oil and not the amount of oil in the system. Normal ranges are between 15 psi and 60 psi.

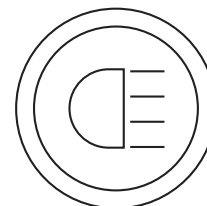
1. Headlight Switch:

Pull one click to operate the parking lights. Pull two clicks to operate the headlights. Rotating the headlight switch clockwise will dim the dash lights. Counterclockwise rotation will illuminate the map light in the overhead compartment.

- **Daytime Headlight System/CSA Standard:**

The Hamsar Daytime Running Light (DRL) module is a solid-state component that is installed on all CSA (Canadian Standard Approved) motorhomes. The daytime running light module operates only the low beam elements at 50% of their normal rated voltage to prolong bulb life. The module activates the headlight low beam when the ignition key is turned on and the park brake is released. Tailights and clearance lights are not illuminated when the DRL module is activated. The headlight switch will deactivate the DRL module resuming normal headlight/taillight operation.

Switches



080383a



080383a

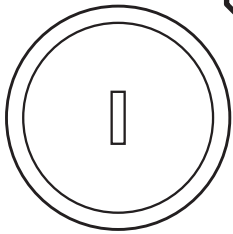
2. Wiper/Washer Switch:

This is a four position multi-function switch, which controls the speed and delay of the wiper motor. Push the control to activate the washer pump motor.

- Clockwise rotation, the first click will enable the delay wiper functions. The further the knob is rotated the shorter the delay in operation.
- The second click is the low-speed wiper mode.
- The third click is the high-speed wiper mode.
- Rotate the knob counterclockwise through all positions to return to the OFF position.



NOTE: The Headlight switch must be on to operate the ICC FLASH switch and circuitry.



Ignition Switch

080384

3. Ignition:

Turn to the right to start the engine and use accessory power.

4. BLANK: Reserved for future use.

5. LH SHADE (Optional):

Operates the power sun visor located driver's side.

6. RH SHADE (Optional):

Operates the power sun visor, located on passenger side.

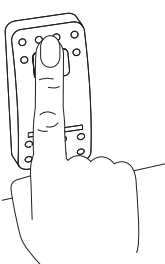
7. Radio Switch:

Enables 12 Volt DC to power the dash radio from the dash area.

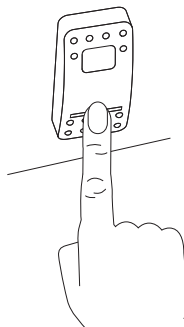
8. Gen Start:

The generator automatically initiates a preheat cycle when the switch is pressed to Start. The preheat cycle is indicated by the light on the switch flashing rapidly. Depending on ambient temperature the preheat cycle may last up to fifteen seconds.

Press Top to
START



Press Bottom to
STOP



080357

To Start the Generator: Press and hold the switch to Start. The light will flash rapidly indicating the preheat cycle. At the end of the preheat cycle the engine will crank and start. Release the switch after the generator has started.

To Stop the Generator: Momentarily press the switch to Stop. It is not necessary to hold the switch until the generator has stopped.

9. Step Cover:

Front door models are equipped with a sliding Step-Well Cover that is extended and retracted by this switch. This is for passenger comfort while traveling; this switch activates a power slide out floor to cover the step well. This closeout feature is designed to operate when there is full pressure in the chassis air tank.

10. Radio:

AM/FM Receiver and CD player.

11. Battery Cut-off:

Turns the power from the house batteries on or off to the bedroom 12 Volt fuse panels and the domestic fuse strip in the front run box.

12. Entry Step:

Provides power for the exterior entry steps. Use this switch when parked.

Passenger Console Controls:**13. Porch Light:**

Controls the porch light.

14. Stor Light:

Provides power to cargo storage compartment lights.

15. Step Light:

Turns on and off stepwell lights.

16. Pass Shade:

Operates the power sun visor on the passenger side.

Air Conditioner & Heater Controls

The system is designed to only provide heating, cooling and defrost for the pilot and co-pilot area. The system is not capable of heating or cooling the entire motorhome.

Blower Control Switch:

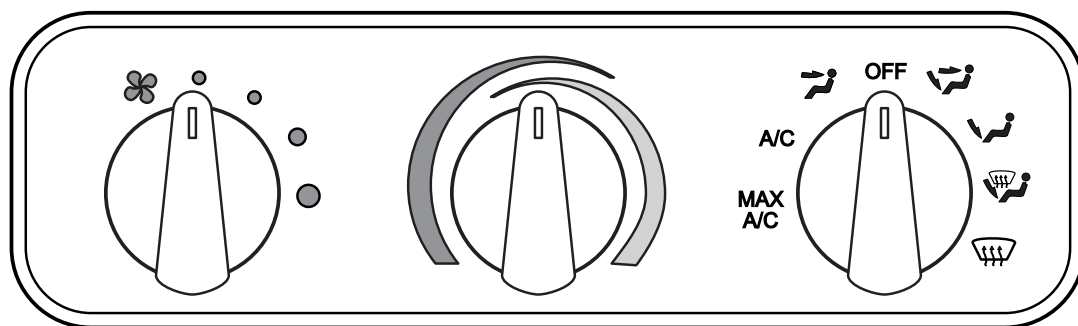
This switch controls the four speeds of the blower motor. This is one of the best and most effective ways of controlling temperature. The blower will not activate until the Mode Control Switch is set to any position other than Off.

Temperature Control Switch:

Setting the switch to the Red zone controls an electric water valve regulating the amount of engine coolant passing through the heating coils in the system. Rotating to the blue zone sets the cut-in/cut-out temperature of the air conditioning compressor on the engine.

Mode Control Switch:

This switch directs air flow by opening or closing damper doors. Use the Mode Control Switch to direct airflow where it is needed to maximize comfort in the cockpit area.



080221

Blower Speed Control

Temperature Control

Mode Control Switch



MAX A/C - Recirculated air is drawn from the passenger area and discharged through the dash louvers.



A/C - Fresh Air is drawn from outside into the system and discharged through the dash louvers.



VENT - Fresh air is drawn in and discharged throughout the dash louvers.



OFF - The blower motor does not operate. The fresh air inlet door will close, minimizing outside air infiltration into the motorhome.



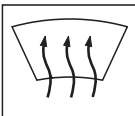
BI-LEVEL - Fresh air is drawn in and discharged through the dash and the floor louvers.



FLOOR - Fresh air is drawn in and discharged through the floor louvers. A small amount of air discharges through the defrost vents.



MIX - Fresh air is drawn in and discharged through the floor and defrost louvers. The A/C system operates to dehumidify the discharged air.



DEFROST - Fresh air is drawn in and discharged through the defrost louvers. The A/C compressor operates to dehumidify the discharged air.

090277b

Heat and Defrost Operation:

The air conditioning compressor operates in all modes except **VENT**, **FLOOR** and **OFF** to dehumidify the air. Rotate the temperature control switch to set discharge air temperature.

- Set the Mode Control Switch to the desired position.
- Set the Temperature Control Switch to the red zone.

A/C Operation:

The air conditioning compressor operates in all modes, except vent, floor and off, to dehumidify the air. Rotate the temperature control switch to set discharge air temperature.

- Setting the Mode Control Switch to **A/C** will allow outside air into the system.
- Setting the Mode Control Switch to **MAX A/C** will recirculate inside air. When maximum cold air is desired, select this position.
- Set the Temperature Control Switch to the blue zone.



NOTE: The temperature control switch must be set to the blue zone for cool air.



NOTE: Activate the A/C system monthly to keep internal components of the compressor lubricated.

Winter Use:

- De-ice the windshield using the **DEFROST** mode.
- The system will heat up faster with a slower blower speed until normal engine operating temperature is obtained.

Summer Use:

- Close all windows and vents preventing hot and humid outside air from entering the motorhome.
- **MAX A/C** and **HI** blower will provide quick cool down.
- Using a lower blower speed will produce cooler air.

Operating Tips and Hints:

- Air intake and discharge temperatures are greatly effected by ambient temperature and relative humidity.
- A large amount of cooling capacity is used to dehumidify air as well as cool it. After three to five minutes of A/C compressor operation, the discharged air temperature should be approximately 30° F cooler than the fresh or recirculated air entering the A/C system.
- The air system on the motorhome must have adequate pressure to operate the vacuum generator or damper doors will not function.
- At the beginning of the day, activate the compressor with the engine at idle. This will avoid sudden high speed activation resulting in damage from lack of internal compressor lubrication.
- The dash A/C and heater system should be used monthly to keep the compressor lubricated.

Troubleshooting:

The dash A/C/Heat system uses a combination of compressed air (developed by the chassis system), vacuum air (developed by the vacuum generator) and electric relays and vacuum switches. Therefore, any repair can be classified in one of five categories:

• **Electrical** • **Vacuum** • **Air Conditioner** • **Heater** • **Defroster**

The following information is provided to assist in troubleshooting common operational problems which may occur.

No Heating:

1. A/C switch is turned off.
2. Blower switch is turned off.
3. Verify the proper engine coolant level.
4. Verify that the engine is reaching operating temperature.
5. Verify engine coolant is reaching water valve attached to unit.
6. Verify operation of water valve to permit engine coolant to pass through valve to heater core.
7. Check unit fuses.
8. Check power supply to water valve and grounding.
9. Check wiring.
10. Engine thermostat faulty.

No Cooling:

1. Check blower is operating, A/C switch is in **A/C** or **Max** position, temperature control is turned to Max cooling (blue area).
2. System fuses are not blown.
3. Condenser fan is operating.
4. Check power supply to unit and grounding of system.
5. Check wiring.
6. Coolant valve is leaking.
7. Drive belt is loose or broken.
8. Compressor Clutch is inoperative, will not engage.
9. Expansion Valve is faulty or frozen.
10. Thermostat control is faulty.
11. Mode control switch is faulty.
12. Compressor is faulty.
13. Loss of refrigerant.

Reduced Cooling:

1. Coolant valve not operating correctly.
2. Air passages are obstructed.
3. Loose or worn drive belt.
4. Check blower and select switch.
5. Thermostat control valve is faulty.
6. Expansion valve is faulty.
7. Compressor is faulty.
8. Low refrigerant charge.

Blower Does Not Operate or Runs Slow:

1. Check fuses.
2. Check for loose or corroded connection.
3. Check wiring.
4. Check to ensure ignition switch is "ON."
5. Check blower and select switch.
6. Motor shaft has seized.
7. Blower wheel is out of alignment.

Damper Doors Do Not Operate:

1. Does the motorhome air tank have pressure?
2. Is the vacuum generator being powered and producing a vacuum?
3. Check the vacuum line entering the unit for vacuum.
4. Check that the vacuum solenoid mounted on unit is receiving power from the mode switch. If operating properly, the vacuum solenoid will feel hot if current is engaging the solenoid.
5. Check the mode switch.
6. Check wiring.
7. Check for a pinch in the vacuum line leading to the vacuum motor that operates the damper door in question.

Air Conditioner Refrigeration Components:

Compressor - The compressor is belt driven from the engine through the compressor and electronic clutch pulley. The compressor will pump freon from a low pressure gas into a high pressure, high temperature gas. This is the start of the refrigeration process.

Condenser - The condenser in front of the radiator is made of coils and fins which provide rapid transfer of heat from the refrigerant as external air passes over the coils. The high pressure gas is changed to a high pressure liquid.

Condenser Fan - A steady flow of cooling air is maintained across the condenser during system operations. The fan is part of the hydraulic system.

Receiver-Drier - Freon leaves the condenser, enters the dehydrator and is stored until needed. The drier filters out moisture in the system. It only takes one drop of moisture to cause a malfunction in the cooling unit.

Expansion Valve - The expansion valve suppresses the refrigerant into the evaporator according to the cooling requirements. The pressure is reduced in the restrictive effort of the expansion valve. A part of the valve is the capillary tube assembly. The capillary tube is the sensing bulb at the outlet of the evaporator.

Evaporator - A tube core and fins are used in the evaporator similar to the condenser. Air is blown through the fins to allow the evaporator to cool and reduce the pressure.

Blower and Motor - Just as the condenser has a fan, the evaporator has a fan called the blower. The blower will draw air from the cab area and force the air over the evaporator coils and fins. This forced air will ensure continuous vaporizing of the R134a.

Relays and Switches - Both electronic and vacuum switches are used in the control and operations of the system.

About Refrigerants:

Chemical Stability: The air conditioning system life and efficient operations depends upon the chemical stability of the refrigeration system. The refrigeration system is made of Refrigerant-R134a and Polyakylene Glycol (PAG) synthetic lubricant. It is very important that all materials contained within the refrigerant system be chemically compatible.

The only suitable compound for use with R134a is PAG. The total amount of PAG within the refrigerant system is approximately 18% of the total refrigerant in the system.

How much refrigerant is in the system? How much should be used when charging? You will need 1 oz. of PAG for each 7 feet of hose after the first 15 feet of hose. Roughly, a 40 foot motorhome will use 92 feet of refrigerant hose. Take 15 feet off the measurement and the result would be 77 feet. This 77 feet is then divided by 7 for total of 11. This represents the number of ounces of PAG oil needed for the A/C system (11 oz.).

Carrying the formula one step further, the 11 oz. equal approximately 18% of the entire system. The total will equate to approximately 61 oz. or 3.8 lbs. of R134a.

High pressure readings are another way to determine the amount of charge. The ambient temperature reading is measured one inch away from the condenser. The ambient temperature reading, plus 40° F, will equate to a value from the pressure table.

EXAMPLE:

90° F. 1 inch from condenser + 40° F = 130° F ----- 198.90 PSIG -

On a fully charged system the expected pressure that should be seen on the HIGH-SIDE gauge will be around 200 PSIG.



NOTE: All systems are charged at the factory with 4.0 lbs of R134A.

TEMPERATURE PSI GAUGE		TEMPERATURE PSI GAUGE		TEMPERATURE PSI GAUGE	
16° F	15.69	60° F	57.47	112° F	151.30
18° F	17.04	65° F	64.10	114° F	156.10
20° F	18.43	70° F	71.19	116° F	161.10
22° F	19.73	75° F	78.75	118° F	166.10
24° F	21.35	80° F	86.80	120° F	171.30
26° F	22.88	85° F	95.40	122° F	176.60
28° F	24.47	90° F	104.40	124° F	182.00
30° F	26.10	91° F	106.30	126° F	187.50
32° F	27.79	92° F	108.20	128° F	193.10
34° F	29.52	93° F	110.20	130° F	198.90
36° F	31.32	94° F	112.10	135° F	213.70
38° F	33.17	95° F	114.10	140° F	229.40
40° F	35.07	100° F	124.30	145° F	245.80
42° F	37.03	102° F	128.50	150° F	263.00
44° F	39.05	104° F	132.90	155° F	281.00
45° F	40.09	106° F	137.30	160° F	300.10
50° F	45.48	108° F	141.90	165° F	320.00
55° F	51.27	110° F	146.50	170° F	340.80

psi_gauge_temp.eps

R-134a Refrigerant:

R-134a is classified non-explosive, non-flammable and non-corrosive. There is hardly any odor and it is much heavier than air. R134a is ozone friendly; however, it is not technician friendly. Proper care in handling and adequate ventilation must be observed. Under normal atmospheric pressures and temperatures R134a will evaporate so quickly it will freeze anything it comes in contact with. The open container boiling point for R134a is minus 21.7° F. This low boiling point makes for an ideal refrigerant. The tremendous amount of heat transfer which occurs when a liquid boils, or vapors condense, forms the basic principles of all A/C systems. The amount of heat required to raise or lower the temperature of one pound of water by 1° F equals one British Thermal Unit (BTU). The BTU is the standard measurement of an air conditioner system.

Safety and Handling of 134A and Pag Oil:

- When working with any refrigerant system wear eye protection and hand protection.
- Pag Oil irritates the skin. Flush with water immediately if in contact with any body part.
- Ensure any service work performed on the A/C system is in a well ventilated work area.
- Keep open flame away from service area. The discharge of a refrigerant gas near an open flame can produce a very poisonous gas.



NOTE: O-rings used in a 134A system are Hydrogenated Nitrile Butadiene Rubber (HNBR). These are green in color and required for the 134A system.

A/C Heater:

The A/C system will also produce heat to warm the air in the dash area. Much like the refrigeration side of the system, a liquid will be used in the process. This liquid is the engine coolant. The coolant is passed from the radiator to an electronic water valve. The water valve, when open, will allow the coolant to flow through the heater core. The heater core is tubing and fins. Air is drawn into the system by a blower motor through the outside recirculation door opening. Air is blown through the A/C evaporator core and then through the heater core. When the temperature control is in the **WARM** position coolant flows through the heater core. When the temperature is in the **COOL** position coolant flow bypasses the heater core. In either position the air flow is felt at the discharge vents.

Diagnosis of Electric Water Valve:

Theory of Operation: The thermostat is a potentiometer. The water valve, which controls the water flow to the heater core, is opened and closed by a stepper motor mounted on the water valve. A control module compares the output voltage from the potentiometer to the feedback for the stepper motor of the water valve. The control module then drives the motor to within one-half volt of the control potentiometer voltage.

Functional Test:

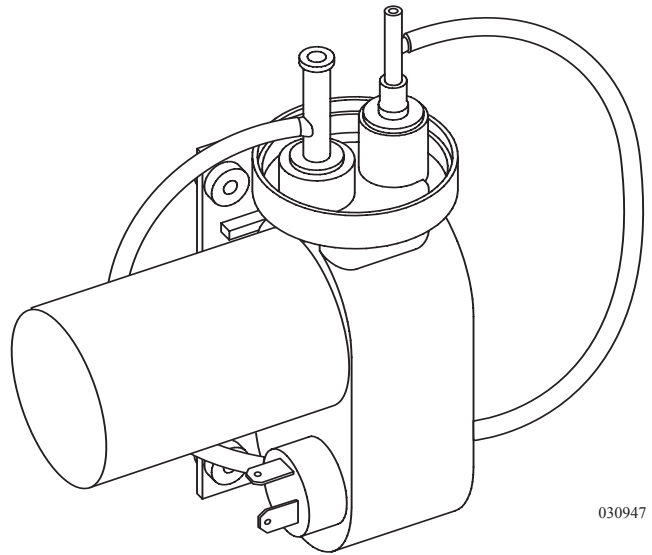
- Start and operate the engine until the water reaches normal operating temperature.
- Set the HVAC temperature control to the full hot position.
- The discharge air outlets should have hot air.
- Rotate the temperature control to full cold position.
- Allow 10 minutes for the temperature to stabilize.
- The discharge air outlets should have cold air.

No Heat:

- Check the blower and air mode operations. Repair prior to proceeding.
- Verify the engine is reaching normal operating temperature. (Check with engine manufacturer for proper procedure.)
- Check the inlet hose at the water valve. The hose has hot water at the valve inlet. Inlet water temperature should be the same as engine water temp.
- With the temp control on full hot position, check the outlet hose of the water valve. The hose should be at engine water temperature.

Vacuum Generator:

The vacuum generator is important to the operation of the dash heating and A/C systems. This provides the vacuum to open and close the vacuum switches. When the vacuum generator is operating it creates 15 inches of vacuum and is passed to a reservoir ball. Most dash heater and A/C systems will only require 10 inches of vacuum to operate the switches. The output from the reservoir is sent to the vent control knob. The control knob will then direct the vacuum operation to the appropriate vacuum switch to open or close vents and switches. The vacuum generator uses the air from the front air storage tank through a 1/4 inch red air line. Whenever the ignition is ON, and the A/C is operating, the vacuum generator will operate.



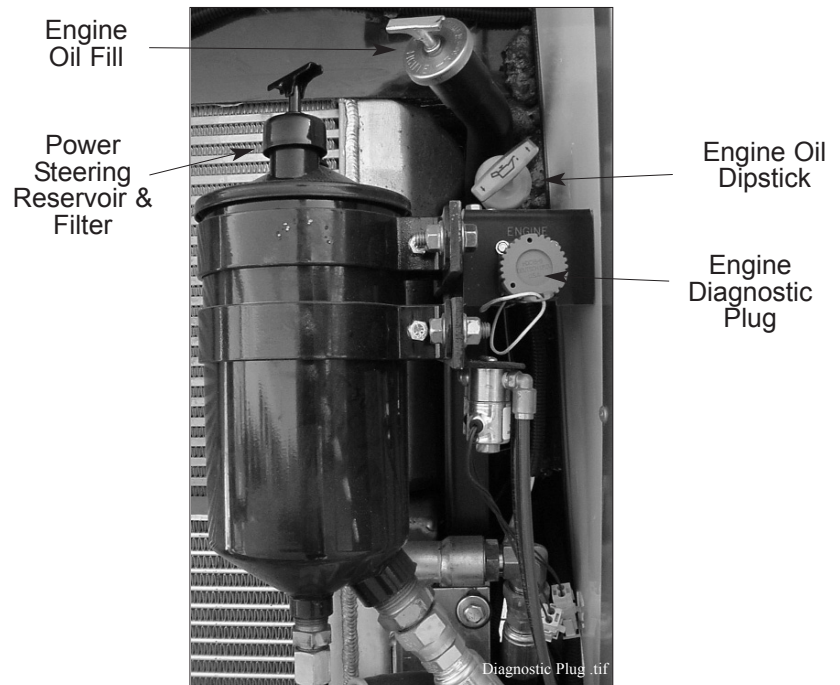
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The ABS Diagnostic Plug is located on the left side of the steering column.



ABS Plug.tif

DIAGNOSTIC PLUG LOCATION



Diagnostic Plug.tif

~ NOTES ~



Cayman 2004

Chassis Information

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This section contains knowledge and information on various components of the motorhome chassis. Following the guidelines and procedures will help you to understand and operate your motorhome. Complete instructions for engine and transmission are located in their respective operators manual included in the Owner's Information File box.



WARNING: When frame or other welding is involved for motorhome repair or modification, only qualified, experienced technicians should weld on the chassis. Improper welding procedures and materials may weaken the assembly or result in damage that is not obvious and may not cause an immediate problem or failure. Unauthorized modifications or repairs to the chassis could result in a forfeiture of warranty coverage.



Due to the sensitive nature of the electronics on the chassis, the following precautions are required to protect electrical components in the motorhome chassis.

- 1. Disconnect the (+) positive and (-) negative battery connection, and any electronic control ground wires connected to the frame or chassis.**
- 2. Cover electronic control components and wiring to protect from hot sparks.**
- 3. Disconnect the terminal plugs from the engine Electronic Control Unit located on the passenger side of the engine block.**
- 4. Disconnect all the plugs from the Allison Electronic Control Module located in the Electrical Bay at the driver's side front of the vehicle.**
- 5. Disconnect the wiring from the alternator.**
- 6. Do not connect welding cables to electronic control components.**
- 7. Attach the welding ground cable no more than two feet from the part to be welded.**

The Roadmaster Raised Rail chassis design provides exceptional balance, handling and braking characteristics. The Roadmaster Raised Rail chassis is an engine and frame unit featuring a C channel all steel frame design, providing greater structural integrity and uniform stress distribution. Incorporated in the Roadmaster chassis is an air suspension system using four air bags and Monroe gas shock absorbers. The design and set up is intended to provide the smoothest ride, best handling and trouble free service while delivering excellent drivability. The Roadmaster Raised Rail chassis is equipped with a Cummins diesel engine. The diesel engine utilizes an electronic injection system to supply fuel to the cylinders. This electronic fuel control allows for a precise fuel delivery resulting in efficient operation. The Allison 2000 MH transmission is matched to the engine. This is an electronically controlled automatic transmission using the Shift-by-Wire system. Finally the chassis is equipped with a three-point hydraulic leveling system to help minimize site selection and provide comfort when camping. The Roadmaster chassis design offers unsurpassed ease of maintenance and service.

The towing system rating incorporated in the construction of the frame is 40,000 lbs. towing and 400 lbs. tongue weight.



Tag located on the curbside, from behind front wheel, and in generator compartment.

Roadmaster's exclusive raised-rail chassis, with air suspension, consists of front and rear axles with trailing links. An air compressor mounted directly to the engine provides air pressure for the air suspension system. Each of the four air bags couples with a gas shock absorber to dampen suspension movement. The air bags themselves provide no lateral support to the suspension. This is accomplished using a panhard bar on each axle to control side motion. Each axle mounts to the trailing links that are connected to the chassis. While the suspension itself has no maintenance requirements, an annual inspection of the suspension system should be performed with special attention to tightness of fasteners and component wear.

The suspension control arms attach to the frame through bushings, which require no lubrication. The preset suspension ride height automatically maintains proper suspension height throughout the load range.

The air compressing system on the motorhome is comprised of several items: an air compressor, air governor, air dryer (depending on options) and air tank(s). The compressed air system operates several items, some of which include optional air brakes, suspension, an air gauge (depending on options) and stepwell cover. A gear driven air compressor mounted on the engine charges the system. As engine speed increases, compressed air output increases. When air is compressed, heat is generated. Heat dissipates as the air is discharged from the compressor. Moisture condenses in the compressed air as it cools. Moisture laden air enters an air dryer (air over hydraulic brake models) where the air is filtered. The filtered air charges the air tank. The air tank is divided in two halves: a wet side and a dry side. The compressed air enters the wet side before entering the dry side. The tank is equipped with a pop valve, manual and automatic drain (standard brake models) valves. The manual drain is located on the DRY side of the tank. The pop valve and automatic drain valve are located on the WET side. The pop valve is designed to release pressure in the tank when the pressure exceeds 130 psi. The automatic drain valve (standard brake models) wired to the brake light circuit will activate each time the brakes are applied, with the ignition switched to ON. Only a small amount of air/water is expelled. The momentary release of air/water from the tank is audible.

On models equipped with the optional air over hydraulic brake system, a discharge line from the dry side of the first tank charges a second air tank. The discharge line uses an inline check valve to prevent back flow of compressed air. All air lines are color coded for identification.

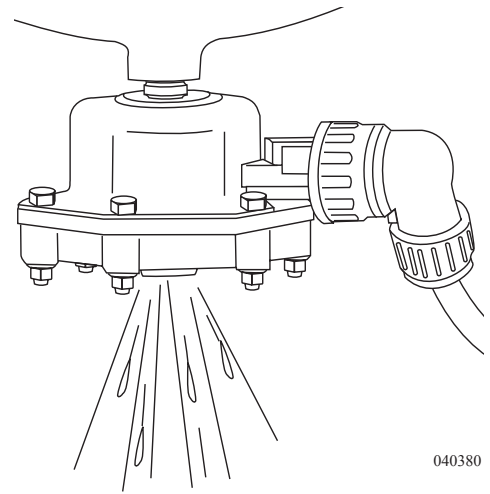
Pneumatically operated items are divided into two categories: brakes and accessory air. Brakes have full use of supplied air pressure. Accessory air items, such as a stepwell cover, receive air through a pressure protection valve (PPV). The PPV will not allow compressed air flow until approximately 60 psi. In case of an air system problem, the pressure protection valve will leave a reserve air charge for braking. Pressure protection valves are installed for safety.

A low-pressure air switch connected to a warning lamp on the dash console monitors the air system. The lamp will illuminate when a low-pressure condition exists. Check the operation of the low air lamp when the air tank is drained.



NOTE: The air tank(s) should be drained manually every 30 days. Open the manual drain on the bottom of the tank until all air escapes. Leave valve(s) open an additional five minutes allowing excess moisture to drain.

AIR SUPPLY SYSTEM

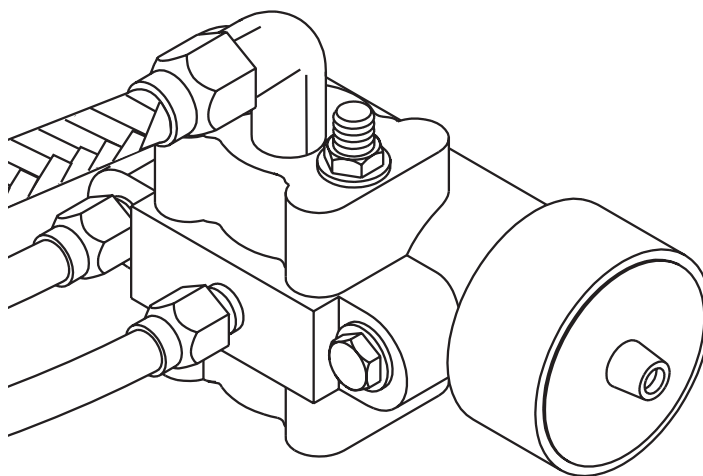


Automatic drain on standard brake models.

Air Governor

The air governor, located in the engine compartment, regulates the air compressor to cut-in and cut-out, keeping the air system in the specified operating range of 105 to 120 psi.

Cut-in pressure of approximately 105 psi is factory preset from the governor manufacturer and is not adjustable. Cut-out pressure is calibrated to 120 psi. When cut-out pressure is reached, the governor will deactivate the compressor.



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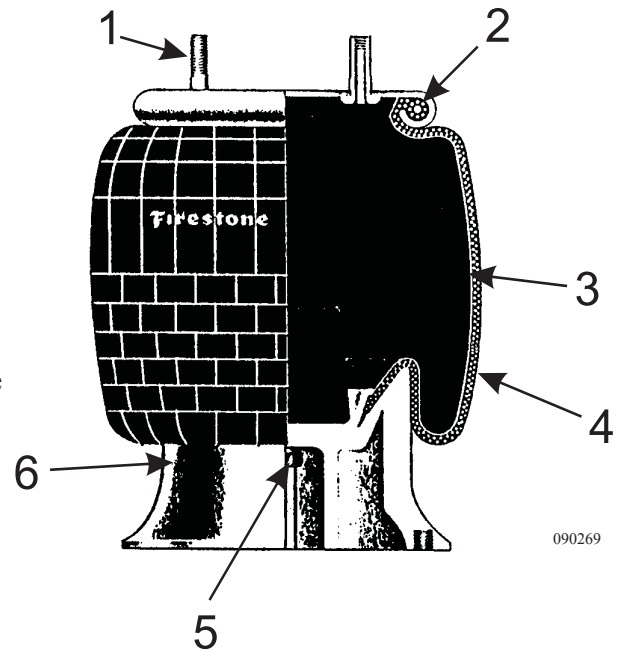
Air Storage Tanks

The air tank should be manually drained once a month, or more, depending on operating conditions where humidity is high. The air tank is equipped with a drain valve for both the wet and dry side. Open the drain valves until all air is purged from the tank, allowing five extra minutes for moisture to be expelled. Remember to close the tank drain valves. The air tank has a pressure relief valve which is set to release at approximately 130 psi.

Air ride springs are available in single, double and triple convolution types plus reversible sleeve models for virtually every conceivable heavy-duty vehicle suspension application.

AIR SPRINGS

1. **STUD:** Manufactured as a permanent part of bead plate assembly for maximum strength and durability. Used to attach spring to the vehicle's suspension.
2. **BEAD PLATE:** Crimped onto bellows at the factory for a durable design and maximum quality control. Allows 100% leak proof testing prior to shipment.
3. **BELLOWS:** "Air bag" includes four plies of material: an inner layer, two plies of cord-reinforced fabric and an outer cover. Natural rubber construction provides functional properties up to - 65° F.
4. **BUMPERS:** A solid rubber or engineered plastic device designed to prevent significant damage to the vehicle or its suspension in event of a sudden loss of air pressure in spring.
5. **PISTON:** Provides a lower mounting arrangement for air spring. Controls characteristics of spring under changing pressure loads.
6. **PISTON BOLT:** Attaches piston to bellows. Sometimes extended as a means of attaching spring to vehicle suspension.



Air Bag Inspections Checklist

Listed below are items that can be checked when the motorhome is in for periodic maintenance.



NOTE: Never attempt to service the air suspension on a motorhome with the air bags inflated.



- **Inspect** the outside diameter of the air springs. Check for signs of irregular wear or heat cracking.
- **Inspect** the air lines to make sure contact does not exist between the air line and the outside diameter of the air springs. Air lines can rub a hole in an air spring very quickly.
- Check to see that there is sufficient clearance around the complete circumference of the air spring while at its maximum diameter.
- **Inspect** the outside diameter of piston for buildup of foreign materials. (On a reversible sleeve style air spring, the piston is the bottom component of the air spring.)
- The correct ride height should be maintained. All motorhomes with air springs have a specified ride height established by the manufacturer. This height should be maintained within ¼ inch. This dimension can be checked with the motorhome loaded or empty.
- The leveling valves (or height control valves) play a large part in ensuring that the total air spring system works as required. Clean, **inspect** and replace if necessary.
- Make sure to check shock absorbers for leaking hydraulic oil and worn or broken end connectors. If a broken shock is found, replace it immediately. The shock absorber will normally limit the rebound of an air spring and keep it from over extending.
- Check the tightness of all mounting hardware (nuts and bolts). If loose, tighten. Do not over-tighten.

Cleaning:

The approved cleaning method is to use soap and water, methyl alcohol, ethyl alcohol and isopropyl alcohol. Unapproved cleaning methods include all organic solvents, open flames, abrasives and direct pressurized steam cleaning.

Compressed air is delivered to the air springs through three-height control valves (HCV) inflate or deflate the air springs maintaining the proper suspension height throughout the load range. Two valves are used at the rear drive axle. These valves control rear suspension height and left or right tilt of the motorhome. Only one-valve controls front suspension height. The height control valves mount to the main frame of the motorhome above the axles with a linkage rod connecting the valve to the axle.

The ride height is a pre-determined setting of the relationship between the axles and frame that optimizes the operation of the air spring and other chassis systems. The leveling valves are mounted to the frame of the chassis, with a rod linkage connecting to the axle. Ride height can be adjusted with the rod linkage. The actuating components inside the valves are oil dampened to reduce valve reaction to momentary suspension bounce and rebound. When a constant suspension change occurs, such as a load change or weight transfer through a sustained corner, the valve reacts adding or purging air from the air springs accordingly in order to help maintain proper ride height. Proper ride height specifications for the air suspension is 6 ½" Front and 8" Rear, plus or minus ¼". This measurement is taken from the top side of the top plate to the bottom side of the bottom plate of the air spring.

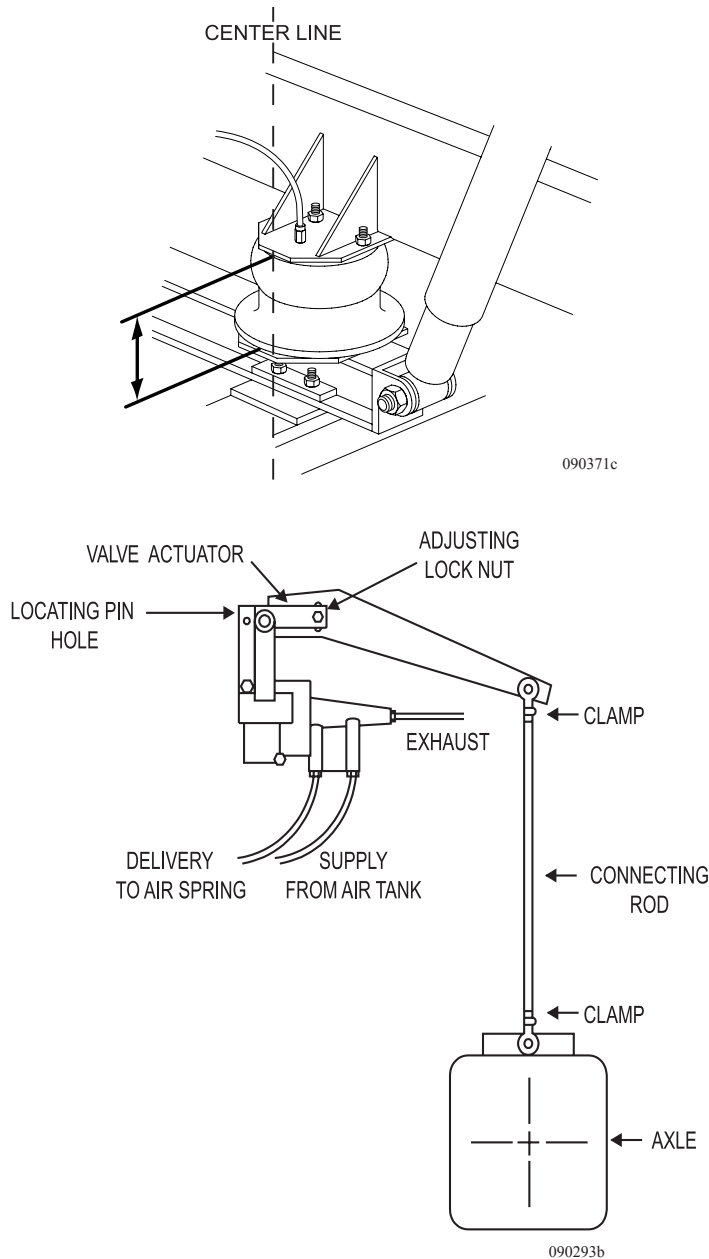
The air springs mount between the axles' frame assembly and the two main frame rails. Air spring support plates mount to the main frame rail and the axle frame assembly. It is extremely important to always operate the vehicle at the designed ride height. The air spring must maintain a specified distance between the mounting plates. Other than specified distance between the plates not only compromises ride quality and handling, it adversely affects shock absorber travel, drive shaft angle and various other running gear components.

Should it become necessary to check the suspension ride height, start with the motorhome on a flat level surface. The air system must be fully charged with the suspension normalized at ride height. Measure the distance between the mounting plates of the air springs. Specified distances may vary plus or minus ¼". Make adjustments in small increments. Small offset adjustments to the rear valves may be necessary to compensate for slight tilt. Example: Adjusting the curbside rear height control valve up will pivot the roadside front corner down.



NOTE: Drive shaft angle is affected by the suspension ride height. Improper drive shaft angle can damage suspension or shorten the life of universal joints. Shock absorbers and air springs are in travel centers at proper ride height.

Adjusting Ride Height



To adjust the suspension ride height begin with:

- The motorhome on flat level surface.
- Air system fully charged.
- Suspension at normal ride height.

Start by checking the distance in the front.

1. Measure the distance between the mounting plates of the air springs at the centerline of the air spring.
2. If the measurement is off, loosen the adjusting lock nut at the eccentric slot on the valve.
3. Move the plastic arm up to raise suspension height, this will inflate the air spring. Move the plastic arm down to lower suspension height, this will deflate the air spring. Make adjustments in small increments.
4. After obtaining the specified distance, insert a 1/8" or 7/64" inch twist drill bit into the plastic arm and valve body. This will center the travel of internal piston. Tighten adjusting lock nut between 60 - 80 in/lbs.
5. Check adjustments made by using the Air Dump switch to deflate air springs. Start the engine and allow the air system to become fully charged. Allow the suspension to adjust and come to a neutral setting.
6. Re-check the suspension height measurement. Follow the same procedure for each rear control valve.
7. Re-check the front suspension height after adjusting the rear height control valves.



NOTE: Do not modify length of the linkage rods. Make any necessary adjustments using eccentric slot on the ride height control valve.

The proper Ride Height measurements are: 6 1/2" front and 8" rear. Ride heights should be within 1/4".

Once set correctly, the ride height setting should not change, except in the case of a component failure. This is usually characterized by a severe "listing" of the vehicle, or one end of the motorhome sitting unusually low or high. In the event this occurs, it is not advisable to drive as body or suspension damage may result.

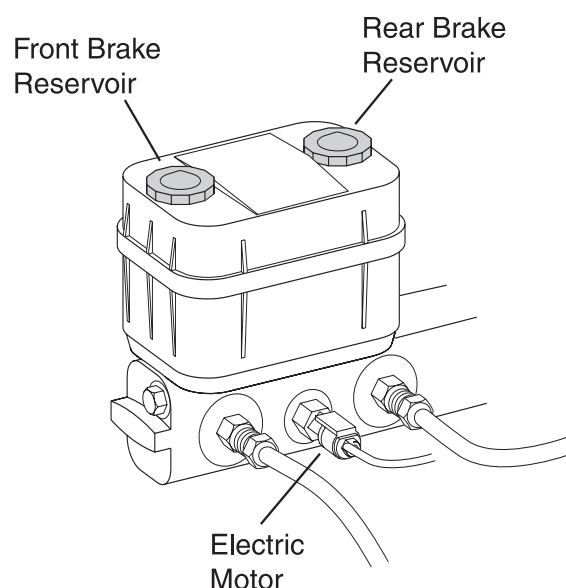
The chassis incorporates four separate braking systems: Primary, Parking/Emergency, Antilock Braking System (ABS) and the Engine (Exhaust). The Primary Brake System uses a hydraulic brake actuation system. This system includes a hydraulic booster assembly, a master cylinder assembly and a monitoring system. A reserve electric hydraulic pump is included as a safety feature to provide limited power assisted stops should the primary system fails.

The Hydro-Max brake system gets primary power for the booster from the power steering pump. The reserve electric motor pump is turned on by a relay that is activated when an integral flow switch detects the lost flow of power steering fluid. The brakes will remain operational with a greatly increased stopping distance in the event that both the primary hydraulic and the backup electrical pump fail to operate.

The electric pump motor is reserve power for the booster assembly. The entire assembly should be replaced when a failure occurs. When the electric pump motor is working you will only have one-half the brake boost. Caution should be taken, as braking distance will be increased. The reserve power test is a quick test to ensure that the electric pump motor is operational. Simply apply the brake pedal with the ignition "OFF." The electric pump should run and be audible.

The design of the master cylinder provides two separate brake fluid systems (front and rear). One system will operate should a failure occur in the other. When checking the fluid level in the master cylinder, the fluid should be clean with no evidence of contamination. A surge of fluid should occur when the brake pedal is applied, and fluid level should be at the bottom of the port ring openings. Since the master cylinder is the highest point of the system, gravity flow bleeding can be accomplished. Gravity flow bleeding requires only one person and NO pressure bleeder. Each caliper has a bleeder valve for removing any air in the system.

Electrical Pump & Master Cylinder



Maintenance & Troubleshooting

The most critical part of the service brake system is bleeding the system. Prior to bleeding the system, ensure all hose clamps, line connector and fittings are tight enough to prevent air from entering the system or fluid from leaking. The hydraulic brake system must be free of air to function properly. When bleeding, check the fluid level in both the power steering reservoir and master cylinder. If power steering fluid is noticed in the master cylinder, End Cap service on the power booster assembly can correct the leak. The Hydro-Max system should be bled prior to the brake system. Applying the brakes will cycle the pump and purge any air from the electric pump system.



NOTE: The power steering system and the hydraulic portion of the brake system are two separate hydraulic systems. The fluids are not compatible and should not be mixed. Mixing of fluids will damage the systems and reduce service life.



NOTE: Do not attempt to move the motorhome in the event any line is disconnected, component removed or part of the hydraulic brake system is opened. There will be no braking capabilities until the affected system is bled.

The engine will need to be started to bleed the booster. When started, applying the brakes two to three times will purge the air from the booster. Inspect fluid levels and add fluid as required.



WARNING: Brake lining may contain asbestos material and should only be serviced by qualified service technicians who are trained in the appropriate precautionary procedures.

Bleeding the System:

It is important a supply of clean brake fluid be used during bleeding. Also, maintain the proper fluid level in the reservoir during bleeding. The sequence for opening the bleeder valves is curbside rear, roadside rear, curbside front and roadside front. A clear plastic tube inserted over the bleeder valve can aide in viewing air. Place the other end of the plastic tube in a container to catch the drain. When the valve is opened, observe the flow of fluid. Once a steady flow of fluid is present, close the bleeder valve. Check the fluid level in the master cylinder and repeat the process for the remaining calipers.

Flushing the system requires that the bleeder valve be left open until the fluid appears clear and uncontaminated. The system should be flushed whenever any repair has been performed, ensuring clean and uncontaminated fluid in the system.



NOTE: Do not reuse brake fluid that has been drained as the fluid may be contaminated.

Tires, suspension, wheel alignment and shocks can affect braking performance and should be inspected prior to checking the braking system. Some problems and repairs are listed below:

- Pedal fade is a good indication of leaks in the system. Inspect and repair leaks.
- Sluggish brake response indicates air has been introduced into the system. Bleed the brake system.
- Excessive pedal travel or excessive pedal effort relates to booster and master cylinder.
- Booster doesn't function properly in power or back-up mode. Repair the booster and pump assembly.
- Booster works only in the back up mode. Repair the booster assembly.
- Booster works only in the power mode. Repair the back-up pump.
- Dragging, grabbing, squealing or pulling brakes require servicing pads and calipers.

The Hydraulic Antilock Braking System is an electronic wheel speed monitoring and control system. The Electronic Control Unit (ECU) receives and processes signals sent from the wheel sensors located on each of the wheels. The ECU will process the signals and generate the commands to the solenoid control valves housed in the Modulator Assembly used to control the brake pressure. This process occurs when the wheels begin to lock. The rapid valve operations may even be noticed in the brake pedal.

The ABS indicator light located on the dash will alert the driver to possible system faults and is used by service personnel to assist in troubleshooting. In the event the ABS indicator light remains illuminated, normal braking is not affected. However, the ABS system may not function correctly in a panic stop. It is recommended to drive with caution and obtain service on the ABS system as soon as possible.

ABS SYSTEM (Anti-lock Brakes)

PARKING BRAKE & EMERGENCY BRAKE SYSTEM

The parking brake system is activated when the push-pull control knob (located on the driver's left console panel) is pulled. When the knob is pushed, the brake is released. Prior to driving, allow time for the air compressor to build up sufficient air to shut off the air-warning lamp.



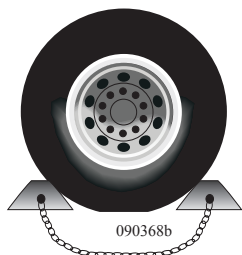
park brake.eps



NOTE: When the park brake is released, the Park illumination lamp will remain lit until air system pressure is above 65 psi.



WARNING: When parked, if the air tank is not depleted, there is the possibility of an accidental release of the parking brake. Traveling with small children and/or pets may require a small block to be fabricated to prevent accidental release. The block should be placed under the knob on the dash panel. A wooden clothespin, clasped at the base of the shaft, will work.



Properly Chocked Wheel

Using the Parking Brake:

Bring the motorhome to a complete stop using the service brakes and hold the brake pedal down. Allow the engine to come to a low idle (500 to 800 RPM). Apply the parking/emergency brake by pulling up on the knob. When the parking/emergency brake is set, select N (Neutral) on the shifter panel. Release the service brake pedal.



NOTE: Chock all the wheels securely if the motorhome is left unattended.

BRAKES - AUXILIARY

Auxiliary braking systems are designed to supplement the standard wheel braking system. These devices are not designed to bring the motorhome to a complete stop; however, they can assist in controlling the speed of the motorhome. Use of the engine braking system can save on costly service brake repairs.

BRAKES - EXHAUST BRAKE SYSTEM

The integrated exhaust brake system is an auxiliary braking device that is part of the Variable Geometry Turbocharger. The exhaust brake operates by using a dash switch. The dash-mounted switch will operate the exhaust brake when dash switch is **ON** and throttle is **released**.

When the exhaust brake is activated, a flapper inside the exhaust brake moves and restricts the flow of exhaust gases. This causes an increase of exhaust pressure within the engine. Increased exhaust backpressure quickly slows the engine speed resulting in powerful engine braking action. When the exhaust brake is activated, the amount of engine braking power developed is related to engine speed (RPM). When an exhaust brake application is made, the engine braking affect increases with higher engine RPM.

The exhaust brake is wired to the electronically controlled transmission. When the exhaust brake is activated going down a hill, it will help control road speed or sufficiently slow the road speed until the Allison Transmission can automatically downshift to the next lower gear. Downshifting automatically occurs from high gear down to second gear. Certain road conditions and engine speeds may require the transmission be manually shifted down in order to generate adequate engine RPM and increase the engine brake effect.



CAUTION: Use of the exhaust brake on wet and slippery surfaces can result in over braking and loss of traction.



NOTE: The brake lights will illuminate while the PAC Brake is applied.

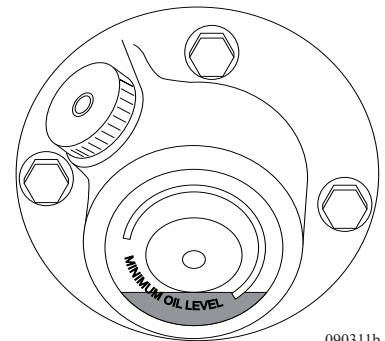
The front steer axle on the chassis is an I-beam axle design made of forged, heat-treated alloy steel. Pivots for the axle ends are constructed using an inclined king pin configuration, which are supplemented with steel tapered roller thrust bearings that carry the front vehicle weight. The front axle weight rating is 8,500 lbs. All front axles use oil to lubricate the wheel bearings. Inspect the oil level before every trip or every 1,000 miles. The oil is drained and refilled without removing the wheel end assembly. Remove the hubcap to access the bearing cover and drain plug.

AXLE - Front Steer



To Inspect the Oil Level:

- Remove the chrome hubcap.
- Locate the full and add mark on the outside of the clear plastic cover.
- If the lubricant level is low, add the recommended fluid until full.



Recommended Interval Change:

The recommended oil change interval is based on the operating conditions, speeds and loads. The recommended fluid replacement is every 30,000 miles or annually. Limited service applications may allow the recommended interval to be increased. Severe applications may require the recommended interval to be reduced. For more information, contact a Westport service representative.

Remove the filter plug and add lubricant. Allow the oil to flow through the bearings (this will take a few minutes), double check to see if the oil level has reached the oil level line on hubcap face. Use EP-SAE 90 gear oil or any good equivalent petroleum base or synthetic lubricant.



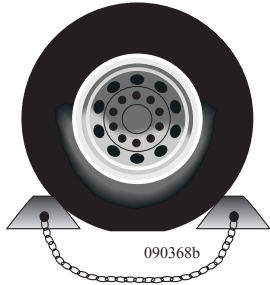
CAUTION: Do not mix petroleum based oil with synthetic based oil. This could cause an oil seal failure.

Lubricant Type:

- Standard EP-SAE 90 wt. API GL-5. Lubricant temperature must never exceed 250° F (+121° C).

To Drain:

- Place a suitable container below the bearing cover and remove the drain plug. If the cover does not have a drain plug, remove the screws retaining the cover plate to drain the lubricant.
- Replace plug or cover plate and fill bearing assembly with the recommended lubricant.



Properly Chocked Wheel

Lubrication Maintenance Safety:

Maintenance for the system entails an adequate periodic lubrication of the front axle components. Chock wheels for safety prior to accessing components underneath the motorhome.

Lubrication of the front axle is critical in order to avoid premature wear of the king pin assemblies and other components. Grease zerks are located at the king pin assemblies (two on each side of the axle, upper and lower) and one grease zerk on each end of the tie rod. These points require lubrication every six months or 5,000 miles with grease meeting NLGI #2 specifications.



NOTE: Use only a hand operated grease gun on the fittings.

Grease fittings for the steering system are found on both ends of the drag link (the bar connecting the steering gear to the axle), and on the steering drive shaft located between the steering wheel and steering gear. Correct wheel alignment promotes longer tire wear and ease of handling while minimizing the strain on the steering system and axle components. Use NLGI #2 Lithium soap base lubricant for all steering linkage and brake components.



INSPECTION: Wheel bearings should be inspected for wear whenever the hubs are removed from the front axle.

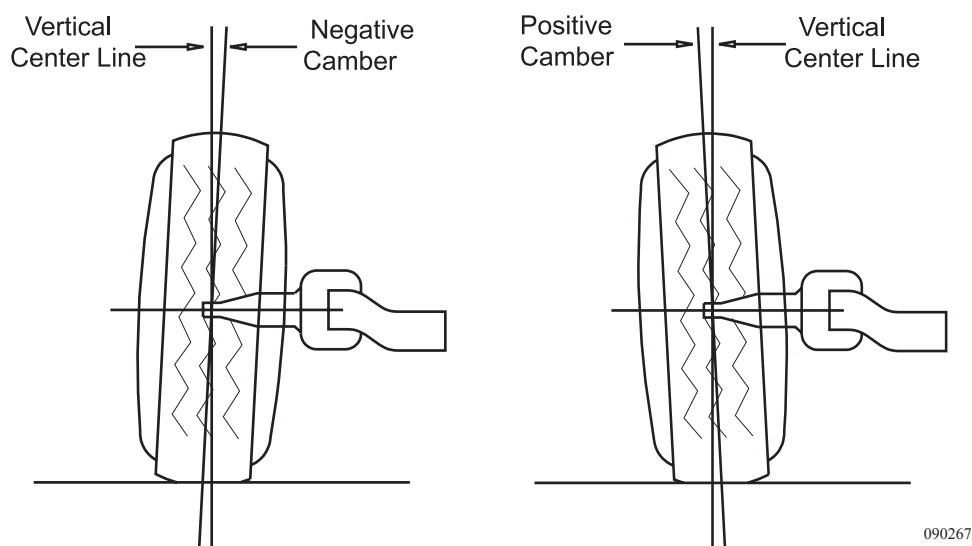
While driving the motorhome, be aware of any changes in the feel of steering and have the system checked if there are any apparent differences. It is normal to hear some hydraulic noise from the steering, especially when the steering is at maximum or while turning the wheel when the motorhome is not moving. Investigate any unusual or loud noises that occur. Begin by checking the hydraulic fluid level. Traveling at slow speeds over rough surfaces may cause a "clanking" noise to emanate from the steering column, but if noise is heard on smooth surfaces while turning back and forth sharply, the noise should be inspected and repaired as necessary.

Shimmy and looseness should be checked and corrected as soon as possible. If any looseness is felt in the steering, the steering linkages can be observed while someone turns the steering wheel left and right. Watch the linkages for any evident play or uneven interaction between components to help pinpoint a problem. Have the steering system checked for damage after a severe impact, such as striking large potholes or curbs, and front-end collisions. Observe the alignment of the steering wheel spokes; a change in the alignment may indicate damage to the steering components or suspension.

Camber:

Camber, as shown, is vertical tilt of wheel as viewed from the front of the vehicle. This is machined into the axle when manufactured and is not adjustable.

- “**Positive**” camber is an outward tilt of the wheel at the top.
- “**Negative**” camber is an inward tilt of the wheel at the top.



Toe Setting:

The toe setting represents different distances between the front and rear of the tires (measured at the vertical center line of the tires).

Toe-in:

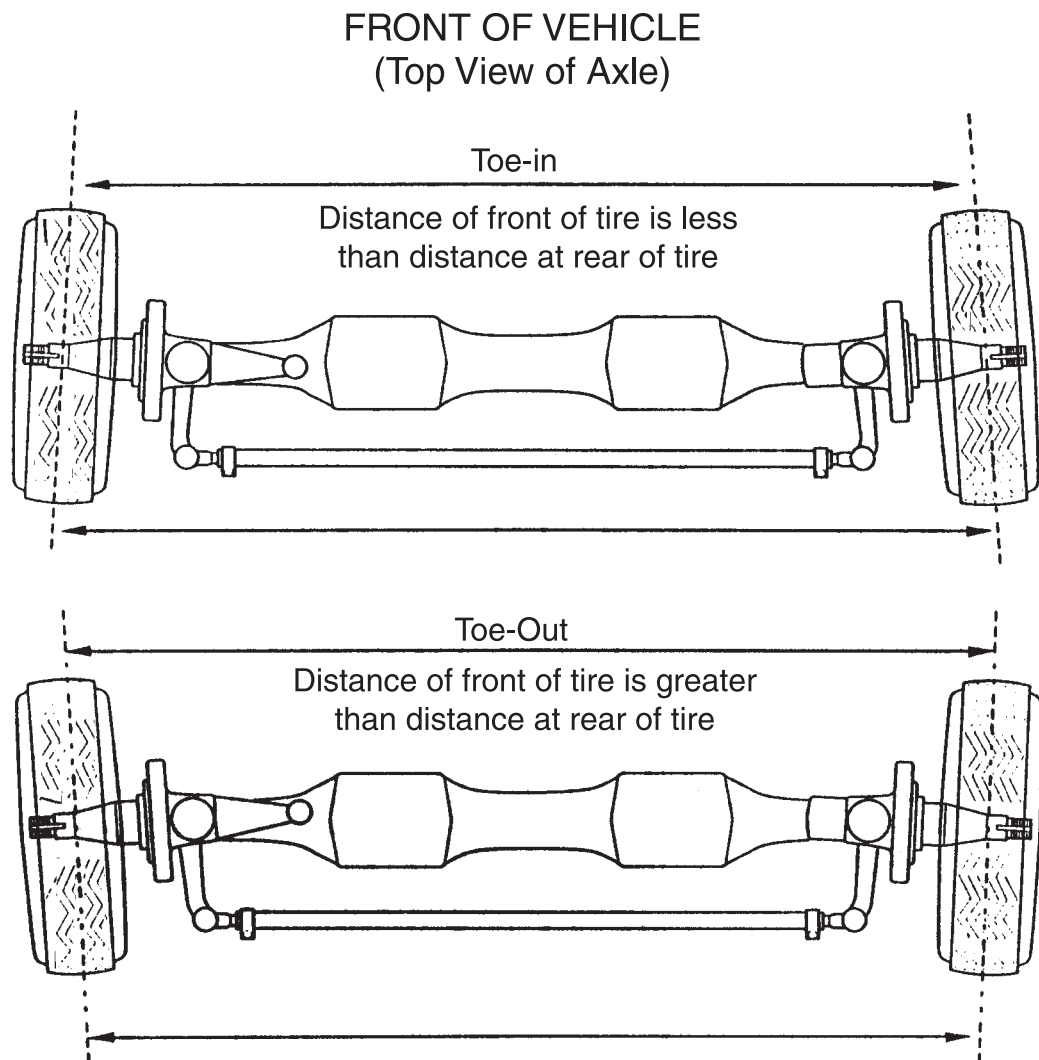
Occurs when the tire front distance is less than the tire rear distance.

Toe-out:

Occurs when the tire front distance is greater than the tire rear distance.

Wheels are generally set with initial toe-in. As the vehicle operates tires tend toward a toe-out condition. By starting with an initial toe-in setting, a desirable “near zero toe-in” can be achieved when the vehicle is in motion.

Incorrect toe settings, where toed-in or toed-out, can have a significant affect on tire wear. The toe setting is adjusted by lengthening or shortening the cross tube.



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Caster Adjustments:

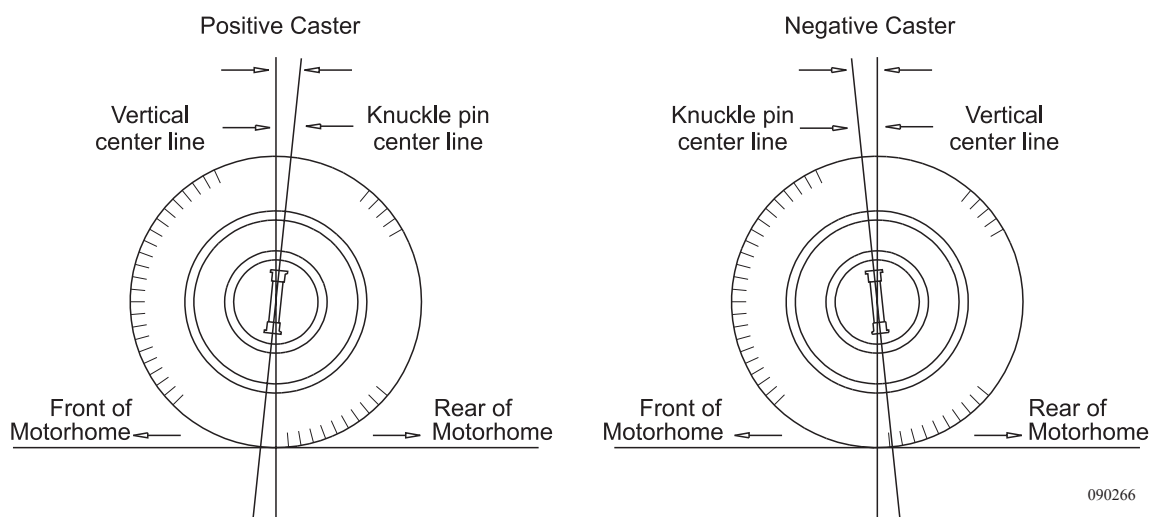
Caster is the fore and aft tilt (toward the front or rear of the motorhome) of the steering kingpin as viewed from the side of the motorhome.

“**Positive**” caster is the tilt of the top end of the kingpin toward the rear of the motorhome.

“**Negative**” caster is the tilt of the top end of the kingpin toward the front of the motorhome.

Setting the caster angle more positive than specified may result in excess steering effort and/or shimmy. Decreasing the angle may result in vehicle wander or poor steering return to center. The caster angle is determined by the installed position of the steer axle.

		SPEC	TOL
LEFT FRONT	CAMBER	0.00°	0.40°
	CASTER	3.50°	1.00°
	TOE	0.03°	0.12°
RIGHT FRONT	CAMBER	-0.25°	0.40°
	CASTER	3.50°	1.00°
	TOE	0.03°	0.12°



The steering system uses hydraulic power from the pump to provide full-time hydraulic steering, instant response, and the ability to help absorb road shock at the steering wheel. The steering system is comprised of the steering gear, steering column, and steering linkages to the front axle.

When the operator turns the steering wheel the steering shaft causes hydraulic power from the pump to move the sector shaft of the steering gear. This movement of the sector shaft is then transferred to the front axle and tires through the steering linkages.

STEERING SYSTEM

Steering Components.eps

1. Axle Beam
2. Steering Box
3. Steering Driveline
4. Universal Joints
5. Slip Yoke
6. Ball Joint
7. Steering Column
8. Steering Wheel
9. Steering Spindle
10. Spindle
11. Kingpin
12. Centerlink
13. Pitman Arm
14. Drag Link

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The M-100 series Sheppard steering gear requires no maintenance. Using hydraulic pressure to assist rotating the output shaft of the steering gear provides power steering. Located at the end of the input shaft of the steering gear is poppet valve and worm drive. The poppet valve directs the hydraulic fluid pressure to a type of spool. There are worm drive threads in the center of the spool. When in the center position, pressurized hydraulic fluid bypasses the spool. When a turn is made, the poppet valve shifts to one direction or the other, directing the hydraulic pressure to one side of the spool depending on turning direction. The hydraulic fluid is then cooled before returning to the reservoir. Inspect for signs of leakage when performing fluid level checks. Changing the hydraulic filter at regular intervals will help ensure trouble free operation.

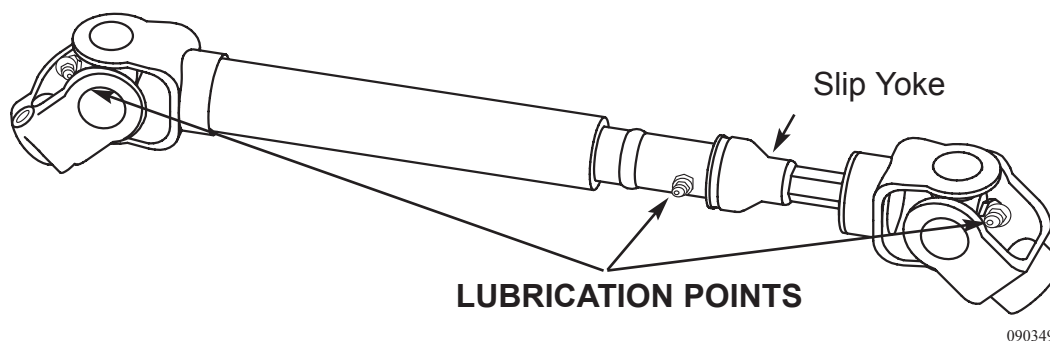
The steering wheel connects to the steering box using a driveshaft. Service the steering driveshaft universal joints and slip yoke every 30,000 miles or annually. Remove the steering column cover to access the upper universal joint and slip yoke. The lower universal joint is accessed from underneath in the generator compartment behind the front electrical box.

Greasing the Drive Shaft Universal Joints:

1. Check the drive shaft for looseness. If loose or worn, repair the drive shaft as necessary.
2. Apply the specified grease at the grease fitting on the universal joint. Apply new grease until the new grease purges from all the seals.
3. If the new grease does not purge from the seals, disassemble and clean the joint or replace the universal joint. Do not lose any of the needle bearings.

Greasing the Drive Shaft Slip Yoke and Splines:

1. Check the drive shaft for looseness. If loose or worn, repair the drive shaft as necessary.
2. With finger, cover the rear air hole so grease flows to the front seal. Apply the specified grease at the grease fitting on the slip yoke. Apply grease until new grease purges and forces finger away from the air hole in the end of the slip yoke. Greasing interval is yearly or every 30,000 miles.

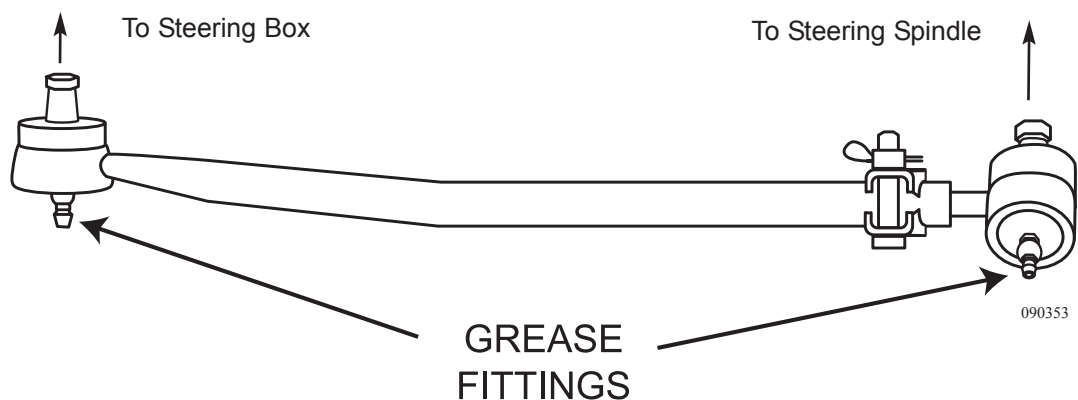


Drag Link

The drag link connects the steering box pitman arm to the steer axle. The movable joint (ball joint) uses sealed boots to prevent water intrusion. Do not rupture the boot when applying grease. Grease interval is six months or every 5,000 miles.

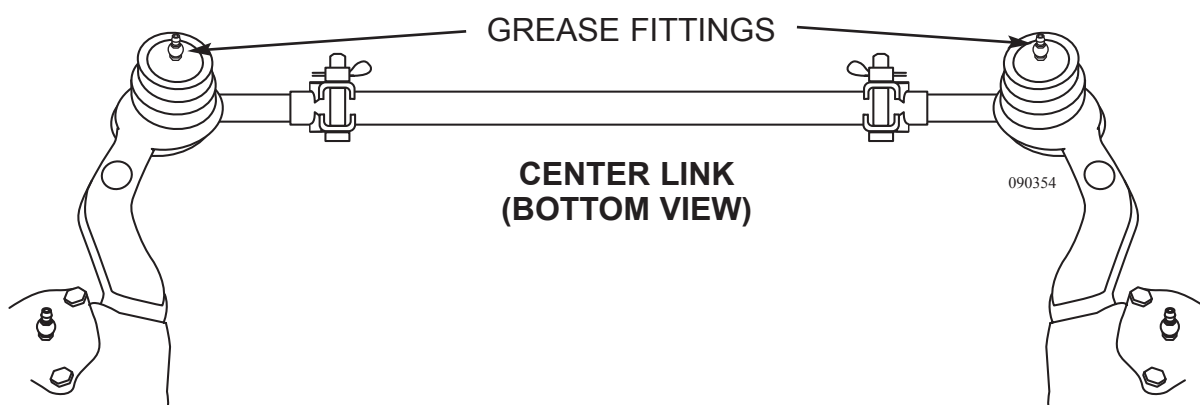


NOTE: It will be necessary to start the motorhome and turn the steering wheel to access fitting(s).

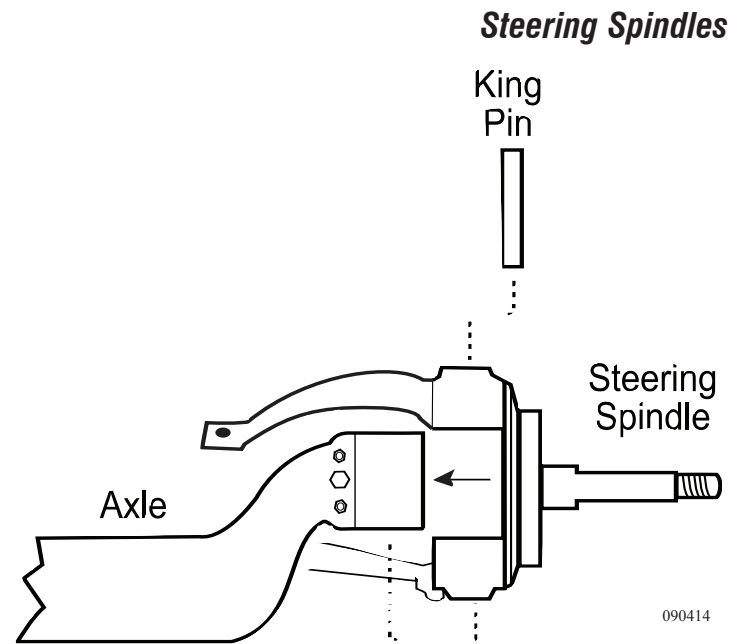


Center Link

The center link is located on the backside of the steer axle. The center link attaches the two wheels together causing the right front to track with the left front. Greasing interval is every six months or 5,000 miles.



The steering spindles attach to the front axle and pivot on the kingpin. The wheel end assembly and brake system attach to the spindle. There are upper and lower lubrication points for the kingpin. The drag link attaches to the roadside spindle. After initially lubricating the roadside and curbside kingpins, rotate the steering assembly lock to lock (full left to right) then move assembly back to center. This purges any remaining air pockets. Continue lubricating the kingpins until new grease purges with no air pockets. Greasing interval is every six months or 5,000 miles.



Control arms align the axles perpendicular with the frame. The panhard bar controls side to side motion of the axles in the frame. Control arm bushings and panhard bar bushings do not require lubrication.

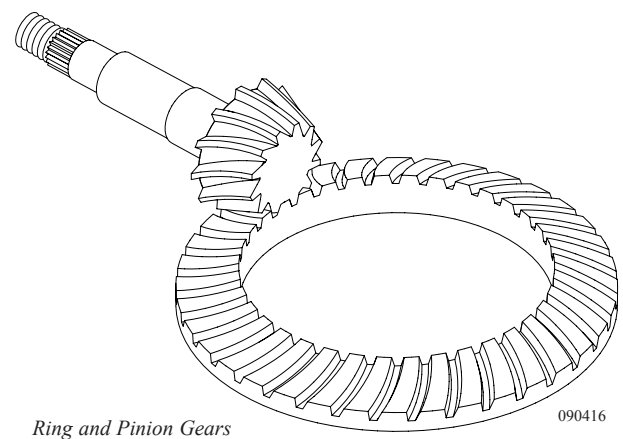
Control Arm Bushings

Drive Axle:

The chassis drive axle is a single reduction axle, with a gear ratio of 4.30:1. The differential gears consist of a hypoid pinion and ring gear set and bevel differential gears. The differential carrier can be removed from the axle housing as a unit in order to perform repairs.

All power from the engine to the rear tires is transferred through the rear axle. For this reason, it is important that maintenance be performed on the axle as required to avoid premature wear of the gears and bearings in the axle.

DRIVE AXLE & DRIVE SHAFT



Drive Axle Lubricant:

The rear axle is filled with synthetic gear oil meeting MIL-L-2105D specifications. Change interval is every 250,000 miles, or 36 months, whichever occurs first.

During lubricant change, fine metal particles will be observed clinging to the magnetic fill and drain plugs of the axle. These particles are normal wear particles from the axle components, but will cause faster than normal wear of the axle components if allowed to circulate through the lubricant. It is recommended that the magnetic plugs be tested, if not replaced, at each lubricant change when petroleum-based lubricants are used, or every 100,000 miles when synthetic lubricant is used. These plugs should have sufficient magnetic strength to pick up a 1.5 pound weight of low carbon steel. Never replace a magnetic plug with a non-magnetic "pipe plug" as they will not keep the lubricant clear of metal particles or seal properly.

The level of lubricant in the rear axle should be checked every 30,000 miles or annually, whichever comes first. This will ensure adequate lubricant in the axle for proper operation.

Proper Drive Axle Lubricant Level:

- Regular inspection of the drive axle lube levels is an essential maintenance procedure.
- Clean the area around the fill plug, which is located approximately halfway up the axle housing bowl.
- Remove the fill plug and observe the lubricant level.
- The lubricant should be level with bottom of the hole.
- Important: The lube level close enough to the hole to be seen or touched is not sufficient. The lube must be level with the hole.
- Correct the level as necessary.
- Re-install the fill plug and tighten to 35 ft. lbs.



NOTE: When checking the lube level also check the housing breathers. Clean the breathers if dirty or replace them if damaged.

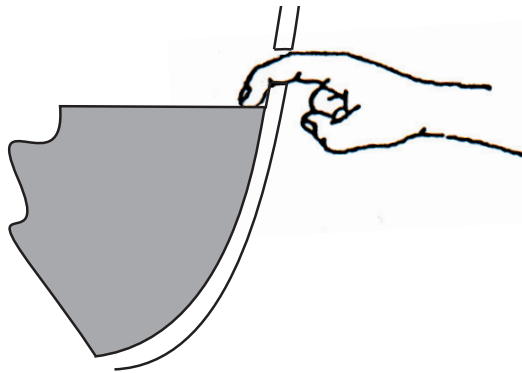
To Drain and Replace Lubricant:

With the motorhome parked on a level surface and rear axle warm, place a large container under the axle.

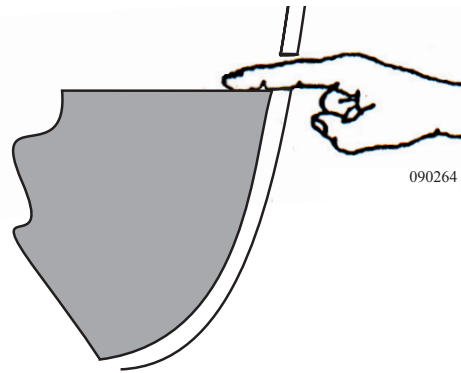
1. Remove drain plug and allow axle to drain completely.
2. Dispose of oil properly.
3. Clean the drain plug and test (replace the drain plug if needed).
4. Install and tighten drain plug to 35-50 ft-lbs.
5. Clean the area around the fill plug from the axle-housing bowl.
6. Fill the axle with approved lubricant until the level is even with the bottom of the fill plug hole.



WARNING: When checking or changing the lubricant, always ensure that the axle is not "hot." Oil temperature 90° F or hotter can easily cause severe burns.



Incorrect Oil Level



Correct Oil Level

Drive Shaft:

The drive shaft transfers the power produced by the engine to the drive axle. A worn or out of balance driveline causes chassis vibration that generally increases in intensity with road speed.



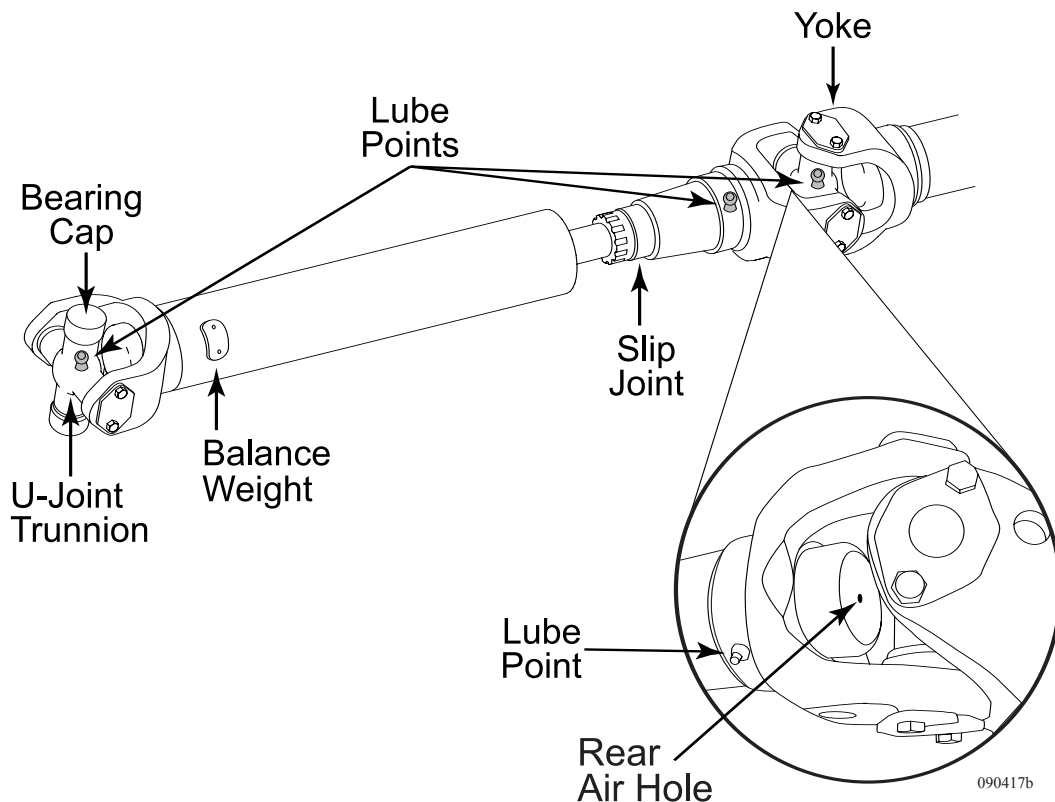
NOTE: It will be necessary to move the motorhome forward or backward to access all fittings on the drive shaft.

Greasing the Drive Shaft Universal Joints:

1. Check the drive shaft for looseness. If loose or worn, repair the drive shaft, as necessary.
2. Apply the specified grease at the grease fitting on the universal joint. Apply new grease until new grease purges from all the seals.
3. If new grease does not purge at the seals, loosen the bearing cap bolts and re-grease until all four caps purge. If new grease still does not purge, disassemble and clean or replace the universal joint.

Greasing the Drive Shaft Slip Yoke and Splines:

1. Check the drive shaft for looseness. If loose or worn, repair the drive shaft as necessary.
2. With finger, cover the rear air hole so grease flows to the front seal. Apply the specified grease at the grease fitting on the slip yoke. Apply grease until new grease purges and forces finger away from the air hole in the end of the slip yoke. Greasing interval is 10,000 miles or annually.



WARNING: Rotating shafts can be dangerous. Rotating shafts can snag clothes, skin, hair, hands, etc. causing serious injury or death. Do not work on or near a shaft “with or without a guard” when the engine is running.

Correct U-joint working angles U-joint phasing, and driveline balance is vital to maintaining a quiet-running drivetrain and long life of drivetrain components (including driveline components).

U-Joint Angles, Phasing & Driveline Balance

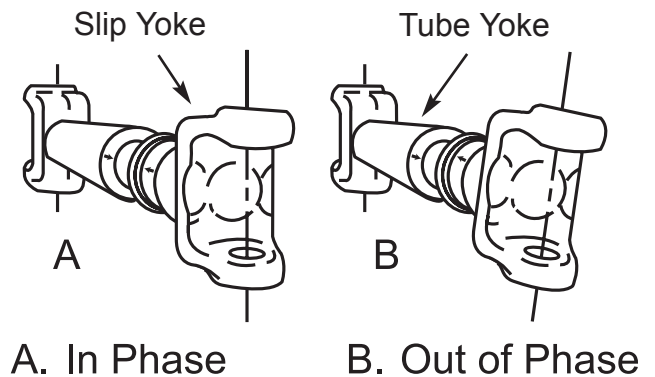
When in phase, the slip yoke lugs (ears) and tube yoke lugs (ears) are in line. Normally this is the ideal condition and gives the smoothest running shaft. There may be an alignment arrow stamped on the slip yoke and on the tube shaft to assure proper phasing when assembling these components. If there are no alignment marks, they should be added before disassembly of the shaft to assure proper reassembly.

Phasing is relatively simple on a two-joint set, be sure that the slip yoke lugs and the tube yoke lugs are in line.

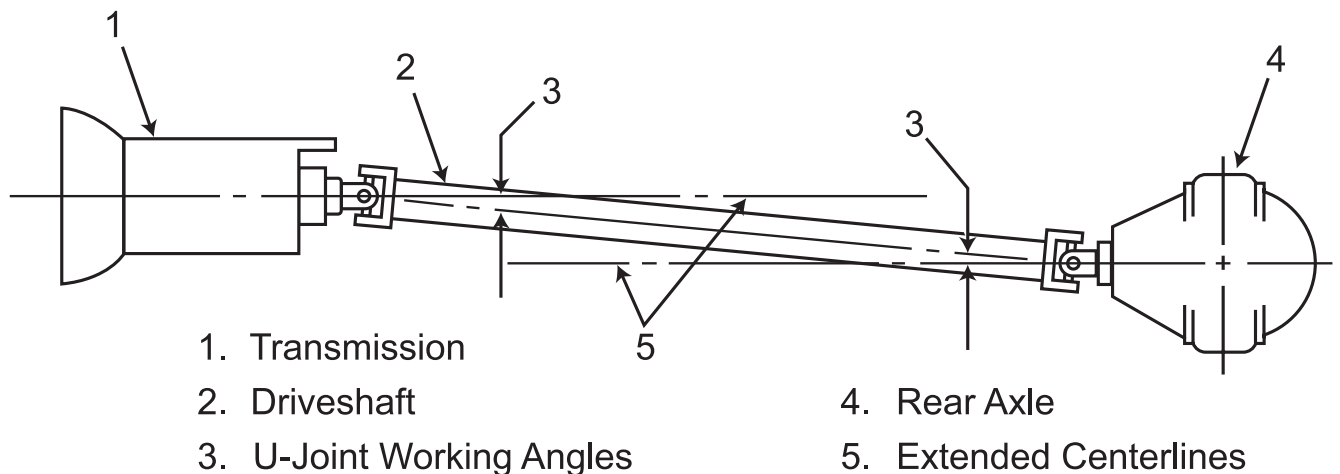
The U-Joint working angle is the angle formed by the intersection of the drive-shaft centerline and the extended centerline of the shaft of any component to which the U-joint connects. Because the double oscillating motion of a U-joint that connects angled shafts causes a fluctuating speed difference between the shafts, the effect created by the U-joint at one end of the shaft must cancel the effect created by the U-joint at the other end. This is done by making U-joint working angles at both ends of the driveshaft approximately equal, with the U-joints in phase. If the yoke lugs at both ends of the shaft are lying in the same plane (a plane which bi-sects the shaft lengthwise), the U-joints will be in phase.

Any condition which allows excessive movement of a driveshaft will cause driveline imbalance: loose end yoke nuts, loose U-joint bearing cap retaining capscrews, worn U-joint trunnions, bearings and worn slip-joint splines.

Among the most common causes of U-joint and slip joint damage is lack of lubrication. To keep the motorhome operating smoothly and economically, the driveline must be carefully checked and lubricated at regular intervals.



090337



090336

SHOCK ABSORBER



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The shock absorber by definition is a hydraulic device used to dampen suspension/ body movement. Road surface irregularities are compensated for by the shock absorber. The roadmaster chassis incorporates the "Monroe" shock in the design of the exclusive air glide suspension system. This shock absorber is a telescopic, mono tube unit filled with nitrogen gas and hydraulic oil. The result of the mixture is uninterrupted damping for the smallest of wheel deflection.

By design, a self lubricating seal is used which will allow approximately 10% of the total oil capacity to pass onto the piston rod. The gradual process of oil loss does not affect the performance of the shock absorber during the service life. This process will be evident after a long period of service by an oil film on the body of the shock absorber. The appearance of a coating or film on the rod is completely normal, it is an indication the shock is functioning normally.

Road holding, handling, balance and braking characteristics all can be contributed to the shock absorber. The operating conditions for which the shock absorber must endure will determine the life span. However, since the only moving part is the piston rod, there are no springs, hinges or pins to wear out, get weak or deteriorate.

LEVELING SYSTEM

The three point leveling system features a multiple warning system with flashing lights and a bong alarm to alert you of the jack position. The pulsating red light and bong alarm will come on when any jack is extended to more than 2" to 6" from full retracted position. This device will also indicate low fluid level.

The system also features a remote control location from the driver seat. The torsion stress is significantly reduced during proper operating procedures. Damage resulting from improper procedures can range from windshield damage to entry doors jamming.

The model 22.5A J-II leveling system pump is located curbside front c-channel unit. The valve assembly manifold is mounted on the pump motor, providing easy access to the manual retract valves. The system is designed to be self-bleeding in the event any component of the hydraulics has been removed or repaired. Fully extend and retract each jack twice. The remote rocker switches will operate with a minimum of 7.5 Volt DC. Optimum requirements for operating the system are voltages above 9.6 Volt DC.



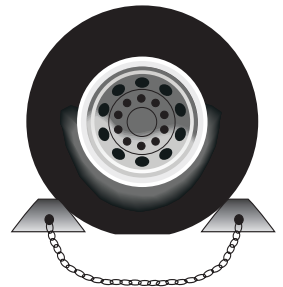
CAUTION: Prior to any leveling procedures it is important that all jacks be in contact with the ground in order to stabilize and support the frame. The hydraulic jack system is designed to reduce site selection problems and stabilize the motorhome when parked. No single jack should be used solely to level the motorhome. Using an improper leveling process can result in applying excess torsion stress/twist to the chassis, frame and body, resulting in damage to the windshield or entry door malfunction. The leveling jacks are not designed for changing tires. This can cause problems with the suspension system, frame alignment and damage to the windshields. Never use the jacks to elevate any wheel position off the ground.



CAUTION: Before leveling the motorhome survey the area around and under the motorhome for obstructions that can damage the motorhome or undercarriage components when the air bags are deflated.



CAUTION: Hot asphalt, gravel or dirt may not support the weight that is placed on the hydraulic jack pads. Place thick plywood under the jack pads to help disperse the weight. If the motorhome is on a slope when blocking up a rear jack pad to gain added clearance, place a wheel chock at the opposite set of rear wheels to prevent the motorhome from rolling.



090368B

Leveling System Safety Features:

The leveling system has safety features to prevent a jack from extending during travel. The control panel will not activate until these safety features are in place.

- Turn the ignition switch to the **Run** position.
- Place the transmission in **Neutral**.
- Apply the parking brake.

Warning Features Include:

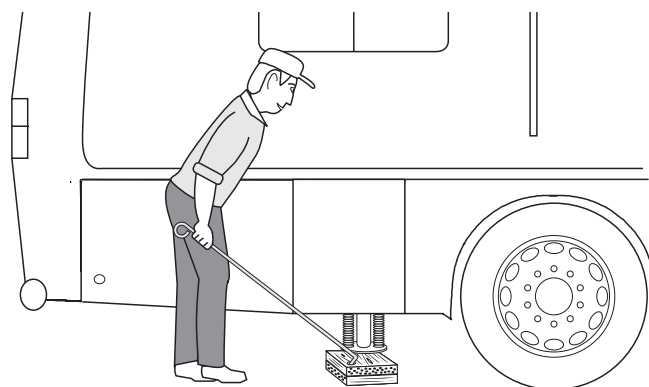
- A warning system consisting of flashing lights and a bong alarm when the system is on or a jack is down.
- The bong alarm may activate momentarily when driving over rough roads, or negotiating curves and corners. Usually this indicates low fluid level.

Prior to Leveling:

There are some essential steps to follow prior to operating the leveling system:

- Select a level site if possible. If the site is not level, select another site or park the motorhome with the front facing downhill.
- Lower the air suspension by stepping on the brake several times until system air pressure is below 60 psi. With the ignition on, push and hold the Air Dump switch to lower the suspension. This reduces the amount the jack will need to extend before making contact with the surface.
- Prior to leveling procedures it is important that all jacks be in contact with the ground to stabilize the frame. This reduces the ability of any one jack to induce excessive stress/twist to the frame as would extending one jack without the others supporting the frame. No single jack should be used to solely level the motorhome.
- If additional height or surface support is needed, construct a 1' x 1' wooden block made from two pieces of ¾" plywood for a total thickness of 1½". Drill hole in corner and use awning wand to slide wooden block under jack pad.
- When operating the system manually, lower the front jack first. The front jack will be the pivot point for the chassis. This reduces stress/twist to the chassis and body of the motorhome. Torsion stress is significantly reduced when operating the system properly. Incrementally extend jacks rather than over-extending a single jack. Damage resulting from improper leveling procedures and excess twist/stress can range from windshield damage to jamming of the entry door.

When manually operating the leveling system, it is important that all jacks are in contact with the ground so the frame is properly stabilized. Once all jacks are in contact with the ground, extend the front jack an additional $\frac{1}{2}$ ". This allows the front jack to act as a pivot point. Incrementally extend each jack in such a manner as not to apply excessive stress/twist to the frame.



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- Place the gear selector in **NEUTRAL**.
- Apply the parking brake.
- Turn the ignition switch to the **ON** position, do not start the engine.
- Lower the air suspension by making several brake applications until system air pressure is below 60 psi. With the ignition on, push and hold the Air Dump switch to lower the suspension.
- Switch the main jack control power switch **ON**.
- To extend a particular jack, push the appropriate rocker switch to extend position and hold it until the desired extension is reached.
- To retract a particular jack, simply push the rocker switch to the retract position and hold until the desired retraction is reached.
- Selecting the **ALL** position on the power switch may retract all jacks.
- Turn OFF the switch labeled **POWER** on the jack control panel.
- Turn OFF the ignition switch.



WARNING: Ensure the potential jack contact points are clear of obstructions or depressions before operation. Keep all people clear of the motorhome during leveling system operations. Never expose hands or other parts of the body near hydraulic leaks. Hydraulic lines are under high pressure. Oil leaks may cut and penetrate the skin causing serious injury.



CAUTION: Damage to the mud flap may occur if it is located over a raised area when suspension is lowered. **DO NOT** move the motorhome while jacks are in contact with the ground or extended. Damage to the jacks may occur. **DO NOT** use jacks to raise wheels off the ground. Damage to the motorhome may occur.

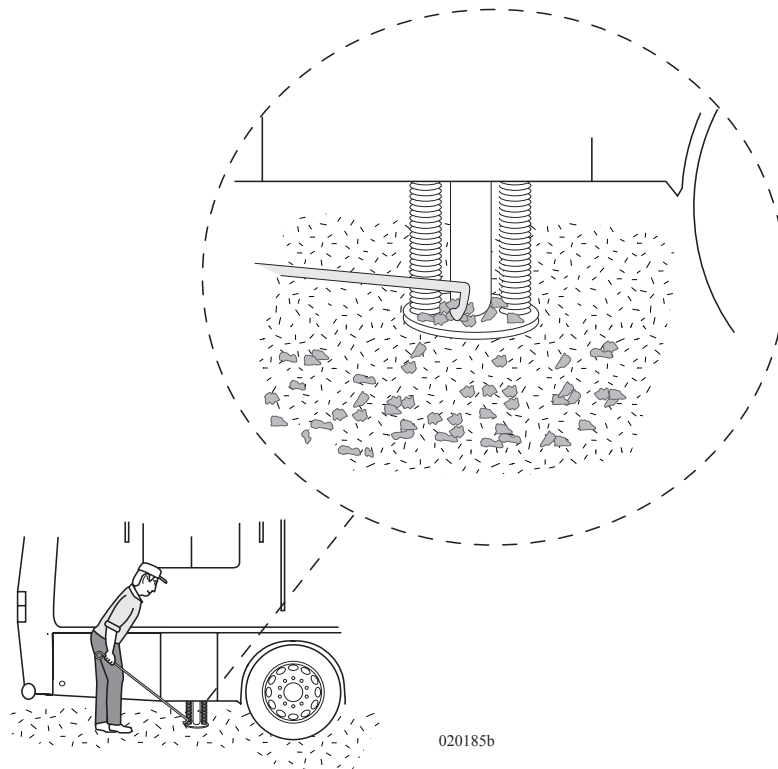
Retracting Leveling Jacks

Prior to retracting the jacks, it is advisable to start engine and build air pressure.

- Turn the ignition switch ON. Place the transmission in neutral.
- Confirm that the parking brake is applied.
- Turn the jack control Power switch ON.
- Momentarily press the level switch to ALL.
- The red warning lamp will stop blinking and the "bong" alarm will silence when all jacks are retracted.



INSPECTION: Before moving the motorhome always perform a visual inspection to be sure that all jacks have fully retracted. Remove any debris that may be on the jack pad.



Hydraulic pressure, in all jacks, is automatically released when the All switch is pressed. The jacks retract by the weight of motorhome and the retract springs on each jack. The bottom green light will begin blinking and all jacks will retract. This operation is on a four-minute timer. After four minutes, the green light will stop blinking and go out.



NOTE: Do not move the motorhome until the jacks are fully retracted. A visual check of the jacks is recommended to ensure full retraction. Do not rely solely on the lights and alarms.

The hydraulic pump is located at the curbside front with easy access through the generator compartment. The manifold and valve assembly is mounted on the pump motor, providing access to the manual retract valves.

In case of mechanical or electrical failure that would prevent the leveling jacks from being automatically retracted, the motorhome is equipped with manual emergency retract valves. The manual retract system releases fluid that is under pressure in each jack and allows the fluid to return to the reservoir.



CAUTION: The motorhome will raise or lower when the manual retract valves are opened. If it becomes necessary to manually retract the jacks, do not crawl under the motorhome to access the valves. Make sure there is sufficient clearance so the valves may be opened safely.

To operate the manual system:

- Turn all three T-handle valves counterclockwise until they stop.
- When the jacks are fully retracted, rotate all the valves fully clockwise. In case one of the jacks is not holding pressure, one of the manual retract valves may not be fully tightened.

Occasionally, when the jacks are fully extended, wipe off the dirt from the jack rod. This will help lengthen the life of the jacks. How often this is done can vary from the amount and type of usage of the jacks. WD40 will serve as a solvent, as well as a lubricant. Occasional oil or grease on the extended jack ram is normal and aids in the lubrication of the seals.

Maintenance

Component Replacement Model JII-22.5:

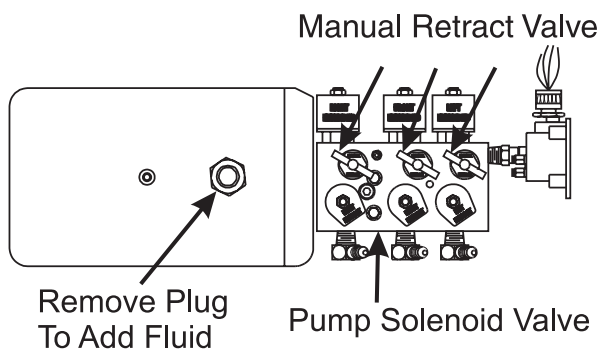
The system is designed to be self-purging in the event any component of the hydraulic system has been removed or repaired.

To Purge the System:

- Fully extend and retract each jack twice.

Adding Fluid:

An indication of a system needing fluid is the bong alarm intermittently sounding when turning corners or the pump whining or gurgling. Use *Dexron III*® automatic transmission fluid to fill the reservoir.



To Fill the Reservoir:

1. Turn the ignition switch to the ON position. Turn the jack control **Power** switch ON.
2. Extend any jack six inches from the fully retracted position. All other jacks remain fully retracted.
3. Unscrew the reservoir cap from the top of the reservoir.
4. Open a window or the entry door so the bong alarm is audible from outside the motorhome. Slowly fill the reservoir with fluid until the bong alarm stops sounding.
5. Replace the reservoir cap.
6. To retract the extended jack, push the **RETRACT** button.
7. Turn the jack control **Power** switch OFF.
8. Turn OFF the ignition switch.

ENGINE -

General Information

The diesel engine operates differently from the conventional gasoline engine. Gasoline engines control engine speed using a butterfly throttle plate controlling air/fuel mixture inlet flow. As the throttle plate opens, vacuum created by the piston velocity draws the metered fuel/air charge into the combustion chamber, then ignites from a controlled electric ignition source. Closing the throttle plate limits the fuel/air supply, slowing engine speed, increasing intake manifold vacuum.

The diesel engine in the motorhome controls engine speed by varying fuel supply only. No throttle plates are used. An exhaust driven turbine system (turbocharger) compresses the fresh air supply into the engine. The fuel is injected under pressure into the combustion chamber. Ignition of fuel/air charge occurs from heat generated by rapid high compression. The turbo boost gauge registers amount of intake manifold pressure measured in lbs./in². Therefore, no intake manifold vacuum exists.

Diesel engine RPM (revolutions per minute) operating speeds are generally much lower than that of the gasoline engine. Peak torque and horsepower output values occur at much lower engine speeds. Idle speeds between the two engine types are similar, however maximum engine speeds are quite different. The gasoline engine generally is not regulated to a maximum engine speed. An engine speed governor set by the engine manufacturer controls the maximum engine speed on a diesel engine.



WARNING: Do not operate a diesel engine where there are or can be combustible vapors. Vapors can be drawn through the air intake system and cause engine acceleration and over-speeding, resulting in fire, explosion and extensive property damage. Numerous safety devices are available, such as air intake shutoff devices, to minimize risk of engine over-speeding where an engine (due to its application) might operate in a combustible environment, such as fuel spills or gas leaks. The equipment owner and operator is responsible for safe operation of engine.



INFORMATION: Consult your engine authorized repair location for future information.

The Cummins diesel engines are 6-cylinder in-line engines, utilizing an electronic fuel control system to supply fuel to the cylinders for precise fuel delivery, as well as built-in diagnostics to monitor engine operation.

Engine electronics also enable the use of programmable monitoring features that may cause limited engine power/vehicle speed when certain conditions arise. These features limit the operation of the engine when conditions that may damage the engine are encountered. These conditions may include such events as low oil pressure and high coolant temperature. When the engine electronics encounter such a condition, it limits the amount of power produced by the engine to help prevent or limit damage. It is possible however, for the engine to be damaged if corrective action is not taken immediately if such a condition exists.

Operation of the vehicle while in the limited operation mode may result in serious engine damage. If a sudden loss of power is noticed in conjunction with the engine warning lights illuminating (**STOP ENGINE**, **CHECK ENGINE** and **WARNING**), pull to the side of the road as soon as it is safely possible. Evaluate the situation.



INFORMATION: Refer to the engine manufactures OEM for additional information concerning the operation, description, maintenance, and warranty information for the engine.

The engine ECM will record three types of fault codes; Electronic Control System Faults, Protection System Faults and Maintenance Indicators. All faults recorded will be ACTIVE or INACTIVE. Not all faults will light an indicator when they are ACTIVE.

Diagnostic Fault Codes

Illuminated Lamps:

WARNING - Indicates a failure has occurred, but the motorhome can be operated without progressive damage. The motorhome should be serviced to diagnose the failure and repaired at the first opportunity. The indication is not considered an emergency.

Solid RED STOP ENGINE - Indicates a major failure has occurred that can result in progressive damage or affect safe operation of the motorhome. The motorhome should be shut down as soon as safely possible and remain shut down until the fault can be repaired.

Flashing RED STOP ENGINE - Indicates the engine control system has started the shut down sequence. The shut down timer will give the operator 30 seconds to find a safe stopping point.

CHECK ENGINE - Indicates the engine requires maintenance or fluids. The motorhome should be serviced to correct the problem. If ignored, some maintenance conditions can cause improper engine operation and even progressive damage.

To Retrieve Active Fault Codes:

1. Turn the ignition key OFF.
2. Turn the ignition key ON immediately apply three full throttle application.
3. Observe **CHECK ENGINE** and **STOP ENGINE** lamps.
 - a. If no active codes are recorded, both lamps will remain illuminated.
 - b. If an active code is recorded, both lamps will illuminate momentarily, then flash the recorded fault.
 - c. When codes are retrieved, turn OFF the **Engine Diagnostic** switch.

The fault code will flash in the following sequence:

- The **yellow CHECK ENGINE** lamp will flash.
- There will be a short one to two second pause.
- The fault code will flash on the **red STOP ENGINE** lamp.
- There will be a short one to two second pause between each number.
- When the number has finished flashing in **STOP ENGINE**, the **CHECK ENGINE** lamp will appear again. The fault code will repeat the sequence.

Each fault code will flash twice before advancing to the next code.

STARTING PROCEDURE - *Normal Starting*

When starting the engine, always use the following procedure.

1. Turn off the vehicle headlights and any other auxiliary equipment prior to starting to ensure that all available battery power is available for the starter motor.
2. Ensure that the park brake is applied and that the transmission is in **NEUTRAL**.
3. Turn the ignition switch to the **ON** position.
4. Look at the dash warning lights; the **CHECK TRANS** light as well as the **PARK BRAKE** light on should illuminate. The **CHECK ENGINE** light should illuminate and then cycle off. If any of the warning lights fail to come on, investigate and correct the cause of the problem. If the **CHECK ENGINE** light remains on, or re-illuminates after starting, the engine ECM may have detected an engine systems fault. Refer to the diagnostics section of the *OEM Engine Manual* for corrective action. If the **CHECK TRANS** fails to illuminate, or remains on after starting, refer to the *Transmission Operator's Manual* for corrective action.
5. The **WAIT TO START** light should illuminate, then go out.

-
6. Wait for all warning lights to cycle through diagnostics. Pressing the throttle or holding the throttle down is not needed. Turn the ignition switch to the **START** position and crank the engine. The electronic controls on the engine will automatically deliver the correct amount of fuel for the engine to start.
 7. Release the ignition switch to the **ON** position immediately after the engine starts.
 8. Allow the engine to idle with no load for three to five minutes. Observe all gauges and warning lights during warm-up.



NOTE: To avoid starter motor damage, do not crank the engine for more than 15 seconds at one time. If the engine fails to start, wait two minutes before attempting to start the engine again.



NOTE: Oil pressure should be indicated within 15 seconds after the engine has started. Do not increase engine speed until the oil pressure gauge indicates normal. If no oil pressure is indicated within 15 seconds, stop the engine. Do not attempt to operate. The engine will need inspected and repaired prior to re-start.



WARNING: Never attempt to start the engine by "jumping" relays or any means other than using the ignition start switch or the remote start switch. Do not attempt to start the engine unless all persons are clear of the engine before starting.

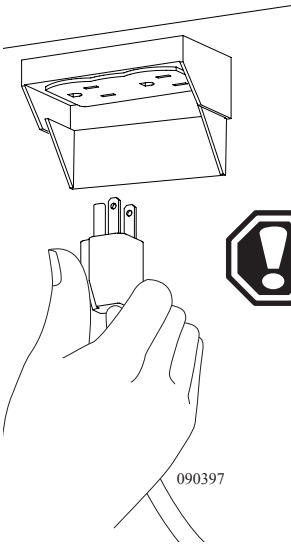
Starting and operating the motorhome during cold weather requires extra care and consideration. Use the following guidelines and refer to the *OEM Engine Manual* to help ensure safe, trouble-free operation of the motorhome:

Cold Weather Starting

1. When operating below 32° F., an engine block heater or other means to warm the engine can enhance engine starting. This will ease cranking and help prevent engine misfiring and white smoke during starting.
2. Always follow the recommended oil, fuel, and coolant specifications as outlined in the OEM Engine Manual. Proper oil viscosity and coolant concentration eases engine starting and helps to avoid engine damage.
3. Allow the engine to idle until it warms sufficiently for operation. Utilize the fast idle feature to quicken the process. Wait to operate the vehicle for at least three minutes or until the coolant temperature begins to move.
4. Check the air inlet and filter daily, or as necessary when driving in snow conditions.
5. The demand on batteries increase during winter; check and service the batteries frequently to help ensure trouble-free starts.
6. Start out slowly with the motorhome to allow the transmission and axle lubricants time to circulate and warm before putting them under full load.

Engine Block Heater:

The block heater cord is located in the rear engine compartment. The block heater, depending on engine size, is rated between 850-1500 watts. The block heater cord may be connected to a separate power cord as long as the power cord is rated for 1500 watts and the outlet used must be GFCI protected rate at 20 Amps. The engine may require several hours of pre-heating before it will start. It is recommended to start pre-heating the engine the night before departure. Remember to unplug the separate power cord.



WARNING: Do not use ether cold starting aids to aid in starting the engine as engine damage may occur.

Following the maintenance guidelines in the engine manufacturer *OEM Manual* recommendations for the engine will help to extend engine life and improve performance, resulting in cost efficient operations. A good maintenance schedule begins with a daily awareness of the engine and its various systems.

OIL RECOMMENDATIONS - ENGINE

A high grade 15W-40 multi-viscosity heavy-duty lubricating oil meeting Cummins Engineering Specification CES 20071 or CES 20076, American Petroleum Institute (API) specification CH-4 that can be used as an alternative to CES 20071 is recommended. Lubricating oils meeting API CG-4 specifications may be used at a reduced drain interval. The engine uses Pennzoil 15W-40 heavy-duty engine lubricating oil that meets Cummins specifications. A critical factor in maintaining engine performance and durability is the use of high-grade multigrade lubricating oil and strict adherence to the maintenance service intervals.

A straight weight or monograde lubricating oil is not recommended. Shortened drain intervals may be required as determined by a close monitoring of the lubricating oil condition by means of an oil-sampling program. The use of oil analysis to extend drain interval is not recommended. There are numerous variables, which is the basis of the recommendation.

Synthetic oils API category III specifications are recommended for extreme cold temperatures only.

Low viscosity oils, used for winter operations, will aid in starting. Synthetic oils, or oil with adequate low temperature properties used for Arctic operations where the engine cannot be kept warm when shut down, will aid in starting.

The use of synthetic oils should not be used to extend drain intervals. Extended oil change intervals can decrease engine life and possibly affect the engine warranty.

Oil additives should not be used unless the oil supplier or oil manufacturer has been consulted and provided positive evidence or data establishing satisfactory performance in the engine.



NOTE: The engine does not require a "break-in" procedure.

Function of Engine Oil:

If lubricating oil is to work in an engine it must be capable of performing various functions. Lubrication of the moving parts is the primary function. The lubricating oil should be able to form a film between metal surfaces preventing metal-to-metal contact and reducing friction. When there is a metal-to-metal contact, friction heat is generated. Welding of the part can occur and metal transfer will result in scuffing or seizing. The film of oil contacting the surfaces will provide cushioning and shock dampening as well.

Cleaning is another function. The oil should perform as a cleaner in the engine by flushing contaminants from critical components. These contaminants should be removed in the filtration system or during the course of an oil change. Oil will provide a protective barrier to prevent corrosion of non-like metals.

Internal components of the engine require cooling. The primary coolant system cannot provide this cooling. Oil will transfer heat by contacting the various components then transferring to the primary cooling system at the oil cooler. The uneven surfaces in the combustion chamber are filled to act as a combustion seal within the cylinder liner and other internal components.

Synthetic Engine Oil:

In extreme environments, where ambient temperatures can be as low as 45° C (-50° F), a petroleum-based oil will not perform satisfactorily in diesel engines. Synthetic oils were developed for these type applications. These synthetic oils are blend from ether and/or hydrocarbon based oils. Chemically reacting lower molecular weight materials to manufacture lubricants of desired properties produce these base oils. All synthetic based oils must meet the API category III classifications and SAE viscosity grades.



NOTE: Synthetic oils and petroleum based oils should never be mixed.

Viscosity:

Viscosity is simply a measure of resistance of molecule layers moving relative to an adjacent layer. All fluid viscosity is affected by temperature. A multigrade lubricating oil tends to be less sensitive to temperature changes due to formulation. Lubricating oils are generally selected for use with viscosities appropriate for the expected operating temperature. The correct selection of a lubricating oil of correct viscosity is critical for optimum performance. Some effects of incorrect viscosity when the oil is too thick range from difficulty in starting, to increasing fuel consumption and reduced power output. When the oil is too thin, oil consumption is increased as well as wear from the metal to metal contact. This will also increase engine noise.

Low temperature viscosity specifications are identified by a "W" (winter). High temperature viscosity that meets the 100° C (212° F) requirements has no suffix. When lubricating oil meets both high and low temperature requirements they are classified as multi-viscosity or multigrade.

Oil Maintenance**Routine Maintenance Recommendation:**

1. Check oil level daily.
2. Replace oil filter at every oil drain interval.
3. Cummins Engine Company, Inc. recommends the use of high quality, API (American Petroleum Institute) licensed CH-4 or CES20071, 15W-40, multi-viscosity oil or premium oil.
4. The recommended oil drain interval is defined by the API oil performance classification and the engine duty cycle. Refer to the *Cummins Operation & Maintenance Manual* for complete details.

Cold Weather - Oil

It is possible to operate diesel engines in extremely cold environments. The engine should be properly prepared and maintained. The correct lubricants, fuels and coolant **MUST** be used for the cold weather range for which the motorhome is being operated. Cold weather operation can be defined in two categories: Winter and Arctic.

WINTER (32° to -25° F) (0° to -32° C): Use a 50% antifreeze to 50% water coolant mixture, use multi-viscosity oil meeting Cummins specifications and fuel to have maximum cloud pour points 10° F (6° C) lower than the ambient temperature in which the motorhome operates.

ARCTIC (-25° to -65° F) (-32° to -52° C): Use a 60% antifreeze to 40% water coolant mixture. Use oil meeting Cummins specifications and fuel to have maximum cloud pour points 10° F (6° C) lower than the ambient temperature in which the motorhome operates.



INFORMATION: Refer to the Operations & Maintenance Manual for more detailed information.

ENGINE SHUTDOWN

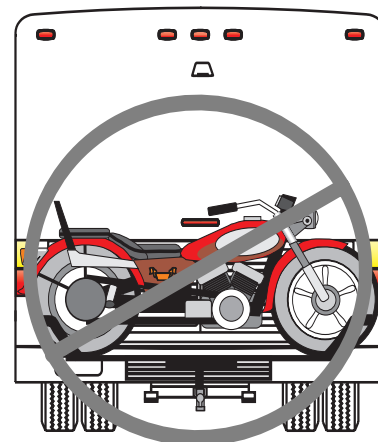
General guidelines for shutting the engine down are fairly simplistic. Allow the engine to idle three to five minutes after a full load operation. This allows adequate cool down of pistons, cylinders, bearings and turbocharger components. Under normal driving conditions, exiting the highway is generally lighter engine operation and the need for the three to five minutes is not necessary. It is recommended to fill the fuel tank at the end of the day to help prevent condensation and drive out moist air. Do not fill the fuel tank to the top, as fuel will expand when warm and may overflow.

When the motorhome has been sitting for extended periods, 30 days or more, verify all the fluid levels are correct. Follow the normal starting procedures. If the oil pressure gauge does not register within 15 seconds, shut off the engine immediately to avoid damage. Consult the OEM Engine Manual for guidelines on troubleshooting low oil pressure, or contact a qualified service technician. If oil pressure is normal, allow the engine to idle for three to five minutes before operating under a load.

Extended Shutdown

A fully formulated antifreeze is recommended. The use will significantly simplify coolant system maintenance. The difference between a fully formatted antifreeze and a fully formatted coolant is the percentage of water. Both contain balance amounts of antifreeze, buffering compounds and a percentage of good clean quality water. The antifreeze of coolant must meet ethylene glycol or propylene glycol recommendations. A good clean quality water in a 50/50 ratio (40 to 60% working range) mixed with fully formatted antifreeze will provide protection from -34° F to 228° F. The 50/50 mix ratio must be premixed prior to being put in the system. Placing antifreeze and water in the cooling system is not recommended. Consult the Cummins Operation & Maintenance Manual for more details.

COOLANT



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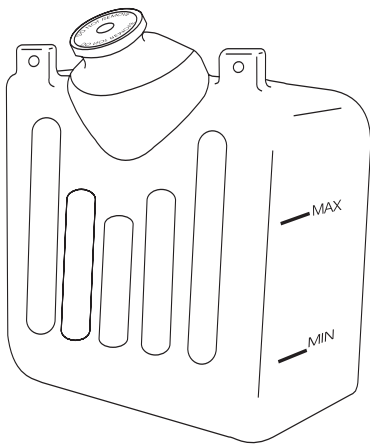


NOTE: An over concentration of antifreeze, or the use of high silicate antifreeze, can cause damage to the coolant system and engine. Antifreeze is essential in every climate.



NOTE: Any item on the back of the motorhome which blocks the grill opening or changes the air flow may cause an overheating condition under some circumstances.

The coolant fluid freeze point should be checked with every oil change interval at 15,000 miles, 500 hours or six months, whichever comes first. The coolant should be drained and flushed at 6,000 hours or two years of service, whichever comes first.



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Engine Coolant Reservoir:

The engine coolant reservoir is a blown molded polymer nylon bottle. The bottle is capable of withstanding high temperature and pressures that can develop in the engine area. The engine coolant reservoir is connected to the radiator by a hose. When the motorhome is driven, coolant heats and expands. A portion of fluid displaced by expansion flows from the radiator into the reservoir tank. When the engine is stopped, the coolant cools and contracts. A vacuum draws coolant back in the radiator. Thus, the radiator is kept filled with coolant to the desired level at all times resulting in increased cooling efficiency. The coolant level should be at, or slightly above, the appropriate mark on the reservoir tank when the system is cold.



NOTE: The reservoir cap is rated at 16 psi.



CAUTION: To avoid scalding hot steam or coolant from being released from the engine cooling system, never remove the reservoir cap while the engine is running or hot. Failure to follow this warning may result in damage to the engine's cooling system and possibly cause severe personal injury.



INSPECTION: Stop the motorhome and inspect the coolant level before continued operation.

Routine Maintenance Recommendations:

1. Check the coolant level daily or when refueling.
2. If the coolant is below the **MIN** mark, the low coolant alarm will sound and the **STOP ENGINE** light will appear on the dash.
3. The coolant level remains between the **MAX** and **MIN** level in the reservoir.
4. Drain and flush the system every 60,000 miles/2 years, and refill with a heavy-duty coolant (50/50 mix of water and antifreeze).
5. Always use antifreeze. In addition to freeze protection, antifreeze is essential for overheat and corrosion protection.
6. Freeze point should be measured every 15,000 miles/6 months.

Rotten, swollen and worn hoses, as well as loose connections, are frequent causes of coolant system problems. Overheating can be caused by an collapsed hose or a clog caused by rubber shedding from a rotten hose. Replace any hose found to be cracked, swollen or damaged. Connections should be inspected periodically and hose clamps tightened.

Coolant Hoses

If the coolant system becomes frozen solid, place the motorhome in a warm area until the ice is completely thawed. At this point the motorhome must be towed. If the engine is operated when the cooling system is frozen it will result in engine overheating due to insufficient coolant.

Coolant System - Thawing

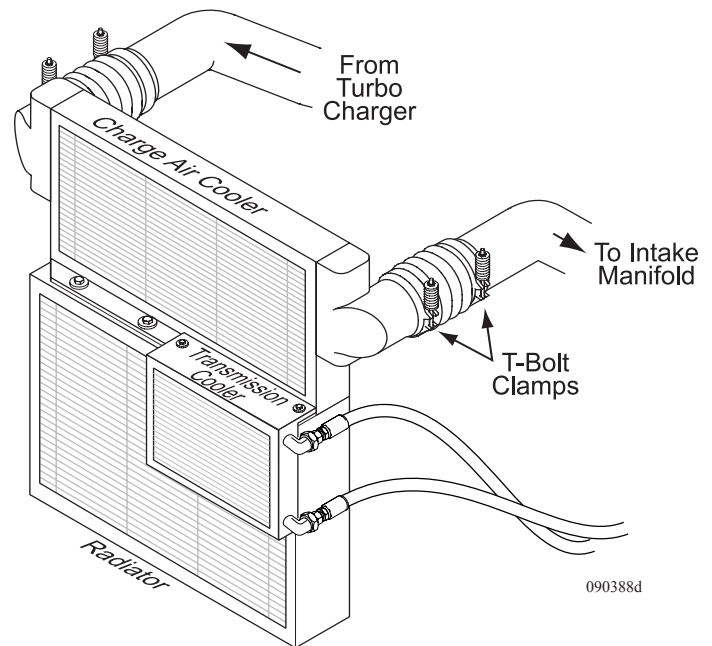
Once thawed, check engine, radiator and related components for damage caused by expansion of frozen coolant.

If the engine is overheated, never pour cold coolant into a hot engine. The sudden change in temperature may crack the cylinder head or block. If the engine is hot, fill slowly to prevent rapid cooling and distortion of engine castings.

The diesel engine uses compression to ignite the fuel/air charge. To increase compression inside the combustion chamber (resulting in increased power output) a turbocharger is added to the engine. The turbocharger is a paired housing assembly with impellers inside each housing connected by a common shaft. One impeller is propelled by the engine exhaust, which drives the other impeller. The function of the other impeller is to increase compression inside the combustion chamber by forcing air into the intake manifold. The intake air charge is heated two different ways: through convection by the exhaust gases driving the turbocharger, and any time air is compressed heat is produced. This has a negative effect inside the combustion chamber resulting in lost power potential. Therefore, a Charge Air Cooler (CAC) is installed to cool the intake air before it enters the engine. The CAC may be mounted to either the top or side of the radiator.

The CAC performs the same function as a radiator, cooling air instead of liquid. Ambient air passing through the CAC will cool the engine's intake air charge.

CHARGE AIR COOLER



After leaving the turbocharger, intake air is compressed and heated to approximately 300° to 375° F., depending on the engine load and throttle position. Before the air enters the intake manifold, the CAC cools the intake air temperature to the engine manufacturer's specifications. Lower intake air temperatures reduce exhaust emissions, improve fuel economy and increase horsepower. The CAC will continually expand and contract up to ¼ inch as throttle increases and decreases.



Visually **inspect** the charge air cooler, every six months, for dirt and debris that may be blocking the fins. If the motorhome develops an oil leak, there is a possibility that the oil will coat the fins of the CAC. Dust will adhere to the oil film and eventually clog the fins greatly reducing cooling efficiency. When the oil leak is repaired, the CAC must be thoroughly cleaned.



Rear mounted radiators, with a top mounted CAC, will require more frequent visual inspections than a side mounted CAC. Litter and dust along the roadway can restrict the airflow on this type of system. During each oil change **inspect** the engine side of the radiator/CAC assembly for foreign objects that may be causing restriction.

Spraying degreaser on the charge air cooler, as well as using a steam cleaner, will not damage the CAC. However, pressure washer and steam cleaner nozzles placed too close to the CAC can bend the fins. The recommended cleaning procedure for the CAC, and the radiator, is to use a bucket of mild soap and water. Carefully wash with a bristle brush then rinse using a garden hose, with minimum water pressure, standing back a distance to avoid bending the fins.

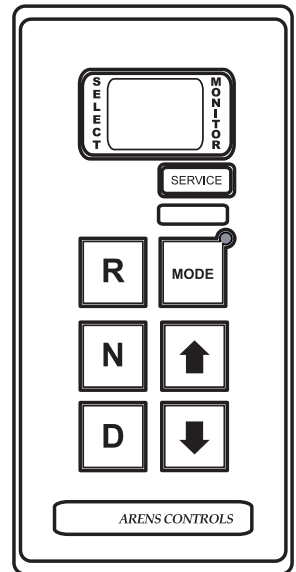
TRANSMISSION

The Allison MH-2000 series transmission is a fully automatic, torque-converter driven, electronically controlled transmission. The electronic controls provide automatic gear selection in all drive ranges and automatic engagement of the torque converter lockup clutch.

The electronic control system has five major components: the Transmission Control Module (TCM), engine throttle position sensor, three speed sensors, Neutral Start Back Up (NSBU) switch and the control valve module. The TCM processes information received from the throttle position sensor, speed sensor, NSBU switch and control valve module. The electronic control system optimizes shift quality by using “Adaptive Shifting.” A wide variety in shifting under varied conditions is required before optimizing the shift quality. Generally, five typical shifts of a shift type are needed for shift calibration.

Transmission Key Pad Functions:

- Selects Neutral by pressing **N**. The area around the **N** button has a raised ridge so the driver can orient his hand to the Neutral button by touch.
- Selects Reverse gear by pressing **R**.
- Selects the forward Drive range by pressing **D**. The **SELECT** and **MONITOR** will indicate "**D1**", indicating the transmission is in 1st gear. Throughout the subsequent up shifts or downshifts, the **SELECT** and **MONITOR** will indicate the gear the transmission is in.
- The **UPSHIFT** and **DOWNSHIFT** arrow buttons are used to select a higher (if not in fifth gear) or lower (if not in first gear) forward range. These buttons are not functional in **NEUTRAL** or **REVERSE**. One press changes the gear selected by one range. If the up or down button is held continuously, the range will continue to change up or down until the button is released or until the highest/lowest possible gear is selected.
- The **Mode** button enables economy mode.



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To Enter Economy Mode:

Press the **MODE** button. The LED will illuminate.

To Exit Economy Mode:

Press the **MODE** button. The LED will extinguish.

Economy Mode:

Economy mode affects the upshift schedule D-3, D-4, D-5 and downshift schedule D-5, D-4, D-3. During highway driving, with the cruise control set between 55 and 65 miles per hour, setting the transmission to Economy Mode will eliminate about 99% of transmission downshifts from fifth to fourth when incurring a slight incline or overpass.

In city driving, with the transmission set to Economy Mode, the transmission will upshift approximately 200 RPM sooner using less fuel with reduced engine noise. Do not use Economy Mode while traveling in mountain terrain. The lower RPM shift schedule will reduce the flow of antifreeze, lubricating oil and airflow through the radiator resulting in increased transmission and engine temperature.



CAUTION: Do not use the economy mode in heavy stop and go traffic or mountainous terrains. Frequent shifting occurs when in Economy Mode while using heavy throttle, increasing transmission fluid temperature. Exit Economy Mode until road conditions improve.



NOTE: When the Auxiliary Braking device is used, the display will change to a default reading of D-3. This setting is pre-selected at the factory and can only be altered by an authorized Allison Service center. The transmission is not actually in third gear. This is only a reference point so the transmission will optimize engine-braking efficiency.

Service:

If the Service display is illuminated a fault may exist with the Shift-By-Wire system. A qualified service technician should inspect the system.

Flashing Display:

In the event the Display area begins to flash, the transmission has inhibited shift operations. This is an indicator that range shifts requested might not occur. Certain operating conditions when detected by the TCM will inhibit shifting to protect from damaging operations. This is in response to diagnostic trouble codes received by the transmission control system.

Shift inhibits falls within certain categories. Above-idle neutral range shifts are shifts from **N** (Neutral) to **R** (Reverse) or **N** (Neutral) to a forward range when the idle is in excess of 900 rpm (Above-idle). Forward/Reverse directional shifts are not permitted when measurable output shaft speed is detected.



NOTE: Sudden movements or lurching the motorhome with an open throttle can result in damage to transmission. Avoid this condition by making shifts only when the throttle is closed and engine is at normal idle.

Certain unusual transmission operating conditions detected by the TCM will temporarily limit transmission operations. These conditions are transmission problems. The TCM will lock the Transmission in a safe gear range to permit the motorhome to be driven to a service location. The TCM may not respond to additional shift requests. Upshift and downshift may not occur and directional changes will not occur. Consult the Allison Operator's manual for more information.

Troubleshooting:

1. Turn ignition switch to **ON**. Do not start the engine. Ensure the display on the Shift Selector illuminates. If it doesn't, go to Electrical Troubleshooting Section. If it does come on, does it show **N**? The left character will be blank. If not, press **N** and see if it shifts. If it does, proceed to the next step. If it does not, go to the Electrical Troubleshooting Section.
2. Start the engine. If the engine starts, the transmission is in **NEUTRAL**. Ensure the display indicates **NN**. If it does, proceed to the next step. If it doesn't, go to the Electrical Troubleshooting Section.
3. Press the **R** button for **REVERSE**. See if **RR** is displayed. Listen for backup warning beeper. If warning beeper sounds, the Shifter has shifted the transmission to Reverse. If it does, proceed to the next step. If it doesn't, go to the Electrical Troubleshooting Section.

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4. Press the **D** button for DRIVE. See if **D1** is displayed. If **DD** is displayed the J1939 is not working or the connector is not making contact. If **D3** is displayed, the Transmission TCM is in the Limp Home Mode (3rd gear). Contact Allison at 800-524-2303 for further instructions.
 5. With the Transmission in **DRIVE** perform the following checks:
 - Press the **D** display in the window is **D1**.
 - Press the **arrow down** display in the window is **41**.
 - Press the **arrow down** display in the window is **31**.
 - Press the **arrow down** display in the window is **21**.
 - Press the **arrow down** display in the window is **11**
 - Press the **arrow up** display in the window is **21**
 - Press the **arrow up** display in the window is **31**
 - Press the **arrow up** display in the window is **41**
 - Press the **arrow up** display in the window is **D1**

If all ranges show up correctly, the Shift-by-Wire System is functioning normally. Proceed with Transmission Diagnosis per Allison Troubleshooting Procedures. If not, contact *Arnes Control* at **(847) 570-6411** for further instructions.

Electrical Troubleshooting:

If no display or power to the Shift-by-Wire System occurs when the ignition is on, check the following fuses and connections at the front distribution panel, below the driver's window:

Main Power - Location is the V-Bat Terminal located at the fuse panel, below the driver's window. Look for two wires with in-line fuses. Be sure to check the in-line fuses (10 Amp).

Ignition - Location 12 or 13 on the chassis panel.

Grounds - Two located at ground post on the right side of the far right fuse panel.

Remove the Shift Selector from the Console (two U-Brackets from underneath) and check to see if the connector in the back is firmly plugged in. If it is, then run a continuity check of each of the wires listed above.

If the display still does not illuminate, replace the Shift Selector with a new one. If the Shift Selector display illuminates and the transmission does not shift into the various ranges, **inspect** the two connectors on the Actuator Assembly on the left side of the transmission. One is on a pigtail, and the other is plugged directly into the position sensor. Ensure both connectors are in good condition (no pushed out pins or damage) and properly connected.



Transmission Check Light

The electronic control system is programmed to inform the operator of a problem with the transmission system and automatically take action to protect the operator, motorhome and transmission. When the TCM detects a Range inhibit or Shift inhibit condition, the TCM restricts shifting, turns the **CHECK TRANS** light on the instrument panel and registers a diagnostic code.



NOTE: For some problems, diagnostic codes may be registered without the ECU activating the CHECK TRANS light. The Allison Transmission authorized service outlet should be consulted whenever there is a transmission related concern. They have the equipment to check for diagnostic codes and to correct problems which arise.

Each time the engine is started the **CHECK TRANS** will light, then turn off after a few seconds. This momentary lighting is to show that the status light circuits are working properly. If the **CHECK TRANS** light does not illuminate during start up, or if the light remains on after start up, the system should be checked immediately. Continued illumination of the **CHECK TRANS** light during vehicle operation (other than start up) indicates that the TCM has signaled a diagnostic code.

Preventive Measures

Help the electronic control system oversee the operation of the transmission. Minor problems can be kept from becoming major problems if you notify an Allison Transmission distributor or dealer when one of these conditions occur:

1. The shifting feels odd.
2. The transmission leaks fluid.
3. Unusual transmission-related sounds (changes in sound caused by normal engine thermostatic fan cycling, while climbing a long grade with a heavy load, have been mistaken for transmission-related sounds).
4. The **CHECK TRANS** light comes on frequently.

Periodic Inspections

For easier inspection, the transmission should be kept clean. Make periodic checks for loose bolts and leaking fluid lines. Check the condition of the electrical harnesses regularly. Check the engine cooling system occasionally for evidence of transmission fluid which would indicate a faulty oil cooler. Report any abnormal condition to the Allison dealer.

Because the transmission fluid cools, lubricates and transmits hydraulic power, it is important that the proper fluid level be maintained at all times. If the fluid level is too low, the converter and clutches do not receive an adequate supply of fluid. If the fluid level is too high, the fluid can aerate. Aerated fluid can cause the transmission to shift erratically or overheat.

Importance of Proper Fluid Levels



NOTE: The motorhome should be stationary for approximately two minutes prior to checking the fluid levels to ensure fluid is stabilized.

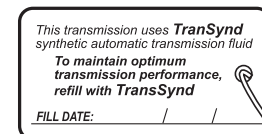
Transmission performance, reliability and durability are important influences in the type of fluids used. The Transmission has been factory tested using TranSynd™ synthetic transmission fluid.



NOTE: The ISB-300 engine with a 2000MH transmission requires using TranSynd™ synthetic transmission fluid.

The dipstick and an oil fill are located between the engine and transmission underneath the engine access door in the bedroom. A small tag has been attached to the dipstick identifying the use of TranSynd™ synthetic transmission fluid. A remote fill has been install in the rear of the motorhome. The orange colored cap can identify this. The fluid does not need to be carried through the motorhome.

Transmission Lubricating Fluid



070176



CAUTION: Use of any type of transmission lubricating fluid other than TranSynd™ will void the warranty.

Fluid and Internal Filters Change Interval Recommendations:

The fluid and internal filters may require changing earlier depending on the severity of operating conditions. The fluid must also be changed whenever there is evidence of dirt or high temperature operation as indicated by discoloration, strong odor or fluid analysis. Local conditions, severity of operation or duty cycle will dictate more or less frequent service intervals. Contact an authorized Allison Service center for change intervals.

Transmission Fluid Level - Cold Check

Cold Check - Manual Check Procedures:

The concept of a cold check is to determine adequate fluid level for safe operating until hot check can be performed.

To Check the Fluid When Cold:

- Park the motorhome on a level surface. Set the parking brake.
- With the engine operated at a low idle, put the transmission in **N** (Neutral).
- Chock the wheels to prevent the motorhome from moving.
- Allow the engine to run at idle (500-800 RPM) for one minute.
- Apply the service brakes and shift to **D** (Drive), then to **N** (Neutral) and next to **R** (Reverse) to fill the system. Finally shift to **N** (Neutral) and release the service brakes. Allow the engine to continue to run at idle (500-800 RPM).
- Remove the dipstick and wipe clean. Reinsert the dipstick fully into the tube and remove to check fluid level. Repeat this to verify the reading if needed.
- Safe operating level is anywhere within the **COLD CHECK** band on the dipstick. The fluid level is sufficient enough to operate until a **HOT CHECK** can be performed.
- If the level is not within this band, add or drain the fluid as necessary to put the level to the middle of the **COLD CHECK** band.
- Perform the **HOT CHECK** at the first opportunity after reaching normal operating temperatures (160° - 200° F/71° - 93° C).



CAUTION: Low or high fluid level can cause overheating and irregular shift patterns. These conditions can damage the transmission if not corrected.

Transmission Fluid Level - Hot Check

- The fluid level rises as the temperature increases. The fluid must be hot to ensure an accurate check.
- Be sure the fluid has reached normal operating temperature (160° - 200° F/71° - 93° C). If a transmission temperature gauge is not present, check the fluid level when the engine water temperature gauge has stabilized and the transmission has been operated under the load for at least one hour.
- Park the motorhome on a level surface and shift to **N** (Neutral). Apply the parking brake and allow the engine to idle (500 to 800 RPM).
- After wiping the dipstick clean, check the fluid level. Safe operating level is anywhere within the **HOT RUN** band on the dipstick.
- The width of the **HOT RUN** band is approximately one quart of fluid at normal temperature range.
- If the level is not within this band, add or drain the fluid as necessary to put the level within the **HOT RUN** band.
- Be sure that the fluid level checks are consistent. Check the level more than once. If the readings are not consistent check to be sure that the transmission breather is clean and not clogged. If the readings are still not consistent, contact the nearest Allison distributor or dealer.

FUEL REQUIREMENTS

Low sulphur #2 diesel fuel or #1 and #2 commercial winter blend diesel fuels are the most common commercially available and recommended for use. The Cummins Engine Company Inc. recommends the use ASTM #2D fuel. The use of #2 diesel fuel will result in optimum engine performance.



WARNING: Do not mix gasohol or gasoline with diesel fuel. This mixture can cause an explosion.



NOTE: Due to the precise tolerances of diesel injection systems, it is extremely important that fuel be kept clean and free of dirt or water. Dirt or water in the system can cause severe damage to both the fuel pump and the fuel injector. Fuel additives for lubricity are not recommended. There are numerous diesel fuel additives to help remove moisture from fuel, prevent microbe growth and to prevent freeze-up during cold weather. Any fuel additives product should show supporting data for performance and benefits. Engine failures caused by incorrect fuel are not covered under warranty.

The diesel fuel tank is made of a 12-gauge steel. The total capacity of the tank is 75 gallons. The engine pickup tube is cut at a 45° angle to allow optimum flow to the engine.

FUEL TANK

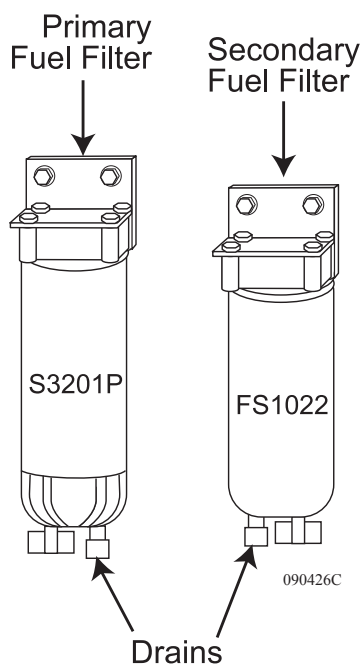


NOTE: If the motorhome has been stored for any length of time, check the vent for blockage. It is not uncommon for insects to plug the vent tube. If the tank appears to be pressurized the vent tube may be blocked. To inspect the vent tube check on the roadside of the fuel tank, near the bottom. Always store the motorhome with a full fuel tank.

Routine Maintenance Recommendations:

1. Change the fuel filter at every oil change interval.
2. Change the fuel-water separator filter every six months or every 15,000 miles.

FUEL FILTERS



Fuel passes through two filters before entering the engine: a primary fuel filter, positioned on the left side of the engine access, and a secondary fuel filter, which can be seen at the engine access, mounted on the right side of the engine. A micron rating for a fluid filter is a generalized way of indicating the ability of the filter to remove contaminants by the size of the particles. Both the primary and secondary filters are rated at 10 microns.

The primary filter has a clear sediment bowl located at the bottom of the filter where water, heavier than fuel, will collect. Water can accumulate in the fuel from condensation in the fuel tank or contamination upon refueling. Drains are situated at the bottom of each filter.

The appearance of water in the sediment bowl is easily identified by the inability of water to mix with the fuel, forming small pools. The water should be drained at the first opportunity. If water passes through the primary filter and into the secondary filter, the **WATER IN FUEL** light on the dash will illuminate. Turn the engine off as soon as possible and drain both filters. Water passing through the filters can cause engine misfire and damage to the fuel injectors.

If water has made it to the secondary filter, it is recommended that the primary filter be changed. Monaco Coach Corporation recommends draining the water and sediment from the separator before each trip.

To Drain the Filter:

- Shut off the engine.
- Open the drain valve, by hand, counterclockwise approximately 1½ to 2 turns until draining occurs. Drain water/fuel into a container and dispose of in accordance with local environmental regulations.
- Close the drain valve by turning clockwise when clear fuel is visible.



NOTE: Replace both primary and secondary filters every six months or 15,000 miles.



NOTE: The water and sediment can contain petroleum products. Consult the local environmental agency for recommended disposal guidelines

In the event the engine runs out of fuel, the engine will have to be primed.

Priming the Engine:

- Fill tank with 30 gallons of fuel or more if parked on a slant.
- Turn key to on for approximately 30 seconds and then off again. This may need to be repeated several times before the system is purged of air.
- If unable to start, contact nearest Cummins Center or phone 1-800-343-7357 for Cummins Customer Assistance Center.

The Centroid fuel sender has no moving parts. It works by measuring capacitance, an electrical property, between its inner and outer tubes in the tank. The more fuel between the tubes, the higher the reading. Electronics in the hockey-puck head of the sender convert the capacitance to current to drive the fuel gauge.

Connections:

The Centroid sender has four connections:

- Positive and Negative: Battery voltage to run the electronics in the sender head.
- Send: Connects to the Send terminal of the gauge on the dash.
- Alarm: Makes a connection internally to the Negative terminal when the low alarm fuel level is reached (when gauge is reading about 1/8 tank). This turns on the alarm light on the dash. It is not adjustable.

Checking the Gauge:

- Remove the **SEND** wire from the Sender. Turn the ignition power **ON**. The fuel gauge should read above **FULL**.
- Touch the **SEND** wire to the **NEGATIVE** terminal of the sender. When the ignition Power is applied, the gauge should read **EMPTY**.
- If this test passes, place the send wire back on the **SEND** terminal of the sender.

Checking the Voltage:

- Place the **BLACK** lead of the voltmeter on the sender **NEGATIVE** terminal.
- Place the **RED** lead of the voltmeter on the **POSITIVE** terminal of the sender.
- Reading of the voltmeter should be about 12 Volts DC.
- Place the **RED** lead of the voltmeter on the **SEND** terminal of the sender.
- Reading of the voltmeter will range between Zero and 9 Volts DC.

Calibration and Adjustments:

- Calibration and adjustments to the fuel sender must be performed with the engine running since this affects the voltage at the sending unit.

There are Two Adjustments on the Centroid Sender:

- Empty: Adjusts for length of sender, should be sealed with a brown sealant, stating that the sending unit is factory adjusted. If the sealant has been tampered with, the sending unit may have an incorrect calibration. Do not change if the sealant is intact.
- Full Adjustment: The full adjustment can be used to correct for slight differences between fuel meters. During installation, it has been calibrated for your meter and should not need readjustment.



NOTE: Calibration procedures should be performed by a qualified service technician. Calibration procedure will require both Empty and Full potentiometers be adjusted.

Proper calibration is performed by calibrating the Empty side first, then the Full side. Ensure the Fuel Tank is full prior to performing the following procedure.

1. Setting Empty:

- Place the sending unit in two inches of clean diesel fuel.
- Rotate both the full and empty potentiometers fully clockwise.
- Slowly adjust the Empty potentiometer counterclockwise until the needle on the gauge just covers the empty mark.
- Rotate the potentiometer back clockwise slightly and then counterclockwise to Empty ensuring the needle on the gauge is not below empty. The sender will not show anything below the Empty mark.

2. Setting Full:

- Put sending unit in the full tank of fuel.
- Slowly turn Full potentiometer counterclockwise until the needle on the gauge is down to the full mark.

Both adjustments should be verified several times to ensure proper calibration. The key for proper adjustment technique is to start with the full adjustment screw fully clockwise, and with a full tank of fuel. This causes the readings to be above marks. Slowly adjust counterclockwise until the marks are reached. The intent is to always adjust downscale rather than upscale.

Troubleshooting:

- A. Fuel Only: One possibility, when there is a constant above full reading, may be water in the bottom of the fuel tank. The sender will not work correctly in conducting fluids such as water (it will read above full all the time in water).
- B. Electronic Output: The sender has a transistorized output. This prevents an ohmmeter from getting a correct reading of its output resistance.
- C. Contact Centroid: Probably 90% of the returns Centroid tests work okay on the bench. If you have incorrect readings contact Centroid (telephone: 800-423-3574 or, preferably, fax: 904-423-3709) with the symptoms. A short, "fill in the blanks" troubleshooting test is provided, appropriate to the sender. It is easier to find the problem that way than after the sender has been removed from the system, since the problem is not necessarily with the sender.



NOTE: Sending units are calibrated by length from the manufacture. If replacing a sending unit and the sender needs cut, the empty setting will require being set first.

Make a visual check for fuel leaks at all engine-mounted fuel lines and connections and at the fuel tank pick-up and return lines. Leaks in this area may best be detected by checking for accumulation of fuel under the tank. Engine performance and auxiliary equipment is dependent upon the ability of flexible hoses to transfer lubricating oil, air, coolant and fuel oil. Diligent maintenance of hoses is an important step in ensuring efficient, economical and safe operation of engine and related equipment.



INSPECTION: Check hoses daily as part of the pre-start-up inspection. Examine hoses for leaks. Check all fittings, clamps and ties carefully. Make sure that the hoses are not touching shafts, couplings and heated surfaces, including exhaust manifolds, sharp edges or other obvious hazardous areas. Since all machinery vibrates and moves to a certain extent, clamps and ties can fatigue with age. To ensure continued proper support, inspect fasteners frequently and tighten or replace them as necessary.

Engine oil levels above the dipstick full mark, or a decrease in lube oil consumption, may indicate internal fuel leaks into the crankcase. Check oil level frequently for fuel contamination.

On a walk around and pre-check of the motorhome, look for oil leaks under the coach and around hose fittings. If a hose connection appears to be leaking, clean the filter and the surrounding area. If seepage continues, have the problem corrected to prevent an untimely failure.

HYDRAULIC SYSTEM

The power steering reservoir with internal filter is located at the rear of the engine. The hydraulic filter assembly, located inside the reservoir, is rated at ten micron*. The reservoir is filled with *Dexron-III®* Automatic Transmission Fluid from the factory.

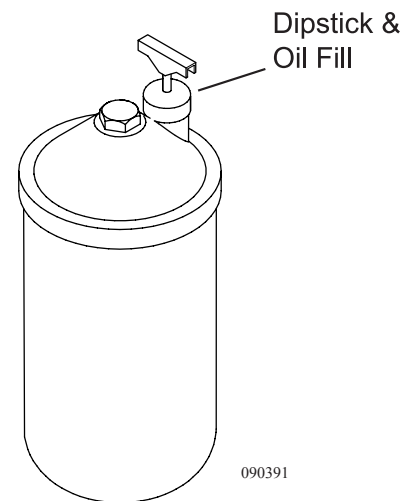
Filter assembly: Nelson 910048A
Element number: 83213D (ten micron*)

**One micron is one millionth of one meter.*

The primary function of the power steering reservoir is to keep the steering system free of contamination and to dissipate excessive heat that builds during extreme operating conditions.

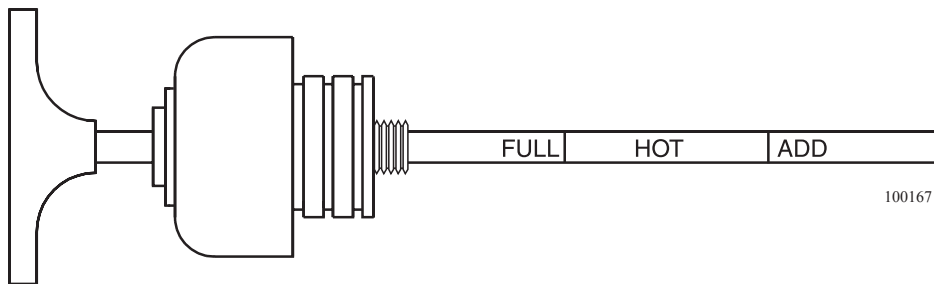
Check the oil level in the reservoir every 6,000 miles or three months. The oil dipstick fill is located on top of the reservoir in the rear compartment. The oil level should be kept between the full and add marks on the dipstick. If adding of fluid is required, use only *Dexron-III®* Automatic Transmission Fluid.

Hydraulic Reservoir



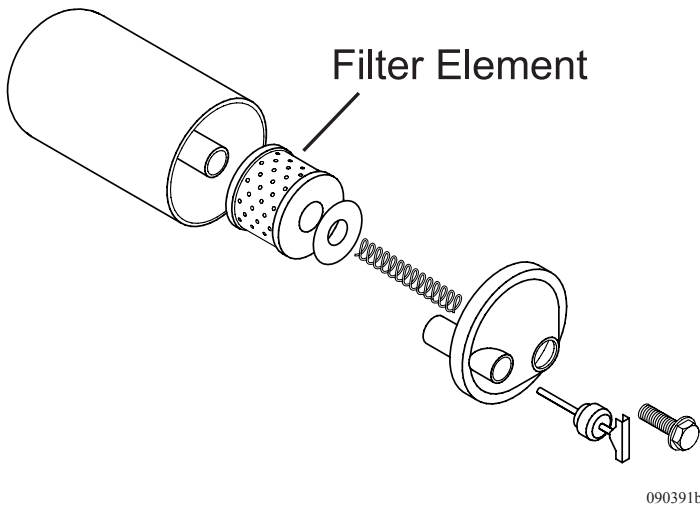
Checking the Fluid Level:

1. Start the engine and allow it to reach normal operating temperature.
2. While the engine is at idle, turn the steering wheel left and right several times.
3. Shut the engine off.
4. The easy grip handle is rotated counterclockwise to remove the dipstick.
5. Check the fluid level on the "**HOT**" side of the dipstick. It should be in the area of "**HOT**" on the dipstick. This is the normal range for the dipstick. Do not exceed the full mark.
6. If the fluid level is low, add fluid in small amounts, continuously checking the level until the "**FULL**" mark is reached.
7. Insert the easy grip handle back in the reservoir and rotate clockwise until securely fastened.



Hydraulic Filter

Change the hydraulic oil filter every 15,000 miles, or once a year, for cellulose element. A synthetic media filter is available, which will extend the interval to once every five years.



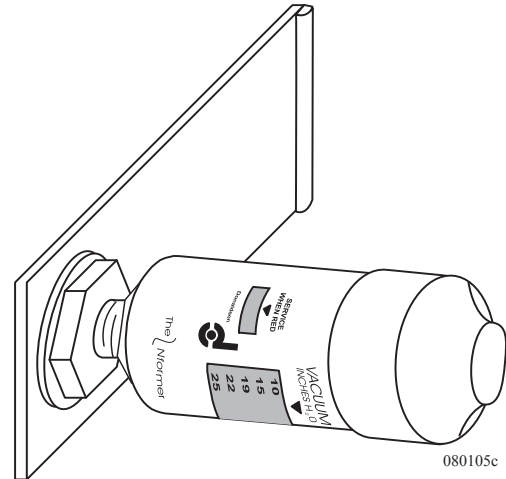
Changing the hydraulic oil filter:

1. Using a 15/16 inch wrench, loosen the center cover bolt.
2. Remove the bolt and cover plate to access the spring and filter.
3. Remove the spring and washer to remove the filter assembly.
4. After replacing the filter assembly, reverse the process to re-assemble the reservoir.
5. When attaching the cover plate in the rubber cover seal, check for any damage.

The air filter minder is a precision overflow restriction gauge designed to take the guesswork out of air cleaner replacement.

The air filter minder is located in the engine rear compartment. Operation is simple and virtually foolproof. As dirt captured by filter cartridge slowly builds up the system pressure drop increases, indicated by the filter minder on an easy to read scale. The indicator locks up at the point of maximum restriction so readings can be taken with or without the engine running. When the desired change-out point is reached, the air filter should be replaced and the service indicator is easily reset by pushing the button at the bottom of the minder.

AIR FILTER MINDER

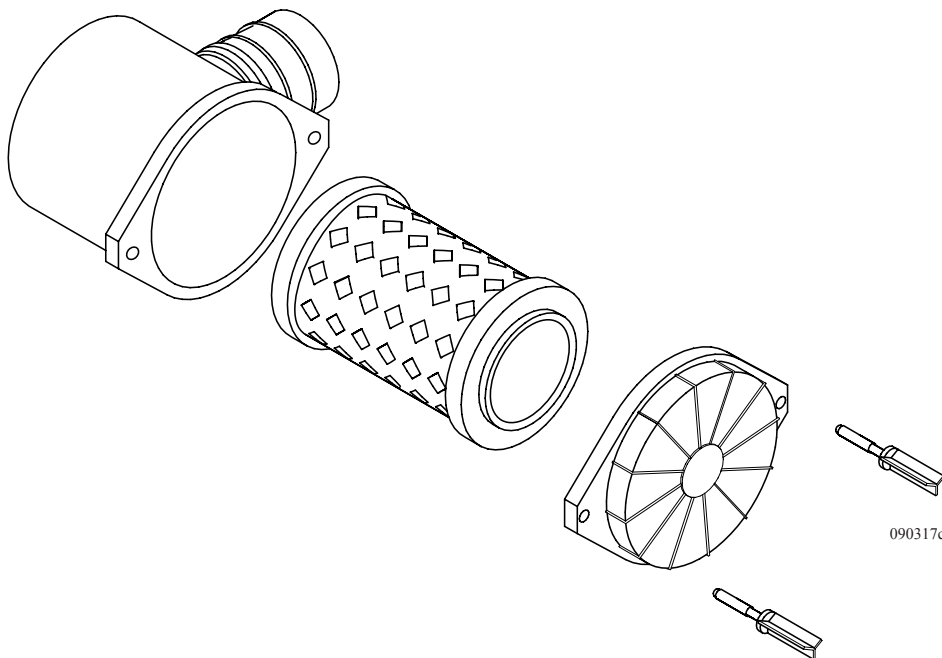


To replace air cleaner remove screws and cover from air cleaner body. Remove air cleaner cartridge and discard. Install new air cleaner cartridge and secure with cover and screws.

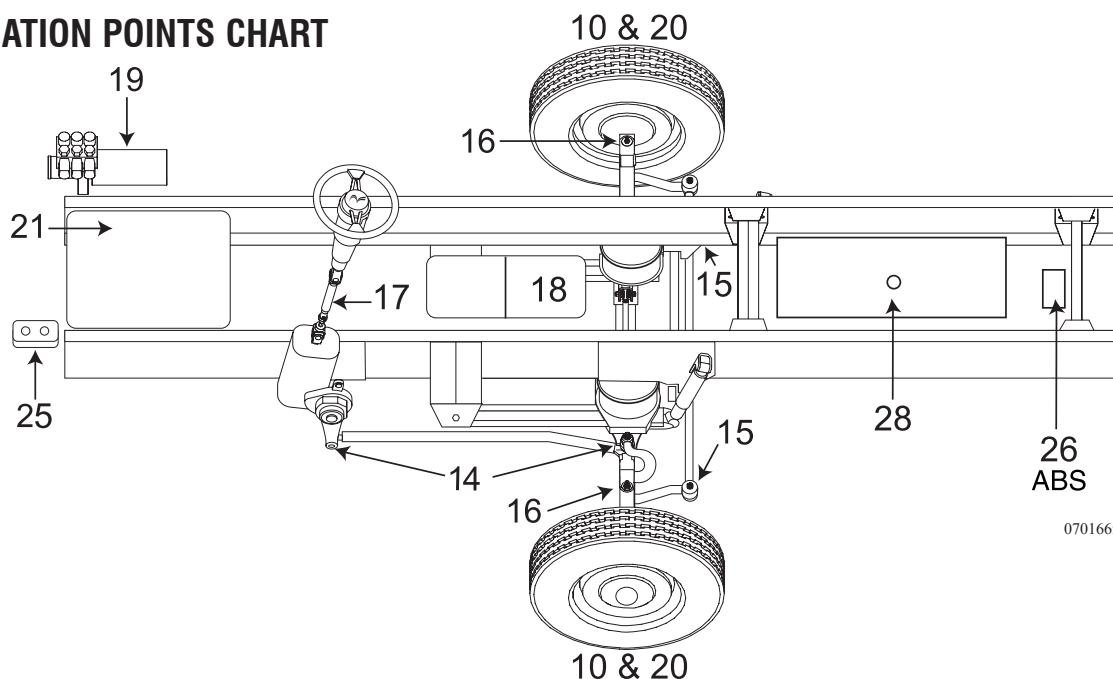
AIR FILTER - Replacing the Filter



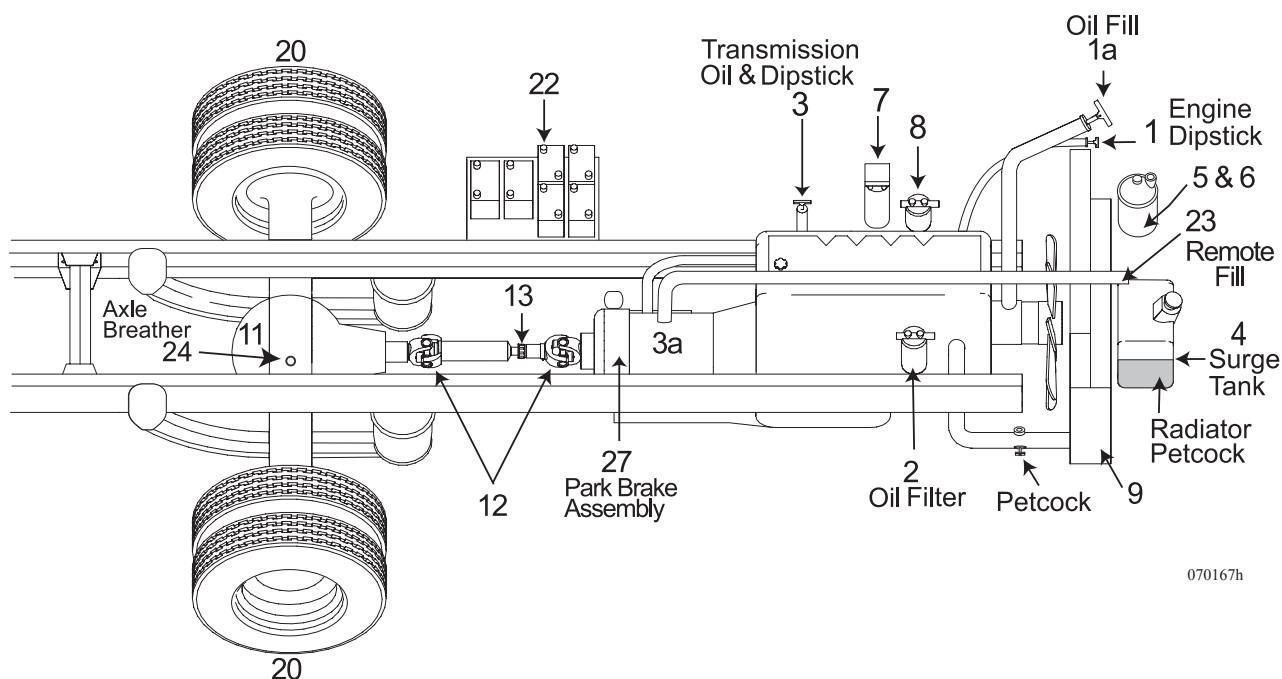
WARNING: Do not start the engine with the air cleaner removed and do not remove it while the engine is running.



LUBRICATION POINTS CHART



Component	Action	When	Code – Refer to Chart
1 Engine Oil	Keep to Full Mark	Before Each Trip/Daily Enroute	EO
1a Engine Oil	Drain	Refer to OEM	OEM
2 Engine Oil Filter	Replace at Oil Change	Refer to OEM	OEM
3 Transmission	Keep to Full Mark	Refer to OEM	TS
3a Transmission	Drain	Refer to OEM	OEM
Transmission Filter	Replace	Refer to OEM	TS
4 Engine Coolant – Surge Tank	Maintain Level	Before Each Trip/Daily Enroute	AF
5 Hydraulic Fluid Reservoir	Maintain Level at Sight	Before Each Trip/Daily Enroute	TF
6 Hydraulic Filter	Replace	15,000 or Annually	TF
7 Filter Fuel/Water Separator (Primary)	Inspect	Before Each Trip	FF
	Replace	15,000 or 6 months	
8 Filter Fuel (Secondary)	Replace	Refer to OEM	FF
9 Radiator/Charge Air Cooler	Inspect	Weekly	--
10 Axle Hubs	Inspect Level	1,000	GO
	Replace	30,000 or Annually	GO
11 Rear Differential	Change Fluid	250,000 or 3 Years	MP
12 Drive Shaft Universal Joints	Grease 2-Fittings	10,000 or Annually	CL
13 Drive Shaft Slip Yoke	Grease 1-Fitting	10,000 or Annually	CL
14 Drag Link	Grease 2-Fittings	5,000 or 6 Months	CL
15 Center Link	Grease 2-Fittings	5,000 or 6 Months	CL
16 Spindles/Kingpins	Grease 2-Fittings	5,000 or 6 Months	CL
17 Steering Drive Shaft	Grease 3-Fittings	30,000 or Annually	CL
18 Air Tank Drains	Drain	Automatic	--
19 Leveler Reservoir	Keep to Full Mark	6,000 or 3 Months	TF
20 Tire Pressure	Check	Before Each Trip/Daily Enroute	--
21 Generator	Refer to OEM Manual	Refer to OEM	OEM
22 Batteries	Inspect	Bi-Monthly	DW
Battery Terminals	Apply Coating	10,000 or Annually	P
23 Air Filter Minder	Inspect	Before Each Trip/Daily Enroute	--
24 Axle Breather Vent	Inspect & Clean	250,000 or 3 Years	--
25 Brake Master Cylinder	Keep to Full Mark	6 Months	BF
26 ABS Module	Inspect	6 Months	--
27 Park Brake Assembly	Inspect	12 Months	--
28 Fuel Tank	Inspect	Before Each Trip/Daily Enroute	DF



070167h

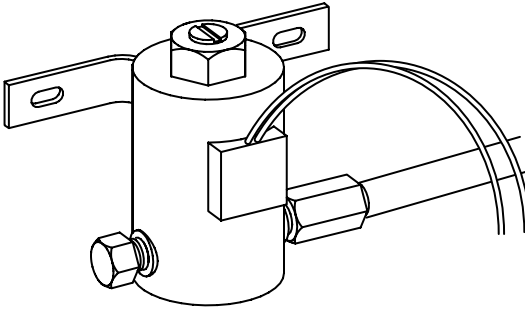
Lubrication Code Chart

AF	Consult engine manufacturer manual for antifreeze type.
BF	Dot-3 Brake fluid.
CBL	Clay-based Lubricant - NLGI grade 1 or 2 clay-based grease.
CL-4	E.P. (extreme pressure) grease meeting NLGI grade 2 specifications with 3 to 5% molybdenum disulfide.
CL	Chassis lubricant should be a high quality non-corrosive multi-purpose lithium soap base lubricant that is water resistant and designed to withstand extremely high operating temperatures.
DW	Distilled Water
EO	Engine oil as recommended by engine manufacturer.
FF	Fuel Filter.
GO	EP-SAE 90 gear oil.
HT	High Temperature Bearing Grease
MP	Gear Oil 75W/90 meeting or exceeding MIL-2105D. API GL-5. Pennzoil® Gear Plus SUPER-EW 75W-90 Synthetic.
OEM	Refer to original equipment manufacturers manual.
P	Petroleum jelly, or a commercial battery terminal corrosion inhibitor.
SO	Synthetic Oil EW 75-W90 meeting or exceeding MIL-2105D.
TF	Transmission fluid. Use <i>Dexron III</i> ® transmission fluid only.
TS	TranSynd™ synthetic transmission fluid.
DF	Diesel Fuel Only



NOTE: Service must be performed every twelve (12) months, regardless of actual mileage, to protect seals, bearings and gaskets from drying out and failing. The motorhome must be started and driven for at least 20 miles bi-monthly. It is important to remember the generator maintenance interval is based on hours of usage. Consult the OEM manual for the generator service interval.

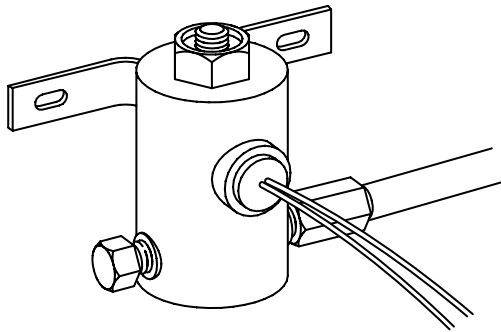
PARTS - COMMON SOLENOIDS & SENDERS



080399

Rear Bag Dump Solenoids:

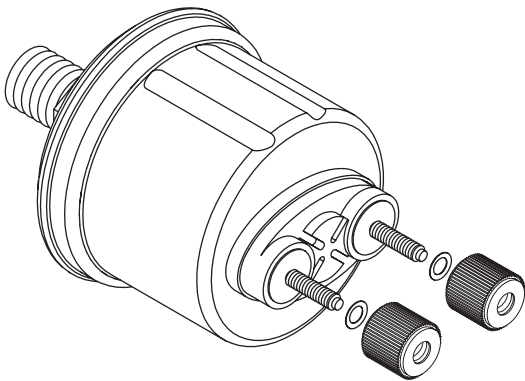
- Only used for the hydraulic leveling.
- Dumps air in the rear bags.
- Two air bag solenoids, one for each side.
- Location - Open rear the engine compartment door, the solenoids are located on the curbside next to the hydraulic filter.



080400b

Front Bag Dump Solenoid:

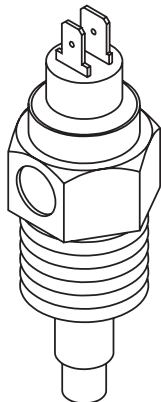
- Only used on hydraulic leveling.
- Dumps the air in the front air bags.
- Location - Open the generator door and the solenoid is located on the center front firewall.



090258

Oil Pressure/Low Oil Pressure Warning Dual Post Sending Unit:

- One post oil pressure.
- ISB 300 engines, the sending unit is located on the roadside, on the engine block.



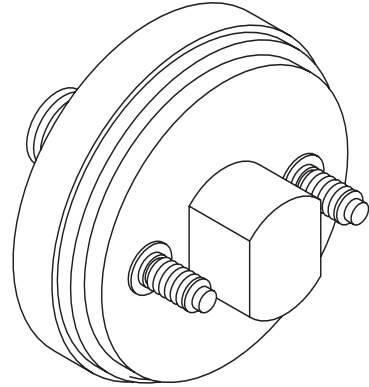
090259

Water Temperature/High Water Temp Dual Post Sending Unit:

- One post water temperature.
- ISB 300 engines, the sending unit is located in the engine block.
- One post alarm.

Low Air Switch:

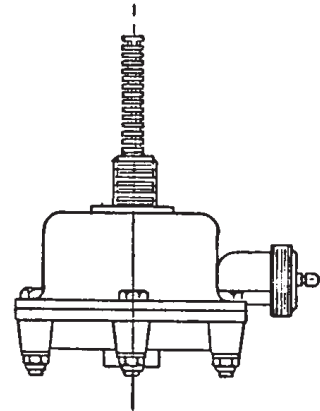
- 1/8-27 NPT thread.
- Normally closed until approximately 65 psi.
- Located behind dash panel.



090253

Automatic Drain Valve:

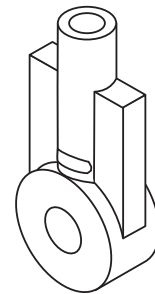
- Momentary release of air/water.
- Activated through brake light circuit.
- Located WET side of the Air Storage tank.



040379

Link Assembly:

- Located on ends of connecting rod between axles and ride height valve.
- Secures connecting rod with hose clamp.
- Type Hadley Products HPB450-3.
- MP# 2057.



090333d

FILTERS & BELTS CHART

ISB FILTERS & BELTS	MANUFACTURER	NUMBER
A/C Belt	Dayco	15410
Air Filter	Donaldson	P527484
Alternator Belt	Cummins	3955169
Fuel Filter Primary	Fleetguard	53201P
Fuel Filter Secondary	Fleetguard	FS 19596
Oil Filter	Fleetguard	LF 3970
Power Steering Filter	Nelson	84365 cellulose (one year)
Power Steering Filter	Nelson	87904 synthetic (five year)



NOTE: Filter and belt numbers were correct at the time of printing. Verify the numbers at time of removal. The manufacturer will not be responsible for incorrect filter or belt usage. Please refer to the engine manufacturer's operating instructions for specific maintenance information.

SPECIFICATIONS - CHARTS

2004 Cayman Specifications	32PBD	34PDD	34SKD	36PDD	36PDQ
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Weights

Gross Vehicle Weight Rating	24,000 lb.	24,000 lb.	24,000 lb.	24,000 lb.	24,000 lb.
Gross Combined Weight Rating	28,000 lb.	28,000 lb.	28,000 lb.	28,000 lb.	28,000 lb.
Front Gross Axle Weight Rating	8,500 lb.	8,500 lb.	8,500 lb.	8,500 lb.	8,500 lb.
Rear Gross Axle Weight Rating	15,500 lb.	15,500 lb.	15,500 lb.	15,500 lb.	15,500 lb.

Measurements

Wheelbase	188"	204"	204"	228"	228"
Overall Length	32' 4"	34' 4"	34' 4"	36' 4"	36' 4"
Overall Height with A/C	11' 9"	11' 9"	11' 9"	11' 9"	11' 9"
Interior Height	6' 6"	6' 6"	6' 6"	6' 6"	6' 6"
Interior Width	94.5"	94.5"	94.5"	94.5"	94.5"
Exterior Width	100.5"	100.5"	100.5"	100.5"	100.5"

The actual overall length of the recreational vehicle may differ from that indicated due to variances in the manufacturing process and/or installed components. The actual length may be greater or less than that indicated.

Tank Capacities

Water Heater	10 gal.	10 gal.	10 gal.	10 gal.	10 gal.
Grey Tank	52 gal.	52 gal.	TBA	TBA	TBA
Black Tank	52 gal.	52 gal.	TBA	TBA	TBA
Fresh Tank	92 gal.	92 gal.	TBA	TBA	TBA
LP Tank *	38 gal.	38 gal.	38 gal.	38 gal.	38 gal.
Fuel Tank	75 gal.	75 gal.	75 gal.	75 gal.	75 gal.

* Actual filled LP capacity is 80% of listing due to safety shut off required on tank.



NOTE: This chart reflects product specifications available at the time of printing. Therefore any floor plans introduced thereafter may not be reflected in the chart. All other information contained throughout the manual will still apply.



NOTE: All tank capacities are estimated based upon calculations provided by the tank manufacturers and represent approximate capacities. The actual "usable capacity" may be greater or less than the estimated capacities based upon fabrication and installation of the tanks.

ISB 300 ENGINE SPECIFICATIONS	
Cubic Inch Displacement	5.9 Liter 359 CI
Engine HP	300 @ 2,600 RPM
Engine Torque	660 ft. lbs. @ 1,600 RPM
Rear Axle Ratio	4:88
Alternator Size	160 amp

ISB LIQUID CAPACITIES	
Engine Oil	17 qts
Transmission Oil (Initial Amount)	22 qts (MH 2,000 & 3,000)
Transmission Oil (With Service)	19 qts with filter
Radiator Coolant (Initial Amount)	11.5 gal
A/C Refrigerant (Initial Amount)	4.0 lbs of 134A
Rear End Capacity	16 qts (approx)

TIRE CHART

TIRE SIZE	MAX Speed Rating (MPH)	Dual (D) Single (S)	Inflation Pressure PSI												
			70	75	80	85	90	95	100	105	110	115	120	125	
225/70R19.5	75	D	2720	2860	3000	3115	3245	3415(F)	3490	3615	3750(G)				
		S	2895	3040	3195	3315	3450	3640(F)	3715	3815	3970(G)				
245/70R19.5	75	D	3415	3515	3655	3970(F)	4115	4265	4410(G)						
		S	3640	3740	3890	4080(F)	4190	4335	4540(G)						
255/70R22.5 G169 RSA	75	D			3970	4110	4275	4410	4455	4610	4675	4915	5070(H)		
		S			4190	4370	4550	4675	4895	5065	5205	5400	5510(H)		
265/75R22.5	75	D		4040	4205	4370	4525	4685	4805(G)						
		S		4070	4255	4440	4620	4800	4975	5150	5205(G)				
275/70R22.5 G169 RSA	75	D				4770	4980	5180	5390	5590	5800	6000	6200	6395(H)	
		S				5170	5400	5630	5850	6070	6290	6510	6730	6940(H)	
275/80R22.5	75	D				4855	5080	5305	5525	5745	5965	6180	6395(H)		
		S				5265	5515	5755	6000	6235	6475	6710	6940(H)		
295/75R22.5	75	D		4690	4885	5070	5260	5440	5675(G)	5800	6005(H)				
		S		4725	4945	5155	5370	5510	5780	5980	6175(G)	6370	6610(H)		
295/80R22.5	75	D			4855	5100	5335	5570	5805	6035	6265	6490	6720	6940(H)	
		S			5480	5750	6020	6285	6550	6810	7070	7320	7580	7830(H)	
315/80R22.5 G409 MBA	75	D				5840	6070	6395	6540	6770	6940	7210	7610(J)		
		S				6415	6670	6940	7190	7440	7610	7920	8270(J)		
315/80R22.5 G291	75	D				5840	6070	6395	6540	6770	6940	7210	7610(J)		
		S				6415	6670	6940	7190	7440	7610	7920	8270(J)		
11R24.5 G159	75	D			5070	5260	5450	5640	5820	6005(G)	6170	6405	6610(H)		
		S			5310	5550	5780	6000	6210	6610(G)	6790	6970	7160(H)		
11R24.5 G357	75	D			5070	5260	5510	5675	5840	6005(G)					
		S			5310	5550	5840	6095	6350	6610(G)					
285/75R24.5	75	D		4740	4930	5205	5310	5495	5675(G)						
		S		4770	4990	5210	5420	5675	5835	6040	6175(G)				

Monaco Coach is not the author of the chart. Information was obtained from the Truck Tire section of the Goodyear web site at www.goodyear.com. For current load and inflation charts visit the web site or contact a local tire dealer.

METRIC/U.S. CONVERSION CHART

U.S. Customary to Metric			Metric to U.S. Customary			
Measurement	Multiplied By	Equals/Measurement	Multiplied By	Equals		
<u>Length</u>						
inches (in)	25.4	millimeters (mm)	0.03937	inches (in)		
inches (in)	2.54	centimeters (cm)	0.3937	inches (in)		
feet (ft)	0.3048	meters (m)	3.281	feet (ft)		
yards (yd)	0.9144	meters (m)	1.094	yards (yd)		
miles (mi)	1.609	kilometers (km)	0.6215	miles (mi)		
<u>Area</u>						
square inches (in ²)	645.16	square millimeters (m ²)	0.00155	square inches (in ²)		
square inches (in ²)	6.452	square centimeters (cm ²)	0.15	square inches (in ²)		
square feet (ft ²)	0.0929	square meters (m ²)	10.764	square feet (ft ²)		
<u>Volume</u>						
cubic inches (in ³)	16387.0	cubic millimeters (mm ³)	0.000061	cubic inches (in ³)		
cubic inches (in ³)	16.387	cubic centimeters (cm ³)	0.06102	cubic inches (in ³)		
cubic inches (in ³)	0.01639	liters (L)	61.024	cubic inches (in ³)		
fluid ounces (fl oz)	29.54	milliliters (mL)	0.03381	fluid ounces (fl oz)		
pints (pt)	0.47318	liters (L)	2.1134	pints (pt)		
quarts (qt)	0.94635	liters (L)	1.0567	quarts (qt)		
gallons (gal)	3.7854	liters (L)	0.2642	gallons (gal)		
cubic feet (ft ³)	28.317	liters (L)	0.03531	cubic feet (ft ³)		
cubic feet (ft ³)	0.02832	cubic meters (m ³)	35.315	cubic feet (ft ³)		
<u>Weight/Force</u>						
ounces (av) (oz)	28.35	grams (g)	0.03527	ounces (av) (oz)		
pounds (av) (lb)	0.454	kilograms (kg)	2.205	pounds (av) (lb)		
U.S. tons (t)	907.18	kilograms (kg)	0.001102	U.S. tons (t)		
U.S. tons (t)	0.90718	metric tons (t)	1.1023	U.S. tons (t)		
<u>Torque/Work Force</u>						
inch-pounds (lbf.in)	11.298	Newton-centimeters (N.cm)	0.08851	inch-pounds (lbf.in)		
foot-pounds (lbf.ft)	1.3558	Newton-meters (N.m)	0.7376	foot-pounds (lbf.ft)		
<u>Pressure/Vacuum</u>						
inches of mercury (inHg)	3.37685	kiloPascals (kPa)	0.29613	inches of mercury (inHg)		
pounds per square inch (psi)	6.895	kiloPascals (kPa)	0.14503	pounds per square inch (psi)		
Measurement	Subtract	Divide By	Equals/Measurement	Multiply By	Add	Equals
<u>Temperature</u>						
degrees Fahrenheit (°F)	32	1.8	degrees Celsius (°C)	1.8	32	degrees Fahrenheit (°F)

MAINTENANCE RECORD

After scheduled services are performed, record the date, odometer reading and who performed the service in the boxes provided after the maintenance interval. Any additional information from “Owner Checks and Services” or “Periodic Maintenance” can be added on the following record pages. **In addition, retain all maintenance receipts.** The owner information portfolio is a convenient place to store them.

LUBRICATION SERVICE RECORD

KEY TO SERVICES

A – Lubrication & Inspection
A1 – Motor Oil & Filter Change
A2 – Transmission Oil Change

A3 – Drive Axle Oil Change
A4 – Wheel Bearing Service
B – Prescribed Service

C – Prescribed Service
D – Prescribed Service
E – Prescribed Service

MILEAGE	SERVICES										JOB PERFORMED	
	A	A1	A2	A3	A4	B	C	D	E	DATE	BY	
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 E -- Prescribed Service

MILEAGE	SERVICES										JOB PERFORMED	
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LUBRICATION SERVICE RECORD

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A -- Lubrication & Inspection
 A1 -- Motor Oil & Filter Change
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 E -- Prescribed Service

MILEAGE	SERVICES										JOB PERFORMED	
	A	A1	A2	A3	A4	B	C	D	E	DATE	BY	
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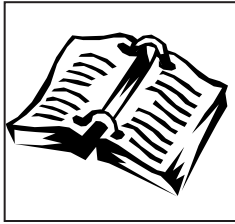
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