MONACO® MOTORHOME LIMITED WARRANTY

WHAT THE PERIOD OF COVERAGE IS:

This Limited Warranty provided by Monaco® ("Warrantor") covers those components, assemblies and systems of your new motorhome not excluded under the section "What is Not Covered" and 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, this Limited Warranty provided by Warrantor covers the steel or aluminum frame structure, only, 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, only, 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.

LIMITATION AND DISCLAIMER OF IMPLIED WARRANTIES:

IMPLIED WARRANTIES, IF ANY, 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. "Defect" means the failure of the motorhome and/or the materials used to assemble the motorhome to conform to Warrantor's design and manufacturing specification and tolerances. Also see the section "What the Warranty Does Not Cover" set out below.

WHAT WE WILL DO TO CORRECT PROBLEMS:

Warrantor's sole and exclusive obligation is to 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 that are excluded from coverage shall be considered "good will" repairs, which shall not alter the express terms of this limited warranty. If the repair or replacement remedy fails to successfully cure a defect after Warrantor received a reasonable opportunity to cure the defect(s), your sole and exclusive remedy shall be limited to Warrantor paying you the cost of having an independent third party perform repair(s) to the defect(s).

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).

HOW TO GET SERVICE:

The "Acknowledgement of Receipt of Warranty/Production Information" form must be returned to Warrantor promptly upon purchase to assure proper part replacement and repair of your motorhome. Failure to return the "Acknowledgement of Receipt of Warranty/Production Information" 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:

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 moisture inside the motorhome; defacing, scratching, dents and chips on any surface or fabric of the motorhome, not caused by Warrantor; owner maintenance, including by way of example wheel alignments and resealing exterior sealant areas; 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. Component part and appliance manufacturers issue limited warranties covering those portions of the motorhome not covered by the Limited Warranty issued by Warrantor. To learn more on what specific component parts and appliances are excluded from the Limited Warranty issued by Warrantor please contact your selling dealership or Warrantor directly or review the warranty packet inside the Motorhome.

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 AND 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, INCLUDING BY WAY OF EXAMPLE FUEL AND TRANSPORTATION EXPENSES TO DELIVER THE PRODUCT TO THE SERVICING DEALER, HOTEL ROOMS, LOST WAGES AND MOISTURE DAMAGE SUCH AS MOLD AND MILDEW. 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.

LEGAL REMEDIES:

THIS LIMITED WARRANTY DOES NOT "EXTEND TO FUTURE PERFORMANCE". ANY ACTION TO ENFORCE THIS LIMITED WARRANTY OR ANY IMPLIED WARRANTIES SHALL NOT BE COMMENCED MORE THAN 90 DAYS AFTER THE EXPIRATION OF THE ONE YEAR WARRANTY COVERAGE PERIOD DESIGNATED ABOVE. IF YOU USE YOUR MOTOR HOME FOR COMMERCIAL OR BUSINESS PURPOSES, ANY ACTION TO ENFORCE THIS LIMITED WARRANTY OR ANY IMPLIED WARRANTIES SHALL NOT BE COMMENCED MORE THAN ONE YEAR AFTER THE EXPIRATION OF THE NINETY (90) DAY WARRANTY COVERAGE PERIOD DESIGNATED ABOVE. THE PERFORMANCE OF REPAIRS SHALL NOT SUSPEND THIS LIMITATIONS PERIOD FROM EXPIRING. Some states do not allow the reduction in the statute of limitations, so the above reduction in the statute of limitations may not apply to you.

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

LARGER PRINT VERSION AVAILABLE WITHIN THE OWNER'S MANUAL AND UPON REQUEST ADDRESSED TO YOUR SELLING DEALER OR WARRANTOR'S WARRANTY DEPARTMENT.

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MONARCH **08**

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 the 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.

MANUAL ADDENDUMS & TECH TIPS

www.monaco-online.com

Click on the **Monaco** logo, then click on **SERVICE** link and choose either **MANUAL ADDENDUMS** or **TECH TIPS** from the menu.

MONARCH **08**

GENERAL INFORMATION — SECTION 1

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.

Additional Information:

Changes, additions and supplemental information in the form of Manual Addendums and "Tech Tips" can be obtained by visiting our Web Site 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.

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 Coach. 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 Coach. To contact NHTSA you may call the Auto Safety Hot line toll-free at 1-888-327-4236 (TTY: 1-800-424-9153) (or 1-202-366-0123 in the Washington D.C. area), visit their websites at **www.nhtsa.gov** or **www.safercar.gov**, or write to:

NHTSA
U.S. Department of Transportation
400 Seventh Street S.W.
Washington, DC 20590

SAFETY TERMS

Many of the safety terms are personal safety instructions. Definitions for the terms are listed below. It is important to thoroughly read and understand the safety instructions 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.

WARNING:
Warnings contain information regarding personal safety and/or pertaining to potential extensive or permanent damage to the motorhome or its components by means of hazards or improper use.

CAUTION:
Cautions pertain to potential damage to the motorhome and/or its components.

POISON:
A warning or caution pertaining to safety and/or use of a poisonous substance or harmful chemical.

NOTE:
Information and reminders concerning proper operation of the motorhome and/or its components.

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

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

ASSEMBLE or 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.

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 in the motorhome.

TIP:
Tips contain information, helpful hints and/or suggestion for ease of operation of the motorhome or its components.

GLOSSARY OF TERMS

AC Electricity - Alternating current also known as household power.

Alternating Current (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.

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.

ANSI - American National Standards Institute.

ASTM - American Society for Testing and Materials.

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

CCA - Cold Cranking Amperage is the amount of current a battery can deliver for 30 seconds at 0° F without dropping below a specified voltage, usually 10.5 Volts DC.

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.

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 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.

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

Direct Current (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. Current only flows one way.

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.

Escape (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 DC lights and accessories inside motorhome.

LED (Light Emitting Diode) - Indicator light.

LLA (Liquid Lead Acid) Battery - A type of battery that uses liquid as an electrolyte. Periodic maintenance is required, such as cleaning the connections and checking the electrolyte level.

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 the water tank is filled.

OEM - Term for Original Equipment Manufacturer.

OHM - A unit for measuring electrical resistances.

Ohm's Law - Expresses 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.

Potentiometer - A device for measuring an unknown potential difference or electromotive force.

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 side.

Shore Line - This is the electrical cord which runs from the motorhome to the campground 120 Volt AC electrical supply (30 AMP) or the 120/240 Volt AC electrical supply (50 AMP).

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

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.

OWNER'S MANUAL SURVEY: MONARCH 08

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 (circle one)

2. If no, what was your previous recreational vehicle brand/model?_____

_____

_____

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

_____

_____

_____

_____

_____

4. 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.

_____

_____

_____

_____

_____

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

_____

_____

_____

_____

_____

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

_____

_____

_____

_____

_____

NAME: _____

PHONE: (_____)_____

ADDRESS:_____

_____

_____

SERIAL # _____

TEAR OFF PAGE AND MAIL TO:

TECHNICAL PUBLICATIONS PLT. 17
MONACO COACH CORPORATION
91320 COBURG INDUSTRIAL WAY
COBURG, OR 97408

LIMITED WARRANTY TRANSFER APPLICATION/CHANGE OF OWNER INFORMATION

Mail to:

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

Please read terms and representations below before signing.

Submitted By:

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

Phone: (_____)_____

☐ Limited Warranty Transfer

☐ Address Change

A. Current Owner Information:

_____ _____ _____
First Name Initial Last Name

_____ _____ – _____ _____
Vehicle Identification Number Unit # (15 digits) (6 digits) Model/Year

B. New Owner Information, Transfer Coverage To:

_____ _____ _____
First Name Initial Last Name

(_____)_____ _____ _____ _____ _____
Phone Number Street Address City State Zip

_____ _____
Date of Transfer (If Applicable) Odometer Reading at Transfer (If Applicable)

C. Signatures:

_____ _____ _____ _____
(New) Owner's Signature Date Selling Dealer's Signature (If Applicable) Date

Terms & Representations

By your signature(s) on face side of 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 face side of 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.

TEAR OFF PAGE AND MAIL TO:
WARRANTY TRANSFER, MONACO COACH CORPORATION,
91320 COBURG INDUSTRIAL WAY
COBURG, OR 97408

MONARCH 08

DRIVING & SAFETY — SECTION 2

DRIVING & SAFETY

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

NOTE:
The motorhome has electronic data recording devices that may record information about direction, road speed, engine speed, brake application, steering attitude or other vehicle operating data. Data recording devices can be present in engines, transmissions, ABS (Antilock Brake Systems) or other systems affiliated with operation of the vehicle. Information from data recording devices can be examined in case of an accident. Contact the component manufacturer to learn more about these devices.

Inspections

Differences between a passenger automobile and a motorhome are significant. Always be aware of these differences when traveling. The key to safely operating a motorhome is **inspection**. Undetected problems could cause problems on the road and may result in lost time and increased repair costs. Several states require a special license endorsement and motorhome inspection 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 can help ensure nothing is overlooked and will assist in familiarizing the owner with the motorhome. Prior to moving the motorhome perform a general **inspection**.

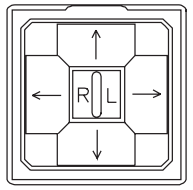
Examine the condition of the motorhome and the surrounding area. Look high and low when walking around the motorhome.

Familiarize Yourself

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

Mirror Adjust

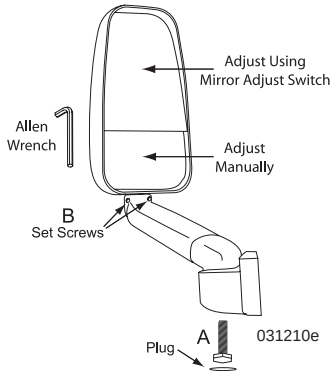
Adjust the mirrors prior to starting out. Have an assistant help to simplify the mirror adjustment process.



Mirror Adjust Switch on Driver's Dash 080378

Mirror Adjusting:

- Tools needed: Allen wrench, flat blade screw driver and socket wrench.
- Adjust the driver seat to the travel position.
- Remove plug at the bottom of the arm.



- Use the socket wrench to loosen the bolt located at the base of the arm. (See point A on the drawing.)
- Adjust the mirror for a clear side view of the coach.
- Tighten the bolt once the proper adjustment is made.
- Reinstall the plug.
- To adjust the "head" of the mirror, loosen the set screws located below the mirror shown as point B. Adjust the head of the mirror to the left or right.
- Manually adjust the bottom section of the mirror.
- Tighten set screws once the proper adjustment is made.
- Repeat procedure for passenger side mirror.

NOTE:
Use the mirror adjust switch located on the driver's dash to fine tune the view.

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 seats that are not equipped with a safety belt while the motorhome is in motion. 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; a click will sound when the tab locks into the buckle. Seat belt lengths automatically adjust to your size and sitting position. **DO NOT** route belts over armrest or under the arm.

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. DO NOT rotate the seat while in transit.

WARNING:
Only forward facing booth dinette seats equipped with seat belts are designed for occupancy while the motorhome is in motion.

Child Safety Seat:

General Child Seat Use Information*		
Always refer to the child seat and vehicle manufacturers' instructions for proper use and installation instructions.		
Age/Weight	**Seat Type/Seat Position**	**Usage Tips**
Infants		
Birth to at least 1 year **and** at least 20 lbs.	Infant-Only Seat/rear-facing (or) Convertible Seat/used rear facing	▪ Never use in a front seat where an air bag is present. ▪ Tightly install child seat in rear seat, facing the rear. ▪ Child seat should recline at approximately a 45° angle. ▪ Harness straps/slots at or below shoulder level (lower set of slots for most convertible child safety seats). ▪ Harness straps snug on child; harness clip at armpit level.
Less than 1 year/20 to 35 lbs.	Convertible Seat/used rear facing (select one recommended for heavier infants)	
Children may remain in their rear-facing seats as long as they haven't exceeded the height or weight requirements.	*Seats should be secured to the vehicle by the safety belts or by the LATCH system.*	
Preschoolers/Toddlers		
1 to 4 years/at least 20 lbs. to approx. 40 lbs. *Children may remain in their forward-facing seats as long as they haven't exceeded the height or weight requirements.*	Convertible Seat/forward-facing or forward facing only (or) Combination Seat with Harness *Seats should be secured to the vehicle by the safety belts or by the LATCH system.*	▪ Tightly install child seat, facing forward. ▪ Harness straps/slots at or above child's shoulders (usually top set of slots for convertible child safety seats). ▪ Harness straps snug on child; harness clip at armpit level.
Young Children		
4 to at least 8 years/unless they are 4' 9" (57") tall.	Belt-Positioning Booster No back or High Back Belt-Positioning Booster. *NEVER use with lap-only belts — belt-positioning boosters are always used with lap and shoulder belts.*	▪ Booster used with adult lap and shoulder belt in rear seat. ▪ Shoulder belt should rest snugly across chest, rests on shoulder; and should NEVER be placed under the arm or behind the back. ▪ Lap-belt should rest low, across the lap/upper thigh area — not across the stomach.

Stay informed about child safety seat recalls; be sure to fill out the registration card that comes with new child seats.

** The motorhome manufacturer is not the author of this chart. The information in this chart is reprinted from the National Highway Traffic Safety Administration's web site. Visit NHTSA's website at www.nhtsa.gov for the most recent and up to date information.*

The child safety seat can be positioned in two places in the motorhome: the front passenger (co-pilot) seat and forward facing permanently mounted booth dinette seat.

WARNING:
DO NOT transport children 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 as described in this section. It is your responsibility to know and comply with the laws in the state or province in which you travel.

WARNING:
Because many styles of safety and booster seats are available, refer to the safety seat OEM manual for how to properly install and secure the safety or booster seat.

NOTE:
Use of a safety or booster seat in the front seat may be prohibited in some states and Canadian provinces.

Seat Belt Care:
Keep the belt clean and dry. Clean with mild soap and lukewarm water. DO NOT use bleach, dye or abrasive cleansers that may weaken the belt material. Periodically inspect belts for cuts, frays or loose parts, and replace damaged parts. DO NOT disassemble or modify the system. Replace the seat belt assembly after a severe impact, even when damage is not obvious.

DRIVING TIPS


downhill

The motorhome is a complex vehicle that requires increased driving awareness because of its size and various components. Due to the motorhome length the turning radius will be much wider than that of a standard automobile. Always pay close attention to the perimeter of the motorhome including 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 including tires, bay doors, blind spots, etc. Use a push-pull method of steering, with both hands parallel on the steering wheel.

The motorhome is heavier than an automobile and has a higher center of gravity, which affects reaction time of the motorhome. Swerving and sharp turning, especially performed at high speeds, could result in loss of control. Keep the size of the motorhome in mind and drive with extra caution to avoid situations that 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, manually shift to a lower gear and begin the descent at a slow speed. **DO NOT** allow the motorhome to gain momentum before trying to slow down. The transmission and engine will help control downhill speed and can extend the service life of the brake lining. Distance required to stop the motorhome is greater than an automobile. Practice stopping away from traffic to get the feel of distance required to stop the motorhome.

Adjusting to road, weather and terrain conditions is necessary to keep the motorhome under control. Pay attention to road signs that advise of local road hazards and driving conditions. **DO NOT** operate the motorhome when road, weather and terrain conditions seem unsafe.

Keep the windshield clear of humidity in the form of water or ice. Start the motorhome and turn on the dash defrost and the overhead blowers to help remove moisture from inside the windshield. It may also be necessary to use a clean cloth to wipe away moisture. Keep windshield wipers in good working order at all times. **DO NOT** operate the motorhome if the windshield is not clear.

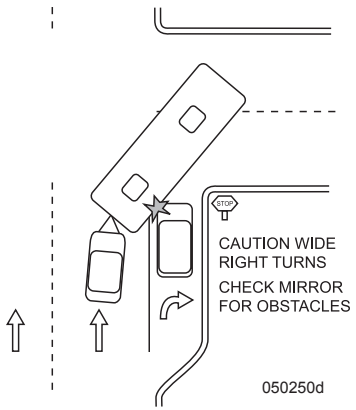
Check tonnage limits of bridges before crossing to ensure they can support the weight of the motorhome. Signs should be posted at bridge entrances. Check the posted height of all overpasses or situations where overhead clearance is limited. Keep in mind that road surfaces may be repaved or packed with snow; therefore, the actual posted clearance height would not apply in such conditions.

Driving Cautions:

- Avoid getting too close to the shoulder of the road, which may be too soft to 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 that can damage the undercarriage of the motorhome or become lodged in the dual tires and cause damage to the tires, wheel rims or tow vehicle.
- On back roads and single divided roads, tree branches and shrubbery can protrude into the roadway. Watch for low hanging branches especially during inclement weather as rain and snow will cause branches to hang lower than usual.
- Posted speed signs are usually passenger automobile rated. Be extra aware of driving conditions and use the appropriate speed for a motorhome when 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 making the right turn, the left rear wheel should touch the center line of the road and the driver's hips should be parallel to the roadside curb of the corner being turned to aid in avoiding a premature turn.
- Make the turn slowly.
- Check mirrors frequently. Stay aware of necessary clearance and space management of the motorhome while negotiating the turn.

Left Turns:

- **DO NOT** proceed with the turn until the driver's seat is aligned with the middle of the intersection. If two lanes are available, take the right hand lane. A vehicle or object located on the left-hand side is easier seen.

Ascending a Grade:

When approaching an uphill grade, assess the grade and length before beginning the climb. Prepare early for long climbs.

Determine ranges where the motorhome works best by driving long grades when temperatures remain stable for the duration of the climb.

IMPORTANT SAFETY TIP:
Turn on the four way flashers if road speed degrades to the point where the motorhome is moving significantly under the posted speed. Use pullouts if traffic is building. Once in a pullout, if there is sufficient clearance for safety, idle the engine for a while to allow the exhaust and engine to cool. While these are cooling, the transmission will also cool. Monitor the gauges while waiting.

Descending a Grade:

Prepare to descend a grade at the crest of the hill. Observe any signs indicating grade angle and duration. The sign may suggest maximum downhill speed according to Gross Combined Weight (the combined weight of the motorhome and a trailer/tow car). At the crest of the hill, manually shift the transmission into a lower gear. **DO NOT** allow the motorhome to gain momentum before slowing down.

Use moderately heavy pressure on the brake pedal to reduce speed and manually downshift to maintain a safe, slow speed. Pumping and riding the brake pedal is not recommended when descending a grade. Brakes can overheat, resulting in loss of effectiveness.

Night Driving:

- Be well rested and alert while driving. If necessary, find a safe stopping place to rest until ready to continue.
- Avoid using interior lights while driving that create a glare on the windshield and decrease visibility.
- Dim dash lights to a comfortable level to reduce glare.

Extreme Heat and Hot Weather Conditions:

- Frequently observe all gauges. Variations from normal conditions should be promptly evaluated.
- Check tire pressure before traveling in hot conditions. Tire air pressure increases with heat. **DO NOT** 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 that 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 downshifting on wet or slippery surfaces, which can cause the drive wheels to skid.
- Wiper blades should be in good condition. Fill the washer reservoir with antifreeze formula window washer fluid.
- Use mirror heat to keep mirrors clear.
- Remove any ice build-up from the entry step to avoid accidental slipping.

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Wet Conditions:

- Worn or improperly inflated tires can increase the risk of hydroplaning.
- Heavy rain or deep standing water can cause brakes to apply unevenly or grab.

Refueling:

- Truck stops are good refueling points for motorhomes.
- Check overhead clearance heights before pulling through the fuel island.
- Be aware of concrete/steel posts installed around fuel islands.
- Avoid running over the fuel hose as it can get hung up on the motorhome and cause body damage.
- Use of gloves is recommended for refueling. Store gloves in the outside compartment.
- To prevent grease and fuel deposits from being tracked into the motorhome when refueling, change shoes before entering. Store the extra pair of shoes near the entry door.

WARNING:
Propane and gasoline are highly flammable and can ignite, resulting in explosion, fire or death. Ensure all flames are extinguished, all propane appliances are turned off and the primary propane valve is off prior to refueling.

Fuel Economy:

- Driving style, wind resistance, terrain, vehicle weight, and engine-driven accessories are some of the factors that affect 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 but also increases rolling resistance and increases fuel consumption.
- Operate the motorhome engine at low to mid operating range. This will use less fuel than a 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 for normal oil pressure to register. Wait until engine coolant temperature rises. Engine is now ready for travel.
- Follow the maintenance schedule for the engine.

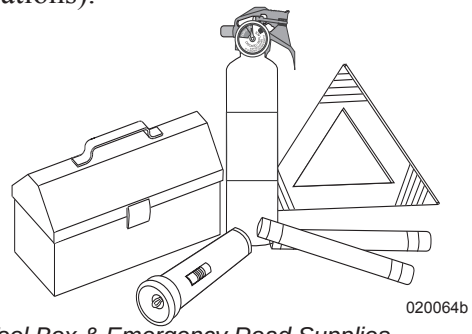
TRIP PREPARATION

The following suggestions are general guidelines to follow when preparing for a trip:

<u>INFORMATION:</u>
For chassis maintenance detail, refer to the chassis OEM manual.

Items to Carry:

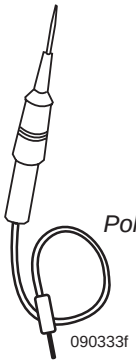
- An emergency road kit containing a flashlight, road flares, warning signs and a fire extinguisher.
- Local, State and National Maps, as well as a 'Motor Carrier' road atlas (for refueling station and truck repair facility locations).



Tool Box & Emergency Road Supplies

- Hand tools, a 12 Volt DC test light, a 120 Volt AC polarity tester, battery hydrometer, an assortment of blade fuses, mini fuses and alternator belt.

Polarity Tester



Test Light

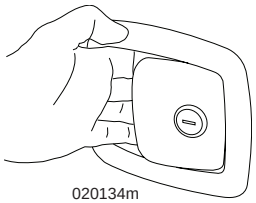
- Potable and non-potable water hoses, a water pressure regulator and various termination connectors for sewage.

Inspection:

- Ensure all exterior items are stowed or secured (i.e. TV antenna, ceiling vents and windows).
- Check belts, hoses, battery and engine fluid levels. **Inspect** the engine, transmission and generator per the OEM manuals.
- Evenly distribute and secure cargo. Store heavy items near the rear axle and lighter items toward the front to prevent uneven stress and handling problems.
- Check all tires outside the motorhome for accurate pressure and physical condition. Look around, above and under the motorhome for obstruction or leaks. Test all exterior lighting: headlamps, taillights, brake and clearance lights.
- Inside the motorhome store and secure heavier objects in the lower cabinets to maintain a low center of gravity for sway reduction. Secure loose items to prevent weight shifts. Store lighter items in the overhead cabinets. Close and secure all cabinet doors and drawers, shower and pocket doors. Turn off interior lighting. Adjust exterior mirrors and check dash gauges for proper operation.

<u>CAUTION:</u>
Open the bay doors slowly after a trip as cargo may shift during travel.

WARNING:
To avoid injury, never place 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.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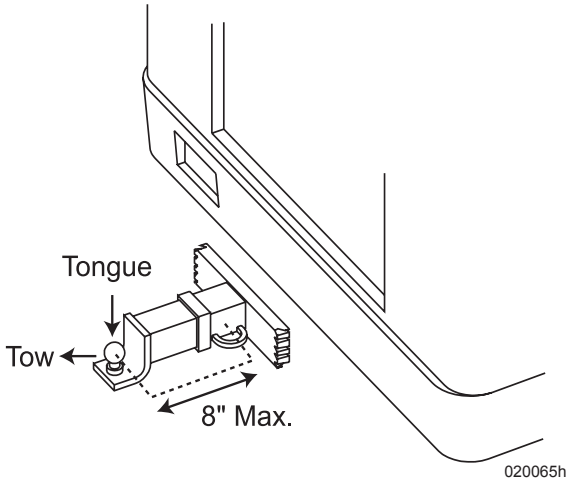
Typical Latch

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

HITCH
Using the Rear Receiver

When using the rear hitch receiver, remember that the motorhome is intended for towing light loads and is primarily designed as a recreational vehicle. The hitch receiver requires proper use to ensure safety and durability. Avoid excessive towing loads or other misuse of the receiver. Towing will affect fuel economy.



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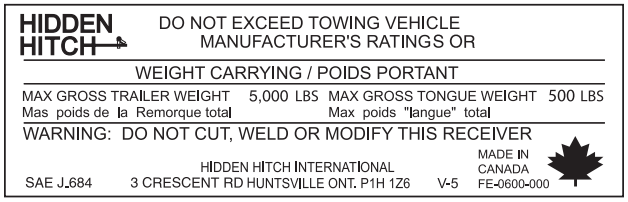
Weight pushing down on the rear hitch (tongue weight) must not exceed 10% of maximum tow capacity. It is recommended to weigh the motorhome when fully loaded to ensure proper weight distribution of the GCVW (Gross Combined Vehicle Weight).

When weighing the motorhome, add all passenger weight to the GCVW total. The motorhome fully loaded, including fresh water, propane and any vehicle or trailer towed, must not exceed the GCWR (Gross Combined Weight Rating).



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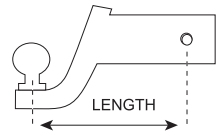
WARNING:
Most states and Canadian provinces require trailers and/or towed vehicles to have adequate auxiliary brakes. Failure to comply with these state and Canadian province requirements may result in fines and/or pose a safety hazard, which may result in an accident.

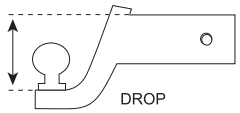
WARNING:
DO NOT tow a trailer or vehicle that exceeds the rated capacity of the hitch receiver. Overloading the hitch receiver can cause unusual handling characteristics and overstress the hitch receiver and chassis. It could also void the warranty. If there are any questions, call customer support.

Ball Mount:

Ball mounts come in various configurations and weight limitations. There are three things to consider when selecting a ball mount: weight rating, pin to ball center length and rise/drop. The weight rating of the ball mount, tongue weight and tow weight must meet or exceed the total load weight.

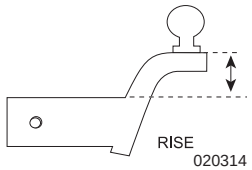


Distance from the center of the hitch ball hole to the center of the pin hole.



Distance from the shank to the top of the hitch ball platform.

Pin to ball center should not exceed 8". Ball mounts of longer length will significantly reduce the weight rating of the hitch receiver. Observe weight reduction percentages that may be listed on ball mounts longer than 8".



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Distance from the top of the shank to the top of the hitch ball platform.

Selecting how much rise or drop a ball mount will need is relative to hitch receiver height and height of the towed load with respect to the type of towing equipment between the motorhome and towed load.

Weight Distributing Hitches:

A weight distributing hitch uses spring bars of spring steel to compensate for lack of adequate rear suspension of the tow vehicle. This type of hitch is generally used for towing heavier loads as tongue weight and gross tow weight increases. The spring bars attach to the hitch head assembly and the trailer frame.

Hitch Ball:

The hitch ball is what the trailer attaches to. A hitch ball is available in three common diameters, 1-7/8", 2" and 2-5/16". The larger the diameter of the hitch ball, the higher the weight rating. The diameter of the hitch ball shank also factors into weight rating. Match shank diameter with the hole in the ball mount or weight distributing head. Shank clearance should not exceed 1/16". There should be at least two additional threads extending past the nut when the hitch ball is secure.

Safety Chains:

Safety chains are required by law when towing any load. The chains and any fasteners used to attach the chains to the hitch receiver must be rated for the load being towed. Attach chains so they crisscross under the towing equipment. Allow just enough slack in the chains to make sharp corners. Too much slack will allow the chains to drag on the road surface. If towed load should become uncoupled from the hitch ball, the towing equipment will be cradled by the safety chains. If the towed load does uncouple, do not attempt to make a sudden stop and exacerbate the situation. Apply the brakes with gentle, steady pressure. Pull over to the side of road at a safe location.

Tow Capacity and Class Ratings:

Several components may comprise a tow hitch system. The weight rating of individual components that are part of the towing system must be greater than the gross weight of the load being towed.

Components are classified into weight groups to help define weight capacity of towing equipment. Maximum tow capacity is limited to the component with the lowest weight rating in the tow hitch system. Example: a ball mount may have a weight rating of 5,000 lbs. but the hitch ball is rated 3,500 lbs. Maximum tow capacity is reduced to 3,500 lbs. Many times a component will have a Class weight rating. These groups are shown in chart:

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 of the hitch receiver, chassis or both.

	CLASS I	CLASS II	CLASS III	CLASS IV	CLASS V
Weight Carrying Hitch	TW - Up to 200 lbs.	WC TW - Up to 350 lbs.	TW - Up to 500 lbs.	TW - Up to 750 lbs.	TW - Up to 1,200 lbs.
	GTW - Up to 2,000 lbs.	WC GTW - Up to 3,500 lbs.	GTW - Up to 5,000 lbs.	GTW - Up to 7,500 lbs.	GTW - Up to 12,000 lbs.
Weight Distributing Hitch	---	---	---	TW - Up to 1,200 lbs.	TW - Up to 1,400 lbs.
	---	---	---	GTW - Up to 12,000 lbs.	GTW - Up to 14,000 lbs.

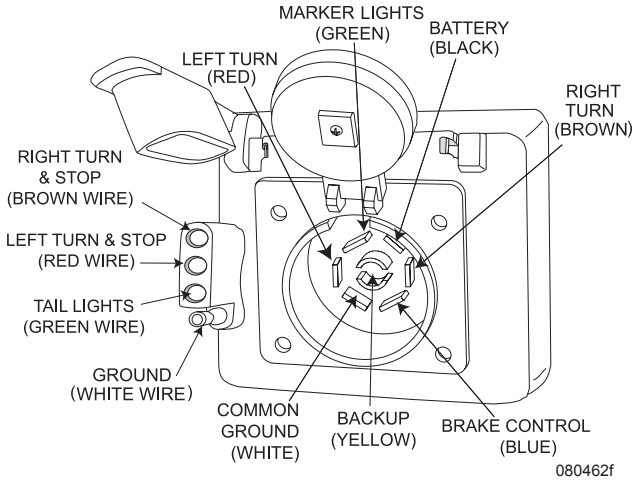
- **GTW** = Gross Trailer Weight. Weight of trailer fully loaded.
- **TW** = Tongue Weight. Weight pushing down on Tow Ball.
- **WC** = Weight Carrying. Weight carrying capacity of the Ball Mount.
- **WD** = Weight Distributing. Weight carrying capacity of a weight distributing hitch.

Taillight Configuration:

Taillights come in different configurations referred to as a 2-wire or 3-wire configuration. A 2-wire configuration has all red lens. A 3-wire configuration usually has red and amber lens. Amber is used for turn signals only and red for taillight and brake light. These systems are electrically different. Whenever hooking a 2-wire system to a 3-wire system, or vice versa, a converter box must be installed for correct taillight function. A taillight converter is available from auto and RV supply stores. **DO NOT** attempt to wire a tow plug connector if unfamiliar with these systems. A trained technician will install the proper converter so the taillights and turn signals work correctly on the motorhome and towed vehicle or trailer when the tow plug connection is made.

Tow Plug Connection

The motorhome is pre-wired from the factory with an electrical connection for towing. The connection is located on the rear cap, near the hitch receiver. Convoluted tubing protects the tow harness wires. Current draw should not exceed ten amps for each designated light circuit. Within the electrical connection is a positive terminal for use when towing a trailer equipped with a battery. The positive terminal maintains the charge of the trailer battery.



When preparing a tow plug connection, strip the wires 3/8". Twist the wire strands and place under the clip and secure the screw. Make sure there are no loose strands of wire that could short against the case or other terminals. **DO NOT** accidentally mirror image the trailer connection.

REAR VISION SYSTEM (OPTIONAL)

The motorhome can be equipped with either an optional rear camera, or an optional three camera vision system. The optional rear vision system consists of a camera with a microphone; both are located at the rear of the motorhome. The microphone aids in communication, and the camera provides the driver with a rear view when backing up. The rear camera is adjustable (up and down) and is controlled by the driver.

On the optional three camera system, side cameras are located at the front of the motorhome directly above the front wheels and are not adjustable. This system provides the driver with a rear view as well as roadside and curbside views of the motorhome and a microphone for audio communication.

Turning the main power switch to ON will allow continuous operation of the rear vision system when the ignition key is turned on.

Features:

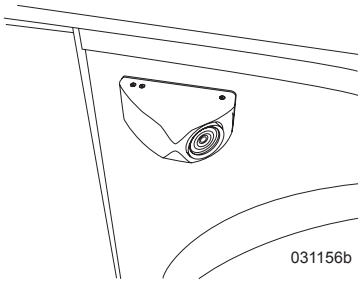
- **POWER BUTTON -** Press this button to turn the unit **ON** or **OFF**. Turning the unit **ON** will allow continuous operation of the rear vision system when ignition key is on.

- **CA. SEL. -** Press this button to manually select desired camera (optional three camera system).

- **DAY/NIGHT BUTTON -** Press this button to change setting for daylight (out) or night time (in) driving conditions.

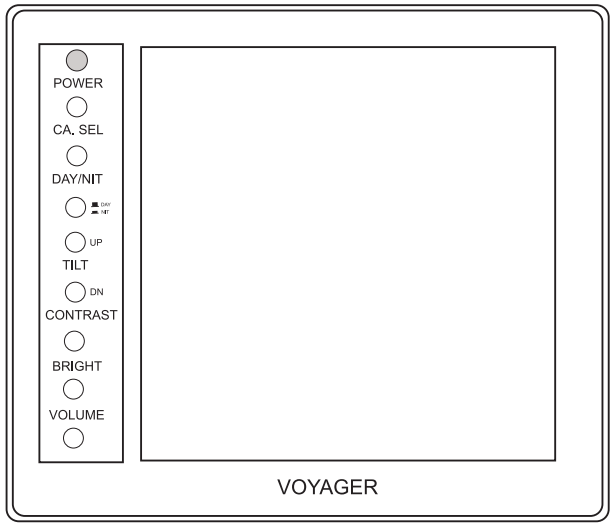
- **TILT UP -** Adjust the rear camera up.

- **TILT DOWN** - Adjust the rear camera down. Optional side cameras are not adjustable.



Optional Side View Camera

- **CONTRAST KNOB -** Turn this knob to adjust monitor contrast.



Rear View Monitor 031204c

- **BRIGHT KNOB -** Turn this knob to adjust monitor brightness.

- **VOLUME KNOB -** Turn knob to adjust rear microphone volume.

NOTE:
With engine running, the rear vision system will automatically turn on when the gear selector is placed in reverse.

NOTE:
If equipped with the optional side cameras, the system will automatically change views, left or right, with turn signal activation. When the hazard light button is activated the rear camera will come on.

INFORMATION:
For more detailed instructions, consult the OEM manual or visit the manufacturer's web site at www.asalectronics.com.

BACKING UP A MOTORHOME

Whether a long time owner of recreational vehicles, or just starting out, backing up can be a challenge. Following some simple guidelines may help to reduce that 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 backing up with the co-pilot's guidance in a large, unobstructed parking lot. Backing up is a team effort.

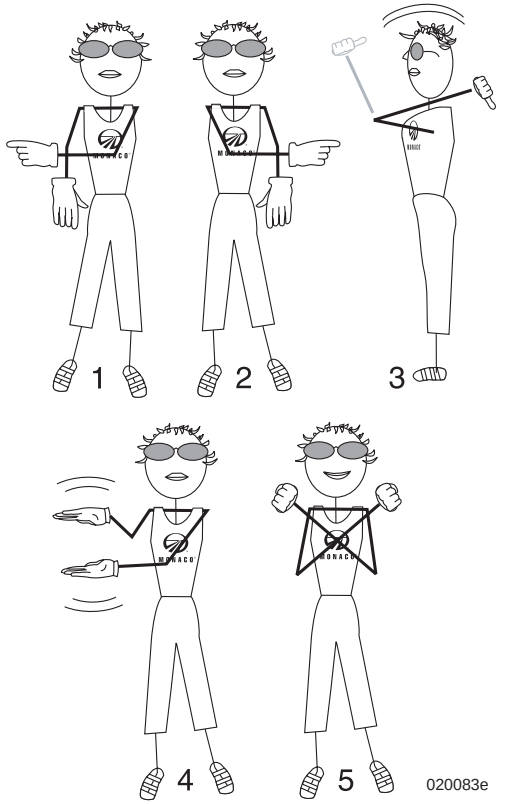
The backing process should begin while the motorhome is in forward motion. Maneuver the motorhome to align with the chosen site. Aligning the motorhome with the site after the backing process begins may require more than one attempt. When the motorhome is properly aligned with the site, the parking area will be visible in both mirrors. Use road markings as reference points when possible.

When pull-through sites are not available, pick a solid, level site on the left side for a better field of vision using the roadside mirror. If the site is on the right, use the curbside mirror for backing up, but stay aware of blind spots. Get out and walk the area prior to backing in. Look for potential hazards or obstacles that may damage the motorhome. If the site is satisfactory, prepare to back in carefully. Have the co-pilot provide guidance using the five hand signals. Use of walkie-talkies will also aid in guidance.

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 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. If necessary, stop the backing up process to have co-pilot **inspect** other areas or angles of concern.

The driver should receive directions only from the co-pilot. 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. The directional signal given should remain steady until the desired movement is complete.



Five Directional Signals:

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 and crossed arms indicate **STOP**.

Backing Up Trailers:

Towed vehicles using a tow bar or tow dolly have more than one pivot point and are not suitable for backing. Attempting to back up the motorhome while connected to a tow bar or tow dolly can jack-knife the tow device causing the wheels of the towed vehicle to move in a forward "sideways" motion that will cause irreparable and expensive damage. If necessary, disconnect the tow vehicle to avoid a backing up situation.

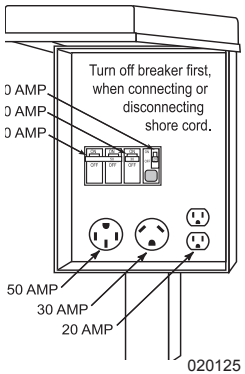
Trailers have one pivot point and may be backed up. The same rules for backing a motorhome can be applied to backing a trailer. When preparing to back the trailer into a space, maneuver the motorhome sweeping wide. Turn back to the opposite direction to maneuver the trailer into the space. Keep the bottom of the steering wheel in the desired direction of travel for 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, pull 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 guidance.

CAUTION:
Tow bars or car dollies are generally 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

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

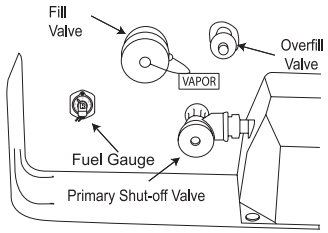


Typical Power Pedestal

1. Level the motorhome:

- Follow the procedures and guidelines for ***"Leveling the Motorhome"*** **in Section 5.** Confirm that the parking surface will accommodate the weight placed on the jacks.

2. Hook up utilities and prepare appliances for use:



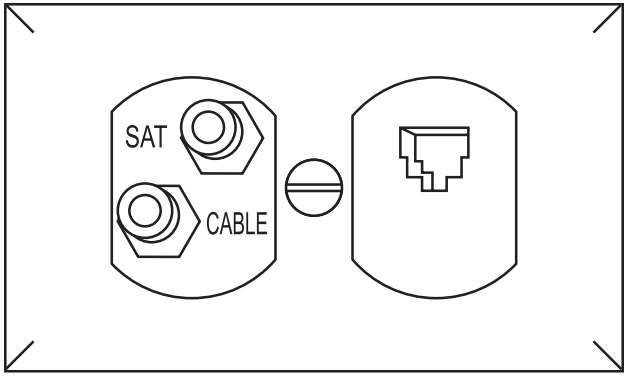
- Open the propane tank primary valve.
- Prepare the shore cord for connection. Uncoil and **inspect** the cord. Perform necessary cord maintenance. Install proper electrical adapters if proper service is not available. Operate electrical appliances in sequence when hooked to limited shore power service. Turn shore power circuit breaker **OFF** prior to plugging in the shore cord.

NOTE:
To avoid shore power overload when hooked to 30 Amp service, determine appliances current load prior to turning on appliances or using interior outlets.

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:
DO NOT remove cover from the 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 shore hook-up at the site.

- If cable service is provided, hook-up a 75 Ohm RG59 or RG6 cable to the cable connection in a roadside rear compartment.
- A phone connection port is provided in a roadside compartment. Phone utility outlets are placed throughout the motorhome, including a phone line to be attached to a satellite receiver for Pay-Per-View movies and events.



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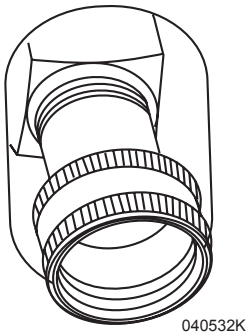
- Hook the potable water hose to the city water connection in the service center.
- Hook-up the sewer hose. Sewer drain pipe diameters are generally either three or four inches. Proper sewer hose adapters will ensure against leaks or spillage.

With the sewer hose properly connected open the grey water valve (liquid waste drain). The black water valve (solid waste drain) remains closed until the tank is full or until time of departure.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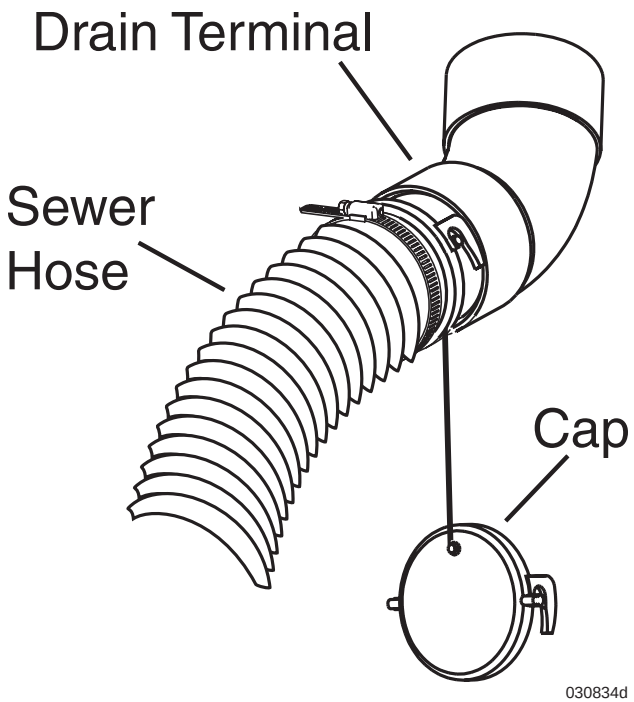
City/Fresh Fill Connection



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DRY CAMPING

Below are suggestions to follow when staying at a location that does not have electrical, water or sewage hook ups. Plan ahead and conserve resources.

Before arriving at the site, ensure batteries are fully charged and properly maintained (**see Section 8 in Batteries - House under "*Battery Maintenance*"**), the fresh water tank and water heater are full and waste holding tanks are empty.

To conserve water and fuel:

- Operate the refrigerator on propane. Plan what is needed from the refrigerator prior to opening.
- Conserve propane by cooking over a campfire.
- Turn the water heater on about twenty minutes prior to use. Once heated, water will remain hot for several hours. Turn the water heater off when not in use.
- Set the thermostat temperature slightly lower than desired to prevent frequent cycling of the heating system.
- Know the tank capacities and routinely check fuel levels, especially during cold weather.
- Use ventilation fans or open windows to reduce roof air conditioner use.

- Frequently monitor water consumption. Limit shower usage; turn water off when soaping down and back on to rinse. When water conservation is critical, take a sponge bath or use campground shower facilities if available. **DO NOT** fill the sink with water to wash only a few dishes. Use disposable dishes when possible.
- Evacuate waste holding tanks prior to filling fresh water tank.

To conserve battery power:

- Monitor battery voltage.
- **DO NOT** allow batteries to fully discharge before operating the generator. If possible, run the generator twice a day, morning and afternoon, to charge the batteries.
- Turn **OFF** interior 12 Volt DC power whenever possible. Refrigerator and battery charging operation will not be affected. Turn **OFF** small battery operated items e.g., porch, bay exterior step, generator and engine compartment lights, etc. Turn **OFF** the antenna boost when not watching TV. One light left on can quickly reduce battery reserves.
- Keep a working flashlight handy for night trips through the campsite and inside motorhome. When interior lighting is desired, use one light in a central location such as the vanity. Unscrew all but one or two bulbs.
- Turn on the water pump only when using water.

Typical Current Draw	
Battery Cut-out	1.5 Amps
13" TV	1.7 Amps
Rope Light (10 ft.)	1.3 Amps
Porch Light	2.0 Amps
Fluorescent Bulb (1)	2.1 Amps
Halogen Ceiling Light (1)	.09 Amps

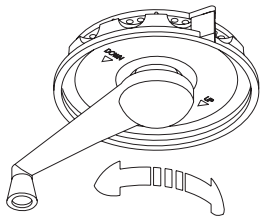
- If weather does not permit or no outdoor table is available, eat at the dinette table by candlelight.
- Operate the generator when using microwave/convection oven.

BREAKING CAMP

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

Outside Checklist:

- Disconnect the cable TV and lower the TV antenna.
- Disconnect and stow the telephone line.
- Retract awnings and secure them for travel.
- Close the primary propane tank valve.



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- Connect the sewer hose.
- Drain and flush holding tanks. Start by closing the grey water valve. Run enough cold water down sink and shower drains to fill the grey tank at least 50%. Use caution to avoid overfilling or flooding the grey tank. Open the black tank valve and allow adequate time for black tank to drain. If applicable, connect a non-potable water hose to the tank flush fitting and flush the black tank system. Close black tank valve and open grey water valve. Water from the grey tank will help to flush the drain hose. Once evacuated, close grey water valve. Disconnect the sewer hose and flush that hose with clean water from a non-potable hose. Store the hose. Replace the sewer cap.
- Fill fresh water tank, then disconnect fresh water hose from the source. Store hose with end cap in place. If applicable, remove the hose protection water pressure regulator from the city water faucet.

040400

Screw the ends of the hose together before storage to prevent leakage and to prevent dust and insects from entering the hose.

- Turn shore power breaker off and disconnect shore line. Wind up and store shore cord. Secure door.
- **Inspect** fluid level in oil bath hubs (if applicable).
- Check all tire pressures.
- Secure all compartment doors.
- **Inspect** tires and wheels.
- Check for fluid leaks under and 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 unusual noise.
- **Inspect** gauges and controls for proper operation.

Interior Checklist:

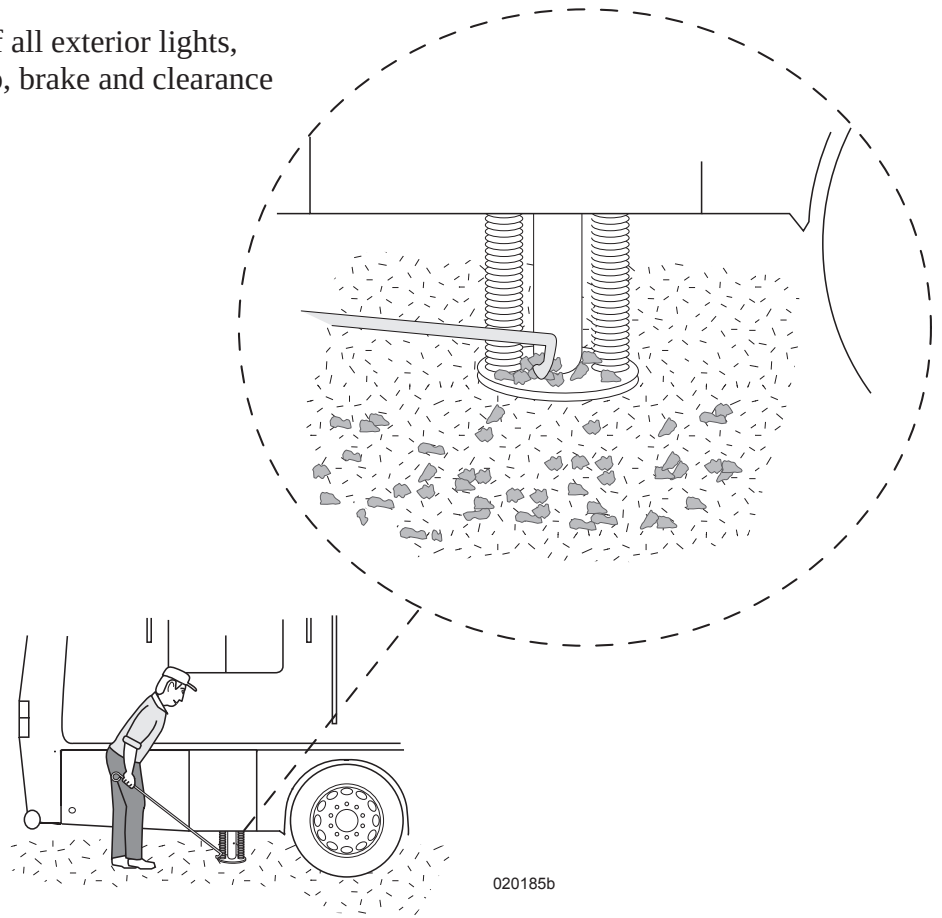
- If applicable, retract leveling jacks.
- Clear the slide room path, clean the floor and move the driver seat forward. After confirming bay doors are closed, retract the slide room.

NOTE:
To extend/retract the slide-out room, the ignition must be OFF, park brake set, jacks retracted and the motorhome supported by the spring suspension. Confirm the house batteries are fully charged.

- When slide room is fully retracted, secure all slide room awning locks.
- Secure and fasten all interior doors. Lock the shower door.
- Close roof vents and windows.
- Secure all loose, heavy or sharp objects in case of a sudden stop.
- Close all cabinet doors and drawers.
- Turn off interior lights.
- Turn off the water pump.
- Check the fuel level gauge and all other dash gauges for operation and correct level indications.

Departure Checklist:

- Check items in storage bays to ensure 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.
- Exterior bay doors should be closed and locked.
- Check operation of all exterior lights, headlamp, taillamp, brake and clearance lights.
- Secure all awning and travel locks.
- Walk around the motorhome and camp area checking for forgotten items.
- Ensure jack pad is clear of debris when retracting hydraulic jacks. Loose rocks, gravel and debris can be thrown from the jack pad and can possibly damage the tow car.
- Secure and lock the entry door for travel.
- Pull forward out of the campsite. Ensure the site is clean and no items are forgotten.



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 or an emergency service provider.

Road flares or reflective warning signs should be displayed if the motorhome is on the side of the road for any length of time. Guidelines for placing warning triangles depend upon the road characteristics and visibility. **For example:** The standard placement is 10, 100 and 200 ft. 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 is required at the front of the motorhome. Roads with curves and hills may require the placement of the last/furthest triangle to be 500 ft. behind the motorhome in order to safely warn approaching traffic.

In Case of Flat Tire

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 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.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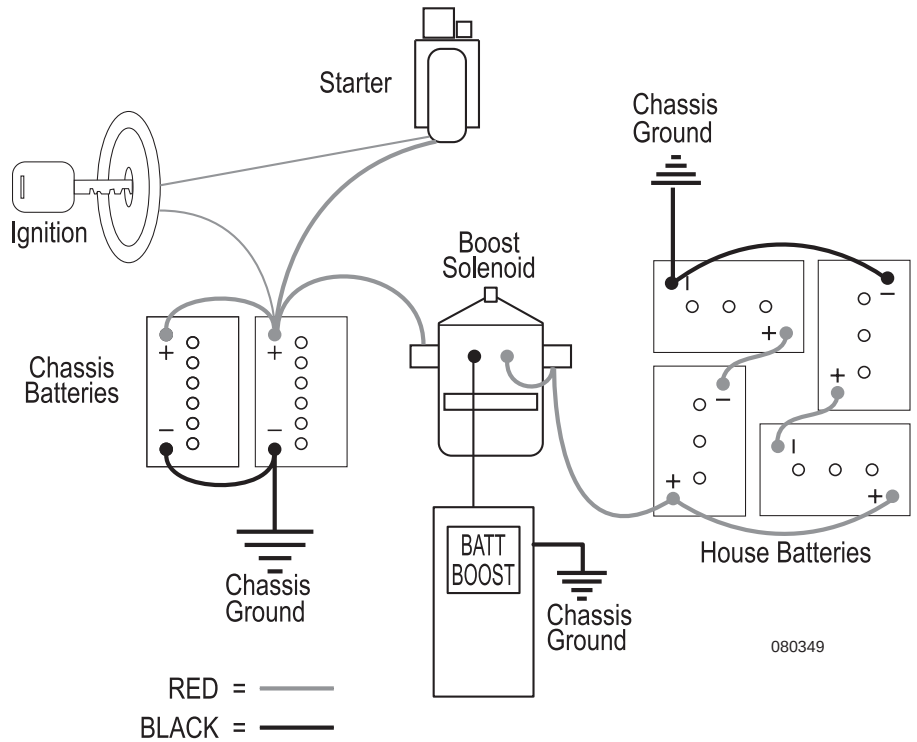
WARNING:
DO NOT crawl under the motorhome for any reason if a wheel has been removed. Any number of circumstances could cause the motorhome to suddenly fall, resulting in severe injury or death.

Dead Chassis Battery

A weak or discharged battery will not supply the amount of **CCA (Cold Cranking Amps)** necessary to initiate 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 may increase chassis battery voltage.

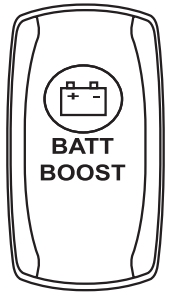
Battery Boost Switch:
The Battery Boost switch, located on center dash, engages a heavy-duty solenoid to electrically connect the house batteries to the engine battery in the event the engine will not crank or cranks slowly. The solenoid is designed for short-term high current intermittent use. Engaging the boost solenoid for an extended period will damage the solenoid.

EMERGENCY SERVICE PROVIDER		
Equipment	**Provider**	**Emergency Number**
Motorhome: Motorhome	Monaco Customer Support	877-466-6226
Chassis: Workhorse	Workhorse	877-946-7731
Chassis Ford	Ford	800-444-3311
Towing	Owner's Advantage Program	877-882-0614
Tires: Michelin	Michelin	800-847-3435
Tires: Goodyear	Goodyear	877-484-7376



Jump Starting Using the Battery Boost Switch:

- 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.
- 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 and end future alternative attempts.



On Center Dash

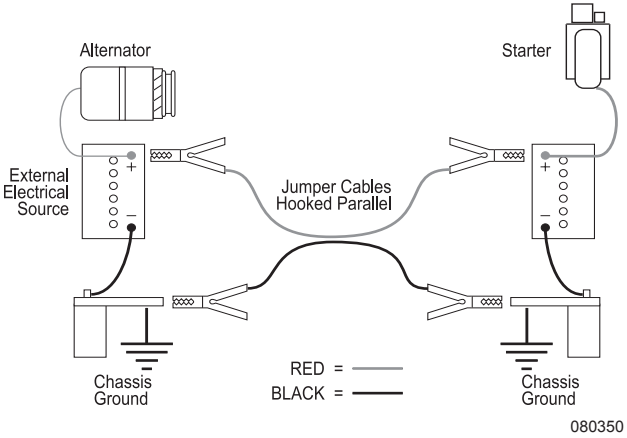
- Next, start the generator. This may require using the Battery Boost switch for the generator to start from the engine battery. Once the generator is operating, the electrical combination of the generator, convertor or the inverter will charge the batteries.
- Allow the generator to run approximately ½ hour before attempting to start the engine.
- After ½ hour of generator operation, leave the generator on and hold down the Battery Boost switch for one minute. Release the switch for one minute, then press the switch again for one minute. Alternate this cycle three to five times.
- Next, hold the switch down and turn the ignition **ON**. 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.

Jump Starting Using an External Source:

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:
Always ventilate the battery compartment prior to any work or service to the batteries. Gas emitted by the batteries can explode when exposed to smoking material, flames, sparks or other sources of ignition, resulting in injury or vehicle damage. Batteries contain sulfuric acid that can burn skin, eyes and clothing. DO NOT connect the end of the second cable to the negative (-) terminal of the battery to be jumped. Connect only to the chassis, away from the battery.

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. Wait a sufficient amount of time for a surface charge to build before attempting to start the engine. Voltage fluctuations that occur during a jump-start procedure can damage sensitive electronic equipment and charging systems. If a jump-start is necessary, it is recommended to call Roadside Assistance. They will have the equipment necessary to jump-start the motorhome.



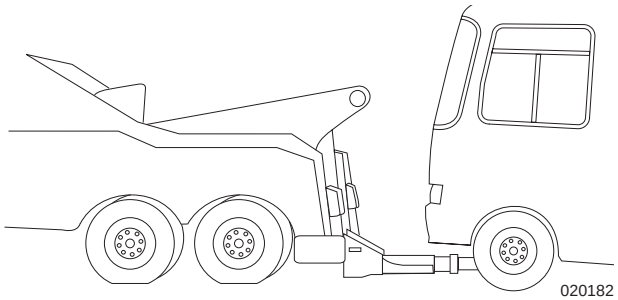
CAUTION:
DO NOT use the towed vehicle for jump-starting. The charging system of the towed vehicle does not supply the amperage necessary to jump-start the motorhome. Voltage sensitive equipment on the towed vehicle can be damaged and render the towed vehicle disabled.

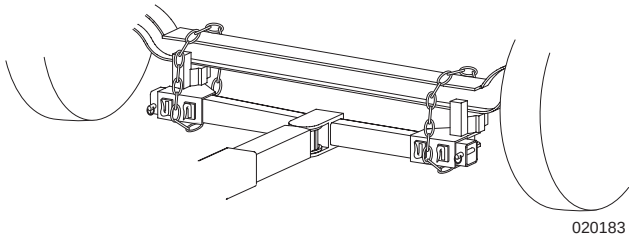
1. When using an external electrical source to connect to the chassis battery, turn the main battery disconnect switches **OFF** prior to hooking up the jumper cables.
2. Hook up the cables then wait several minutes to allow a surface charge to build in the chassis battery before attempting to start the engine.
3. Turn **ON** the battery disconnect switches and attempt to start the engine. **DO NOT** crank the engine more than a few seconds.
4. After the engine has started, disconnect the cables. Disconnect the negative **(-)** cables before disconnecting the positive **(+)** cables to prevent arcing.
5. 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.

TOWING PROCEDURES

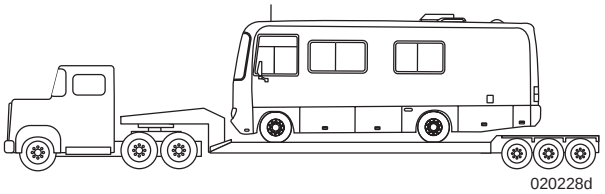
When calling a towing company for service, it is recommended to use a lowboy/landall type of trailer. If a tow truck is used it needs to have a support arm that goes under the motorhome and secures to the front axle. Inform the tow company of the axle weights and total weight of the motorhome.

Other important information is the length of the motorhome, number of passengers and milepost location. Two tow trucks may be necessary to tow the motorhome and to tow a trailer or tow vehicle if it is not operational.





- 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.



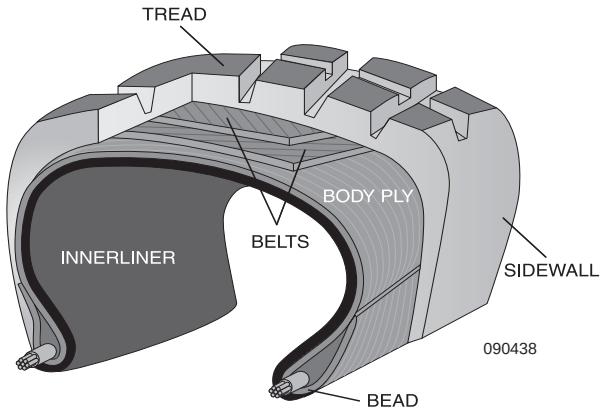
- If the rear wheels are disabled, place the motorhome on a flat bed trailer, or use a heavy duty dolly under the rear wheels and tow the motorhome from the front.
- The drive shaft must be removed to prevent damage to the transmission. Secure end caps to prevent losing or contaminating the needle bearings.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

TIRES

Maintaining proper tire inflation pressure is one of the most critical aspects of travel. Improper pressure will lead to abnormal wear and/or sudden tire failure. All tire positions must be weighed separately with the motorhome fully loaded to determine proper tire inflation pressure. If one tire position on the axle is heavier than the other side, inflate both sides according to the heaviest side. This will provide correct air pressure across the axle while cornering. To obtain the maximum wear and best service from tires, it is helpful to understand their components and functions.

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

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 and 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 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.

Tire Pressure Inflation Guideline

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 fully loaded. The tire chart 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 can be found in this section.

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.

Tire Charts

NOTE:
The motorhome is equipped with either Michelin or Goodyear tires at the time of printing. The motorhome manufacturer will not be responsible for substitution of an incorrect tire size or load range. Verify tire brand, size and load range before obtaining replacement tires.

Understanding the Inflation Table:

The tire size is on the left margin of the table. Determine the Single or Dual inflation reading, denoted with a D or S on the Table. Single is for the front axle. Dual is for the drive axle. On the following chart, find the corresponding psi at the top columns to see the corresponding maximum weight capacity for that psi.

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

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

WARNING:
DO NOT exceed tire manufacturer's maximum speed rating.

Michelin Tire Chart

Tire Size	Max Speed	Single (S) Dual (D)	PSI 80	PSI 85	PSI 90	PSI 95
245/70R 19.5F	75 MPH	S	3640	3740	3890	4080
		D	6830	7030	7310	7720

Tire Size	Max Speed	Single (S) Dual (D)	PSI 70	PSI 75	PSI 80	PSI 85	PSI 90	PSI 95
235/80R 22.5	75 MPH	S	3470	3645	3860	3975	4140	4300
		D	3160	3315	3525	3615	3765	3970

The motorhome manufacturer is not the author of this chart and makes no representation or warranty concerning the accuracy of the information disclosed by the chart. Monaco is not responsible for the accuracy of the information disclosed or for any errors with the tire inflation chart.

Goodyear Tire Chart

Tire Size	Max Speed Rating (MPH)	Single (S) Dual (D)	INFLATION PRESSURE PSI												
			65	70	75	80	85	90	95	100	105	110	115	120	125
8R19.5	75	S D	2410 2350	2540 2460	2680 2610	2835 2755	2955 2865	3075 2975	3195 3085	3305 3195	3415 3305	**3525(F)** **3415(F)**			
225/70R19.5	75	S D		2895 2720	3040 2860	3195 3000	3315 3115	3450 3245	**3640(F)** **3415(F)**	3715 3490	3845 3615	**3970(G)** **3750(G)**			
245/70R19.5	75	S D		3640 3415	3740 3515	3890 3655	**4080(F)** **3970(F)**	4190 4115	4335 4265	**4540(G)** **4410(G)**					
265/70R19.5	75	S D				3970 3750	4180 3930	4355 4095	4540 4300	4685 4405	4850 4560	5070 4805	5170 4860	**5355(G)** **5070(G)**	
9R22.5	75	S D		3370 3270	3560 3410	3730 3550	3890 3690	4080 3860	4235 4005	4390 4150	**4540(F)** **4300(F)**				
10R22.5	65	S D		4080 3860	4280 4045	4480 4230	4675 4410	4850 4585	5025 4760	**5205(F)** **4940(F)**	5360 5075	5515 5210	**5675(G)** **5355(G)**		
11R22.5	75	S D		4530 4380	4770 4580	4990 4760	5220 4950	5510 5205	5730 5415	5950 5625	**6175(G)** **5840(G)**	6320 5895	6465 5950	**6610(H)** **6005(H)**	
12R22.5	75	S D		4940 4780	5200 4990	5450 5190	5690 5390	6005 5675	6205 5785	6405 5895	6610 6005	6870 6265	7130 6525	**7390(H)** **6780(H)**	
245/75R22.5	75	S D		3470 3260	3645 3425	3860 3640	3980 3740	4140 3890	4300 4080	4455 4190	4610 4335	**4675(G)** **4410(G)**			
255/70R22.5	75	S D				4190 3970	4370 4110	4550 4275	4675 4410	4895 4455	5065 4610	5205 4675	5400 4915	**5510(H)** **5070(H)**	
265/75R22.5	75	S D		3875 3870	4070 4040	4255 4205	4440 4370	4620 4525	4800 4685	4975 **4805(G)**	5150	**5205(G)**			
275/70R22.5	75	S D					5170 4770	5400 4980	5630 5180	5850 5390	6070 5590	6290 5800	6510 6000	6730 6200	**6940(H)** **6395(H)**
275/80R22.5	75	S D						5500 5080	5745 5305	5985 5530	6225 5750	6460 5965	6700 6185	6930 6400	**7160(H)** **6610(H)**
295/75R22.5	75	S D			4725 4690	4940 4885	5155 5070	5370 5260	5510 5440	5780 **5675(G)**	5980 5800	**6175(G)** **6005(H)**	6370	**6610(H)**	
295/80R22.5	75	S D				5480 4855	5750 5100	6020 5335	6285 5570	6550 5805	6810 6035	7070 6265	7320 6490	7580 6720	**7830(H)** **6490(H)**
315/80R22.5	75	S D					6415 5840	6670 6070	6940 6395	7190 6540	7440 6770	7610 6940	7920 7210	**8270(J)** **7610(J)**	
11R24.5	75	S D				5310 5070	5550 5260	5840 5510	6095 5675	6350 5840	**6610(G)** **6005(G)**	6790 6205	6970 6405	**7160(H)** **6610(H)**	
285/75R24.5	75	S D			4770 4740	4990 4930	5210 5205	5420 5310	5675 5495	5835 **5675(G)**	6040	**6175(G)**			

The motorhome manufacturer is not the author of this chart and makes no representation or warranty concerning the accuracy of the information disclosed by the chart. Monaco is not responsible for the accuracy of the information disclosed or for any errors within the Tire Inflation Chart. ***WARNING: Do not exceed tire manufacturer's maximum speed rating.***

Inspecting & Pressure

Weigh all tire positions separately and use the tire charts to determine correct tire inflation pressure. All pressures are rated at a cold psi. Cold psi is 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. Check tire inflation pressure every morning before driving. Use a quality truck tire gauge with an angle airhead to ensure access to the dual wheel positions of the drive axle.

Ensure the valve cap is replaced on the stem after the inflation pressure is checked. 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.

The valve stem cap guarantees the valve core will remain free of dirt and foreign material. Material lodged between the valve core and internal stem can cause slow leaks resulting in tire failure.

Optimum tire performance is achieved at proper inflation pressure for the load carried. **DO NOT** mix tires of different tread patterns, size or construction on the same axle. The difference in traction could cause rear end gear bind and mechanical damage to the drive train.

CAUTION:
Never let air out of a hot tire.

Over-inflation can cause:

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

Under-inflation can cause:

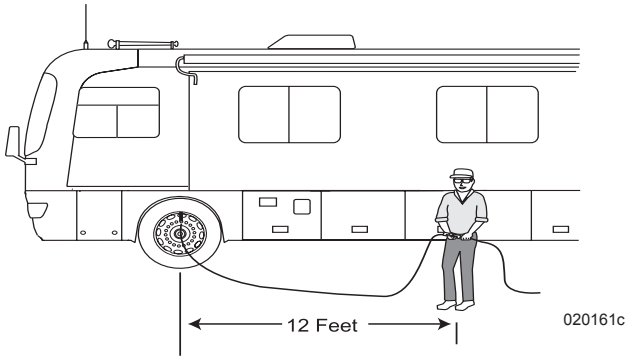
- Tire squeal on turns.
- Separations.
- Rapid and uneven wear on the edges of the tread.
- Circumferential breaks.
- Tire container may bruise or rupture.
- Higher risk of road hazard.
- Tire cord breakage.
- Loss of casing durability.
- Excessive tire temperature.
- High fuel consumption.
- Reduced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

WARNING:
A slow leak may go unnoticed on one of the dual tires. This can cause the good tire to fail by exceeding the load limit. Tires with damaged sidewalls can burst upon inflation. A flat or nearly flat tire can also generate enough heat from friction to ignite.

Unequal tire pressures on same axle can cause:

- Uneven braking
- Swerve upon acceleration
- Steering lead
- Torque steer
- Reduced handling quality

WARNING:
For safety purposes, clear the area of people and pets during tire inflation. Inflate tires using a remote inflation device.



Air Pressure Checklist

1. When inspecting the tires, confirm the tires are cool before increasing or reducing air pressure. 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 recorded calculation when reaching the pump. It is normal for tires to heat up and the air pressure to increase as driven. Never reduce air pressure when tires are hot.

NOTE:
Air pressure in a tire goes up (in warm weather) or down (in cold weather) one to two pounds for every 10° F of temperature change.

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. Recheck the pressure with the tire gauge.
6. Replace the valve cap.
7. Repeat with each tire.
8. Visually **inspect** all the tires for nails or other objects that could be embedded or puncture the tire and cause an air leak.
9. Check the sidewalls for gouges, cuts, bulges, or other irregularities.

Tire Support When Leveling

Extreme caution must be taken to ensure 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.

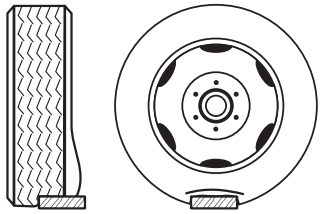
CAUTION:
Supporting the tires prevents damage to the sidewall of the tires but does not prevent tire roll.

Tire "Support" Methods

INCORRECT

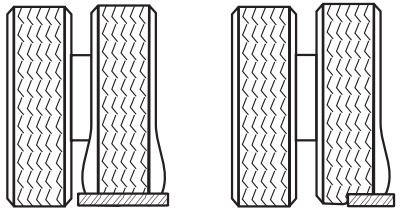
Singles

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

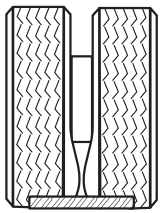


Duals

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

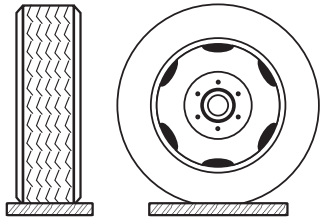


One tire or a portion of the two tires supporting the full load.

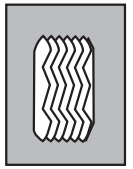


CORRECT

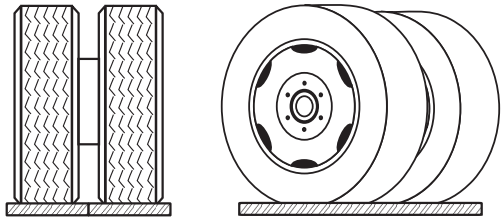
Singles



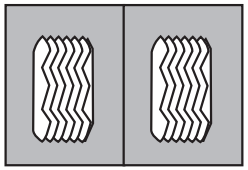
Tire Footprints



Duals



Dual Tire Footprints



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Tire Vibration

Sudden tire failure is often preceded by tire vibration. 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 periodically thereafter as rotational forces can continue to stress damaged areas and later manifest in tire failure. If an unusual vibration begins, or a bulge is noticed in the 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. Have the tire manufacturer determine the rotation pattern. The first tire rotation is the most important in determining which rotation pattern to use. 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 to be corrected prior to rotation.

Tread

To prevent skidding and hydroplaning, replace tires when the tread is worn down to 4/32" on the front, and 2/32" on the rear. Questions regarding tread wear should be directed to the tire manufacturer.

Built in tread wear indicators, or wear indicators 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". The tire should be replaced when wear indicators are noticed.

Visually check the tires for signs of uneven wear. Signs of irregular tread wear are usually exhibited by low or unusually smooth areas on the tire surface. Consult the tire manufacturer as soon as possible.

WARNING:
In many instances tire life 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 structurally sound, weathering can occur inside the well of the tread. Have the tire manufacturer inspect the tires for age weathering.

Storage of Tires - Long Term

A cool, dry garage with a sealed cement floor is the preferred method of storage. Tires stored outside may prematurely age.

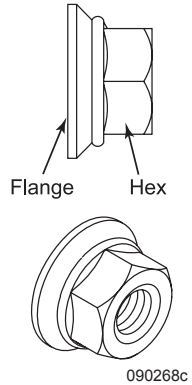
Prior to Storage:
- Thoroughly clean the tires.
- Unload the motorhome to reduce weight on the tires.
- Ensure the surface is reasonably level, firm, clean and has good drainage.
- Inflate the tires to the maximum inflation pressure as indicated on the Federal Identification Tag.

During Storage:
- Cover the tires to block direct sunlight.
- Periodically ensure tires are at proper pressure.
- Move the motorhome every three months to prevent cracking in bulge areas, as well as flat spotting from prolonged sidewall strain and tread deflection.

Removal from Storage:
Before removing the motorhome from long-term storage thoroughly **inspect** each tire's tread area and air pressure. If the tires have lost air during storage, inflate them to the correct pressure.

WHEEL MOUNTING

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 (Ford chassis only). 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, and will not improve nut torquing performance. Excess lubricant makes the nuts hard to handle, attracts dirt, and may cause unsightly appearance to the wheel. Only used nuts require lubrication.



Flange Nut: Front & Side View.

- 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:
See the Chassis OEM Manual for proper tightening sequence. Loosen and tighten lug nuts in pattern. Tighten in sequence first to 50 ft. lbs, then tighten in sequence to manufacturer's recommended torque specification as indicated in chassis owner's manual. 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 motorhome is in motion.

Front Wheels:

Slide the front wheel over the studs. Use caution to avoid damaging stud threads. Snug the nuts in sequence. **DO NOT** tighten them fully until all have been seated. Tighten the nuts in sequence (refer to corresponding Chassis OEM Manual).

Dual Rear Wheels:

Slide the inner dual wheel over the studs. Use caution to avoid damaging threads. Align the handholds for valve access and slide the outer dual wheel over the studs, again using caution to avoid damaging the stud threads.

- 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.
- See the Chassis OEM Manual for lug nut torque specifications.

Snug the nuts in sequence, but do not tighten them fully until all are seated. Tighten the nuts in sequence (as shown in chassis OEM Manual). 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 air wrench output and adjust line pressure for the correct torque.

CAUTION:
Dual wheels require tightening the lug nuts to the specified torque at 100 miles and again at 500 miles of initial operations, also after rotation, changing a flat or any wheel removal.

WEIGHING THE MOTORHOME

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

Proper weight distribution and load management is an individual responsibility. In order to correctly manage load and weight distribution, more than one weight measurement is required. Each wheel position must be weighed to accurately determine the weight placed on each wheel position for proper weight computations. The entire process of weigh management begins with the **Gross Vehicle Weight Rating** as listed on the Federal Certification Label. **This weight cannot be exceeded.**

CAUTION:
Most states limit the amount of weight carried by any single axle position. It is the responsibility of the operator to know the legal weight limit of the state in which they travel.

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 weigh the motorhome to calculate **Cargo Carrying Capacity (CCC)** and 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 **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 issues.**

The **Gross Vehicle Weight Rating (GVWR)** and **Gross Axle Weight Rating (GAWR)** listed on the Federal Certification Label attached to the motorhome details 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, motorhome frame and/or other components of the motorhome may 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 motorhome, 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 determine actual weight. Separately weigh the front axle and rear axle. It is possible for a motorhome to be within the **GVWR** yet overloaded on one axle. It is even possible for one wheel position to be overloaded, even though the **GAWR** is not 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, propane, 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 propane 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. Tire inflation pressure of the heavier side tires determine the inflation pressure for all tire(s) on that axle due to the weight transfer that occurs when cornering.

Improperly inflated tires, or an incorrectly loaded suspension, can result in poor fuel economy, poor handling and over-stressed chassis components. How the motorhome is loaded 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 moving and storage lots, farm supplies with grain elevators, gravel pits, recycling companies and large commercial truck stops. To locate nearby public scale access, check the local area telephone book yellow pages under Scales-Public or Weighers. A nominal fee may 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. Several types of scales are in use today. A platform scale will allow the entire motorhome to fit on the scale to read the **GVW** in one scale recording. A segmented platform scale is designed to weigh one axle at a time. A single axle scale weighs one axle at a time. Some scales read only one wheel position at a time due to physical size.

Several scale readings may be required to determine the **GAW** or **GVW** total. Each wheel position requires weighing, referred to as a four-point weigh to accurately determine the correct tire inflation pressure.

NOTE:
The most accurate method to determine proper tire pressure is to weigh each wheel position independently. Weighing the entire axle will not accurately determine the actual weight carried by each whell position. When weighing the drive axle dual position, divide the total weight by two to determine the weight carried by each tire.

When weighing, the scales and the motorhome must be level to obtain an accurate scale reading. Even when an axle 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:** _____

		LBS.	KGS.
GVWR	(Gross Vehicle Weight Rating) is the maximum permissible weight of this fully loaded motorhome	_____	_____
UVW	(Unloaded Vehicle Weight) is the weight of this motorhome as manufactured at the factory with full fuel, engine oil and coolants.....	_____	_____
SCWR	(Sleeping Capacity Weight Rating) is the manufacturer's designated number of sleeping positions multiplied by 154 pounds (70 kilograms)	_____	_____
CCC	(Cargo Carrying Capacity) is the GVWR minus each of the following: UVW, full fresh (potable) water weight (including water heater), full propane weight and SCWR (*1).....	_____	_____
GCWR	(Gross Combination Weight Rating) is the maximum allowable combined weight of this motorhome and the towable product. (*1).....	_____	_____
	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 (*2) weight of ___ gallons @ 8.3 lbs./gal	_____	_____
minus propane weight of ___ gallons@ 4.2 lbs./gal	_____	_____
minus SCWR of ___ persons @ 154 lbs./person.....	_____	_____
CCC for this motorhome (*3)	_____	_____

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) Towing capacity is limited by GCWR; your vehicle's towing capacity is the difference between the GCWR and the actual vehicle weight; including all water, fuel, passengers, and cargo. Consult your Owner's Manual for further information.

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

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

Four Point Weighing (Example)

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.

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.

1. Take the **FRONT** axle **Gross Axle Weight Rating (GAWR)** and divide it by two.

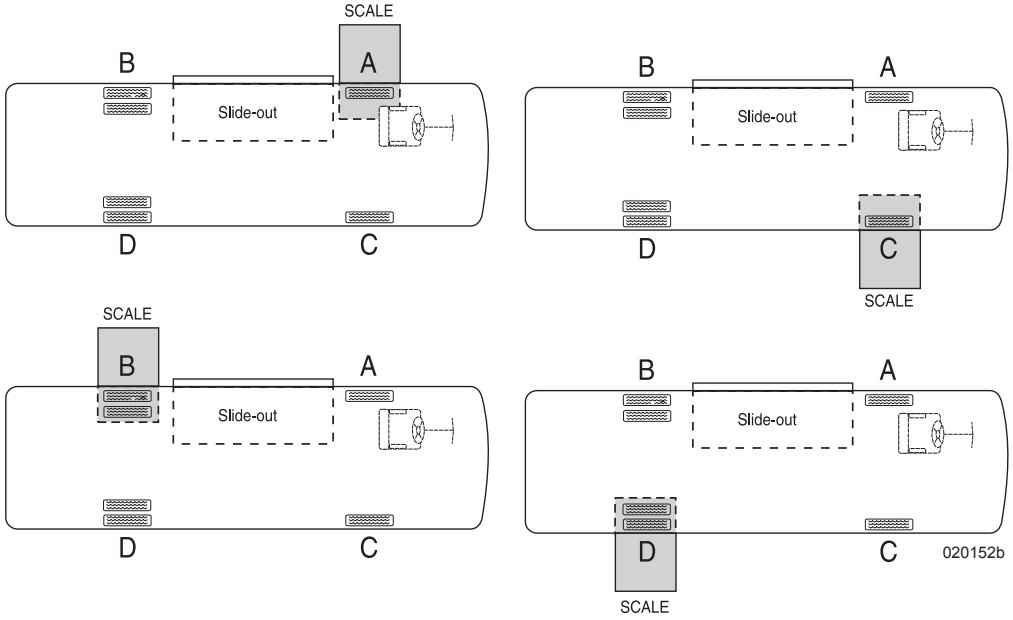
   Example: FRONT axle **GAWR** taken from the motorhome Vehicle Certification Label is 13,000 lbs. Divide the figure by 2, using chart, record 6,500 lbs. on line 1.

2. Weigh the driver side **FRONT** corner (Scale A) and record weight on chart scale A, line 2.

   Example: 5,000 lbs.

3. Weigh the roadside **FRONT** corner (Scale C) and record weight on chart Scale C, line 2.

   Example: 4,000 lbs.



4. Add Roadside and Curbside from line 1, for **Gross Axle Weight Rating (GAWR)** and record on chart under Totals.

   Example: 13,000 lbs.

5. Add chart scale A and C, line 2, for actual **Gross Axle Weight (GAW)** and record on chart under Total Axle Weight.

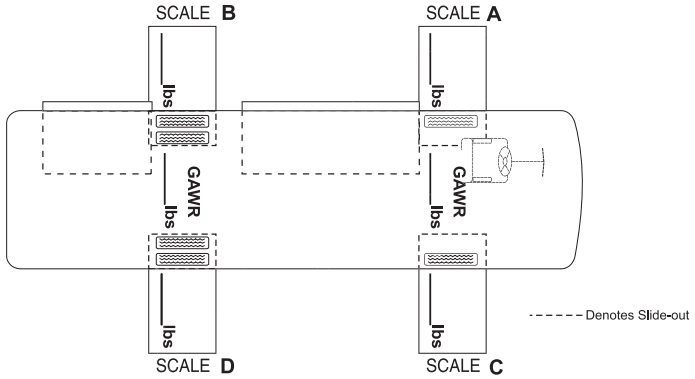
   Example: 9,000 lbs.

6. Actual **Gross Axle Weight (GAW)**. **Example:** 9,000 lbs is not to exceed **Gross Axle Weight Rating (GAWR)**.

   Example: 13,000 lbs.

	ROADSIDE		CURBSIDE		TOTAL AXLE WEIGHT	GROSS AXLE WEIGHT RATING GAWR	GAWR Minus Total Axle Weight
FRONT AXLE	1. 6,500	+	6,500	=	13,900	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.



- Refer to the Tire Chart. Use the highest actual weight, Scale A or C, line 2. Example 5,000 lbs. Determine the proper tire pressure for each tire using the Load Inflation chart. **Example:** 80 psi or stamped on the sidewall of the tire.
- Repeat above procedures to determine REAR axle Scale B and D, 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.

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 water, propane, passengers and cargo weight.

It is important to understand that the weighing process is performed in two phases. First, by determining the **Cargo Carrying Capacity (CCC)**; and 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**.

GVWR 35,000 - UVW 20,000 = A 15,000

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

Fresh water weight and propane weight can now be subtracted from the remaining total line A.

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

A 10-gallon water heater with a 40-gallon fresh tank totals 50 gallons times 8.3, or 415 lbs.

A 30-gallon propane tank has 24 gallons of propane due to the 80% valve. This means 24 gallons multiplied by 4.2, or 100.8 lbs.

A 15,000 - 415 = B 14,585
B 14,585 - 100.8 = C 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 lbs.

The 154 lbs. (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 lbs.) and there are four people who weight 200, 200, 178 and 138 lbs., totaling 716 lbs., that does not mean the sleeping capacity is reduced to three individuals, but rather the **CCC** is reduced by 100 lbs. due to the actual passenger weight.

C 14,484.2 - SCWR 716 = CCC 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 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 when weighing the motorhome.

The motorhome must remain as level as possible on the scale, even when 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 must be weighed and recorded to determine proper tire inflation.

- Wheel position weights are not to exceed **Gross Axle Weight Rating (GAWR)** and **Gross Vehicle Weight Rating (GVWR)** as printed on the Motorhome Vehicle Certification Label.
- Compare wheel position weights with weight ratings on the label. If wheel position weights exceed maximum specifications, items will need to be removed until rating weight is within specification.

Cargo Carrying Capacity Flowchart

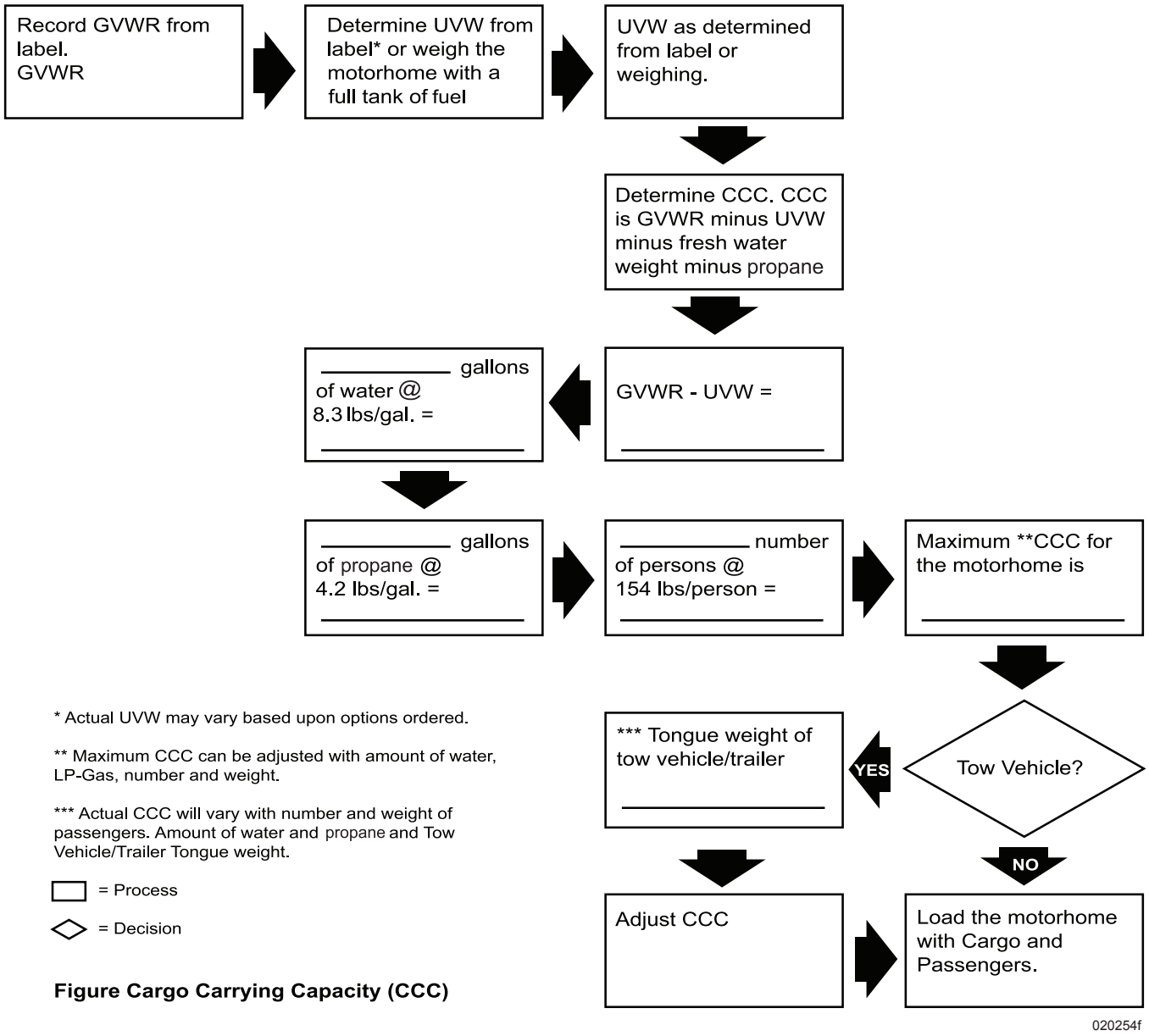
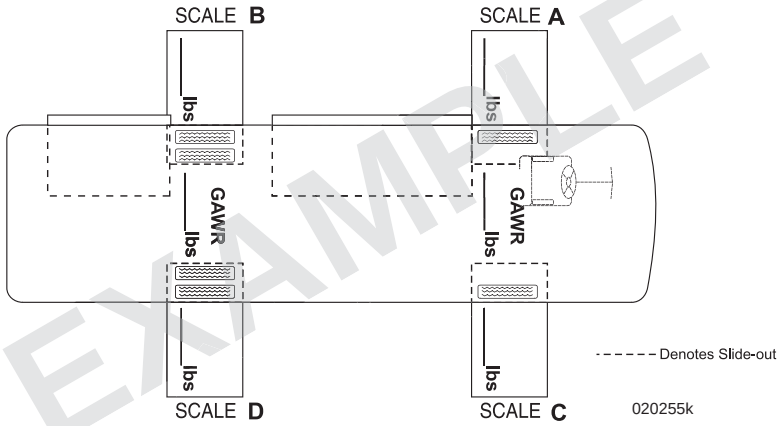


Figure Cargo Carrying Capacity (CCC)

Weighing Procedure Worksheet

	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

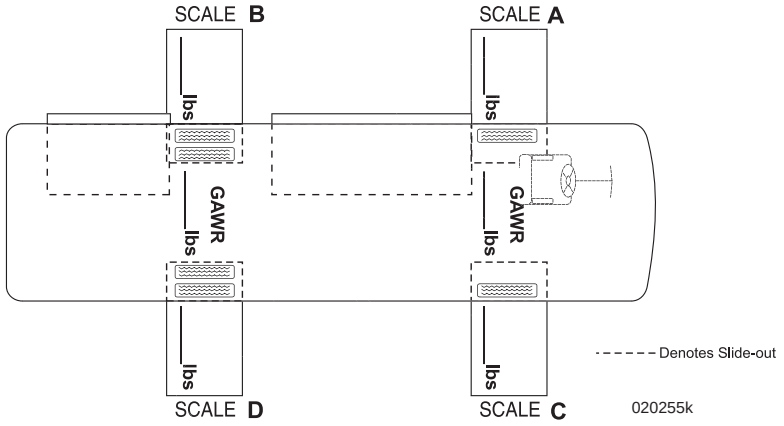


	Formula	UVW 23,000 Capacity		CCC
Fresh Water	Subtract Gallon @ 8.3 lbs/gal	100 x 8.3 = 830	-	10,000
Water Heater	Subtract Gallon @ 8.3 lbs/gal	10 x 8.3 = 83	-	9,170
Propane	Subtract Gallon @ 4.2 lbs/gal	40 x 4.2 = 168	-	9,087
Sleep Capacity Weight Rating	Subtract Persons @ 154 lbs/person	5 x 154 = 770	-	8,919
		Maximum Cargo Carrying Capacity CCC		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).

Actual Chart

	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



	Formula	UVW 23,000 Capacity		CCC
Fresh Water	Subtract Gallon @ 8.3 lbs/gal	___ x 8.3 = 830	-	
Water Heater	Subtract Gallon @ 8.3 lbs/gal	__ x 8.3 = 83	-	
Propane	Subtract Gallon @ 4.2 lbs/gal	___ x 4.2 = 168	-	
Sleep Capacity Weight Rating	Subtract Persons @ 154 lbs/person	__ x 154 = 770	-	
		Maximum Cargo Carrying Capacity CCC		

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).

020255b conv

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

SMOKE DETECTOR

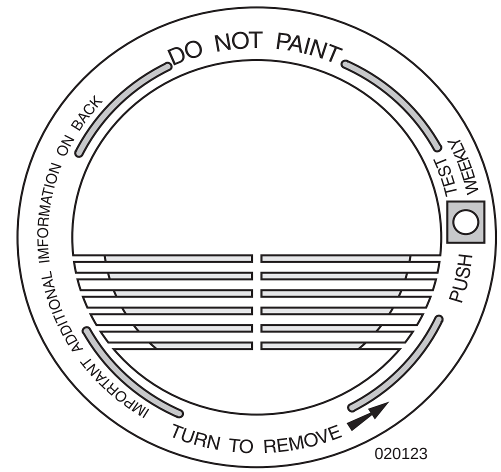
Statistics show that most fire casualties are not caused by direct flame, but by less visible smoke (products of combustion). The smoke detector automatically returns from alarm to normal state when the reason for activation, the presence of smoke, is completely removed. Fires are commonly caused by 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 insure against 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.

Operation

When a 9 Volt DC battery is correctly connected, the LED flashes every minute and a loud alarm will sound when a product of combustion is sensed.

NOTE:
The unit will not operate without a battery. A battery flag pops 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.



Located on ceiling in main living area

Testing

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 properly working. 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 arm's length.

⚠ WARNING
TEST THIS ALARM'S OPERATION AFTER EACH STORAGE PERIOD, BEFORE EACH TRIP AND AT LEAST ONCE PER WEEK DURING USE.

020155e

CAUTION:
Never use an open flame to test the smoke alarm as this may ignite the alarm or surrounding area and set fire to the motorhome.

Maintenance

Maintenance for Proper Operation:

- 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 after the unit has been vacuumed.
- The smoke alarm will beep once a minute when a low battery exists. Replace battery immediately.

Troubleshooting

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

- **Inspect** alarm 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.

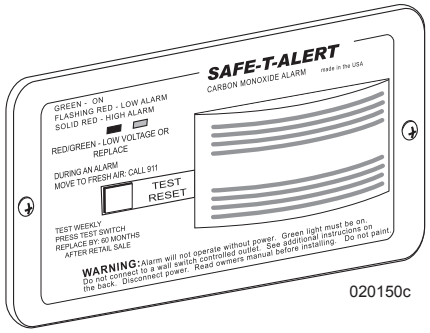
If these procedures do not correct the problem, **DO NOT** attempt repairs. If the smoke alarm is within the warranty period and the terms indicate the nature of the problem, return the unit to your dealer. Smoke detectors beyond the warranty period cannot be economically repaired.

CARBON MONOXIDE DETECTOR

American National Standards Institute **(ANSI) A119.2 - Fire & Life Safety 3-4.6 Carbon Monoxide Detectors** states *"All RV's 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 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.



Located in Bedroom area.

In cases of mild exposure, the symptoms may include: a 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 include the elderly and those with lung or heart disease or anemia.

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 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.

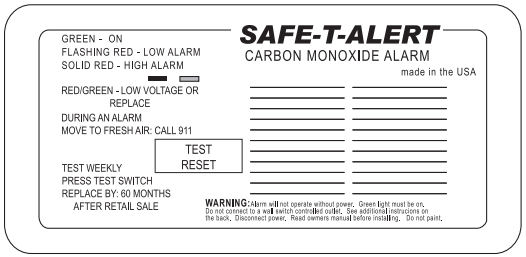
WARNING:
Constant beeping and a flashing red light means CO gas has been detected. Shut off appliances, motorhome engine, and water heater. Evacuate the motorhome and call the fire department. Have any problems corrected before restarting any appliances or the coach.

The CO detector is wired to the house batteries. This allows reliable 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.

WARNING:
If unplugged from shore power the house battery disconnect switch must be ON for the CO detector to operate.

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.



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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 will not sound.
- Flashing **red** indicates low CO alarm condition along with **four** beeps then **OFF** for five seconds. The alarm will sound and can be reset by the **TEST/ RESET** button. The CO detector has detected the presence of 60 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 reset.
- Alternating **red** and **green** indicates a malfunctioning alarm.

Alarm

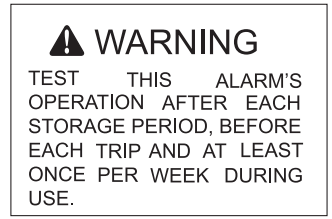
When the alarm sounds have the detector and the motorhome checked by an authorized service technician as soon as possible. Never disconnect a CO detector to silence an annoying alarm. Evacuate the motorhome immediately when the red light is lit and the alarm sounds. Do a head count to check that all 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.

Potential Sources of CO when operating the motorhome:

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

Testing

Test Procedures:



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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 **one 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.

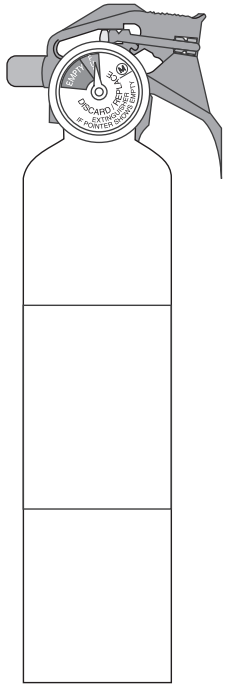
NOTE:
Memory is erased when power is disconnected for 15 seconds.

Cleaning & Maintenance

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 5 years. 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**.

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

FIRE EXTINGUISHER



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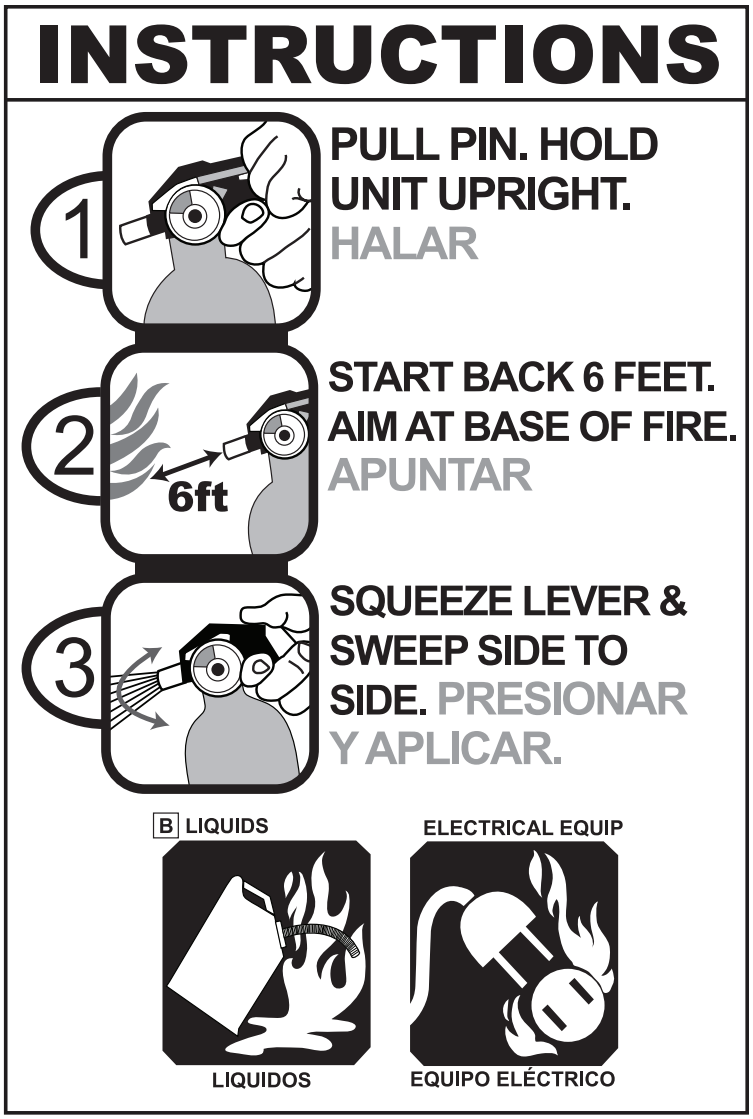
The fire extinguisher in the motorhome is located near the main entrance door. Please read the operating instructions that are printed on the fire extinguisher. If there is any doubt on how to operate the fire extinguisher practice using it.

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.



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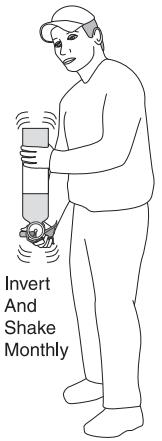
WARNING:
Road vibration will cause extinguisher powder to compact and may cause extinguisher malfunction. Invert and shake extinguisher monthly.



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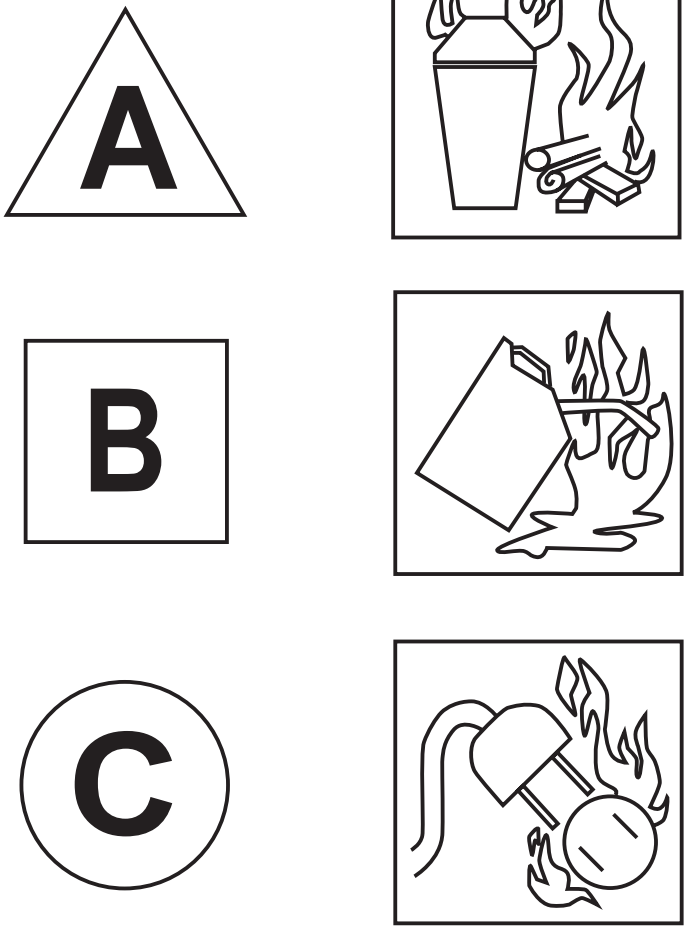
There are three classes of fire to be concerned with in a motorhome. Any fire can fall into more than one class; a fire that involves both burning paper and kitchen grease is a Class AB fire.

Classes of Fire:

A- Fires that are fueled by materials that leave a residue when they burn: paper, wood, cloth, rubber, and certain plastics.

B - Fires that involve flammable liquids and gases: gasoline, paint thinner, kitchen grease, propane and acetylene.

C - Fires that involve energized electrical wiring or equipment. If electricity to the equipment is turned off, a class C fire becomes one of the other two class fires.



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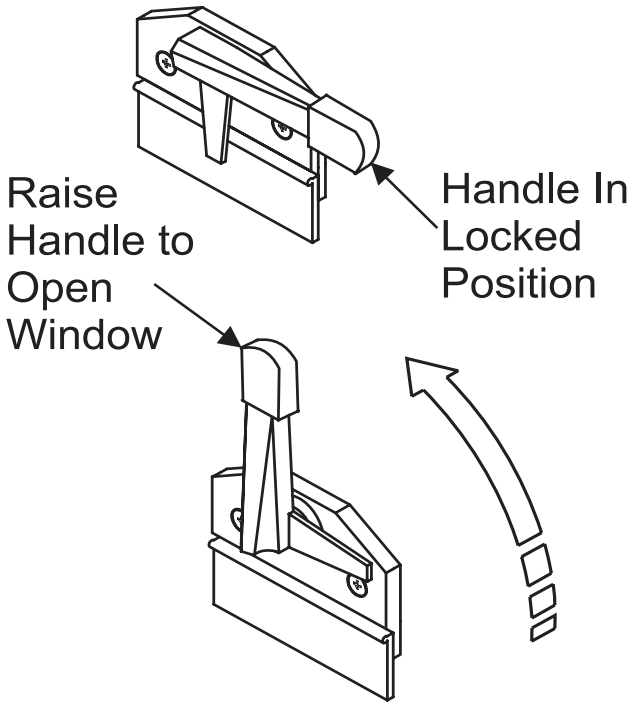
ESCAPE (EGRESS) WINDOW

The Egress window, designated for use as an emergency exit, is identified inside of the motorhome by a red locking handle and Exit label.

To open, lift the red handle and push outward. Pull closed and lower handles to lock the Egress window.

Hinges along the outside window top identify the Egress window on the motorhome exterior. The glass slider in the Egress window operates the same as all other windows in the motorhome. Occasionally open and close the Egress window to prevent the rubber seal from sticking.



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Egress Window Handle

NOTES

MONARCH 08

EXTERIOR & INTERIOR CARE — SECTION 3

EXTERIOR CARE

Corrosion

The most common cause of corrosion to the motorhome exterior is accumulation of road salts, grime and dirt. These elements, combined with moisture, may possibly cause early component failure. The undercarriage, around wheel openings and the radiator charge air cooler package require periodic cleaning to prevent component failure caused from corrosive materials collected on roadways. 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.

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.

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

Periodic cleaning will help to preserve the paint finish. The motorhome is painted with a "base coat, clear coat system." Clear coat is a polyurethane-based material which brings out the shine and luster to the base coat paint. Care should be used when washing the motorhome. Use only mild detergents or specifically designed automotive detergents (preferred). Avoid abrasive cleansers or laundry detergents that will scratch the clear coat and leave a soap film. Use a soft cloth to wash the paint finish. Avoid brushes as they can scratch the surface and damage the paint. 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 build up is excessive, run water over a soft cotton cloth while gently wiping 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 all detergent residue.

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, then wring it dry. Remove the water from the surface, starting at the top and working towards the bottom, using a downward "S" pattern. 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

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.

NOTE:
Use a grease and wax remover before applying another coat of wax. Chemicals can become trapped between layers of wax, possibly damaging the paint finish.

INFORMATION:
When selecting a product, 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. They are applied either by hand or by using a polisher with a special pad.

Waxes - Waxes come in many types of chemical make-up. Most contain cleaning agents, lubricants and wax. Cleaning agents remove oxidation and leave a high gloss and wax leaves a clear film that protects the finish.

Polishes - Polishes combine wax based substances with abrasives to clean and polish at the same time. 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 the 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 to check for hazing or swirl marks. If an abnormal reaction to the finish occurs, discontinue product use and consult the product 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 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 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. Select sections to wax until the motorhome is complete. If the task seems overwhelming, have an automotive detailer perform the task.

Paint Codes

The motorhome color scheme is comprised of specific paint colors, each assigned a code used to achieve a desired color of paint. "Touch-up" paint may be used to repair a small scratch or imperfection in the paint surface. To paint a larger area, it is necessary to obtain the paint code to get the correct color match.

To Obtain the Paint Code:
1. Contact **National Parts** at **1-877-466-6226**.
2. Specify the year, model, serial number and exterior color scheme name (if known).
3. This formula can be mixed at a local BASF paint store.

NOTE:
All special paint schemes require contacting Monaco Coach directly for paint codes.

Tire Care

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.

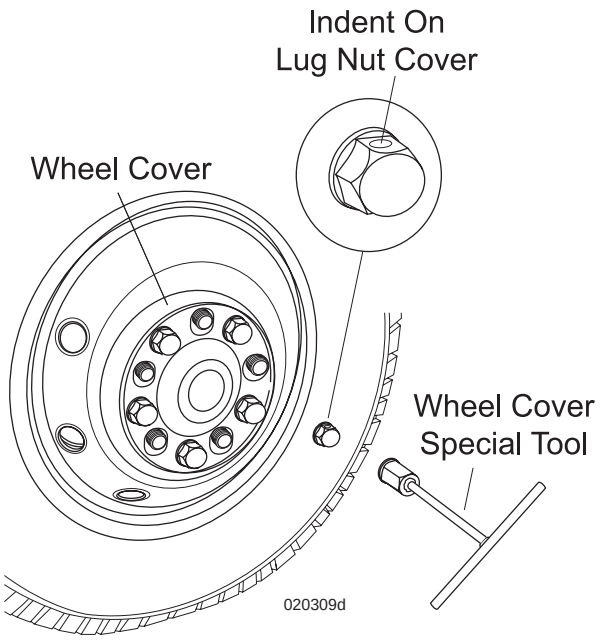
Care & Maintenance of Wheel Covers

Clean the wheel covers frequently with high pressure water from a hose using a mild detergent. **DO NOT** use harsh alkalis, alcohol or acidic cleansers. A secondary hand washing with a soft cloth may be required to remove stubborn road grime. To remove the wheel covers from the wheel for a thorough cleaning use the special tool that was included with the motorhome.

Each wheel cover is secured by lug covers identified by indent or notch markings. When the wheel covers are removed tires and rims can be cleaned and inspected.

Remove dirt, corrosion or any foreign material from the tire side of the rim using a wire brush. **DO NOT** use a wire brush or other abrasive substances to remove dirt and corrosion from the wheel covers. To maintain the original appearance of the wheel covers the following procedures are recommended:

1. After installing new wheels (prior to operating 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 surface appearance on wheel covers, wax the cleaned surface with a high quality car wax.
6. Clean the wheel covers frequently to maintain their appearance.



Bright Metal

All chrome and stainless steel should be washed and cleaned each time the motorhome is washed. Use only automotive approved non-abrasive cleaners and polishes on exterior bright work. **DO NOT** use rubbing compounds. **DO NOT** use abrasive cleaners or compounds to clean the mirrors.

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

EXTERIOR MAINTENANCE

The motorhome is exposed to extreme temperatures, humidity, ultraviolet rays, rain and other environmental conditions. While in operation the motorhome is subject to twisting and flexing caused by rough roads, potholes and winding mountain roads. Maintenance is necessary not only to keep the motorhome looking nice, but also to keep it in proper working order.

Fiberglass

Inspect the fiberglass exterior. Periodic **inspection** may reveal that flexing of the fiberglass exterior has created imperfections in the surface commonly known as “spider” or “hairline” cracks. A crack that has opened up to reveal the cloth weave threatens the integrity of the fiberglass. If the exterior exhibits signs of damage, prevent moisture penetration, particularly in freezing climates. Cover the area using plastic sheeting and/or tape, and have the damaged fiberglass repaired as soon as possible.

Roof Care & Seal Inspections

Whenever there is something affixed to the motorhome, such as a vent attached to the roof, a seal is applied to prevent water intrusion. Each type of sealant has a specific use. While the beltline uses a silicone or urethane base sealant to prevent water intrusion, roof openings use an acrylic based sealant. Moisture intrusion can occur at any time for a number of reasons. Therefore regular sealant inspection and maintenance will greatly reduce the likelihood of moisture intrusion and costly repairs.

The motorhome is sealed at the factory. However, extreme weather conditions can shorten the life of the sealant while harsh road conditions can compromise sealant integrity. Maintaining sealant integrity is part of regular motorhome maintenance. Inspect all joints, seams and openings at least once every six months. While sealant integrity may appear fine, a small void under the right conditions can quickly cause major damage. Make a full interior inspection for signs of moisture intrusion every two weeks if the motorhome is in storage.

CAUTION:
Inspect exterior seals, seams and joints for sealant integrity at least twice a year. Make a full interior inspection for water leaks every two weeks while the motorhome is in storage.

INSPECTING:
Surface must be clean and dry. Inspect seal for voids, cracks, bubbling, peeling or pulling away. Sealant that looks fine without imperfections is acceptable for continued service. Sealant that is old, cracking, flaking or bubbling will allow moisture intrusion and must be repaired.

WARNING:
Inspecting sealant will require use of a ladder or scaffold assembly. Roof access is also required. Follow proper safety measures accordingly. Exercise extreme care whenever using a ladder/ scaffold assembly. Avoid getting on the roof if it is icy or moisture laden as the surface can be very slick. Use judgment if inspection is considered dangerous. Have the motorhome inspected or sealed (if necessary) by a qualified service technician.

Sealant Replacement:

Carefully remove sealant that is cracking, flaking, bubbling, peeling or pulling away from the surface. The area under the removed sealant will need to be clean and dry before applying new sealant. Applying new sealant over a dirty or moisture laden surface will not allow proper adhesion. Sealant application may require simple hand tools and paper towels or rags for cleanup. Some sealants may be labeled hazardous or require chemicals for cleanup. Follow all of the manufacturer's warnings and precautions when dealing with these substances.

WARNING:
Some sealants may be labeled hazardous or require use of petroleum distillates for cleanup. Use proper precautions as suggested by the sealant or chemical manufacturer. Use of protective eye wear, gloves, respirator or open ventilation may be required. Use judgment when working with chemicals. If health limits exposure to chemicals or inhibits skills or abilities, employ a qualified service technician to perform the tasks.

Sealant Types

General Maintenance – Roof: Rubber Sealant: Dolphin #7589 UVR Elastiseal

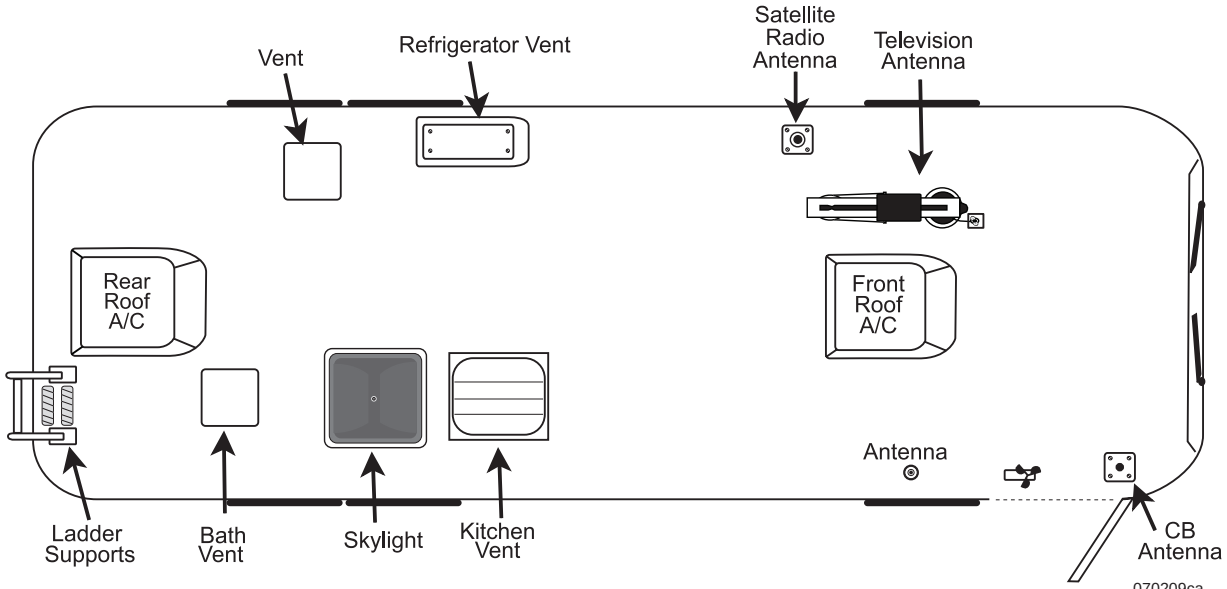
This product is used for large roof openings such as around vents, skylights, any roof mounted antennas and ladder roof mounts. Clean the old sealant that is lifting before applying the new. Make sure the roof is dry and free of dirt. This product is found in a tub container. Care should be used when near an edge, as the product will spread out. Masking tape may be used to mask around area to avoid mishaps.

WARNING:
This product is flammable, and if swallowed, can be fatal. Use only in well-ventilated areas. Consult manufacturer data for application and safety instructions.

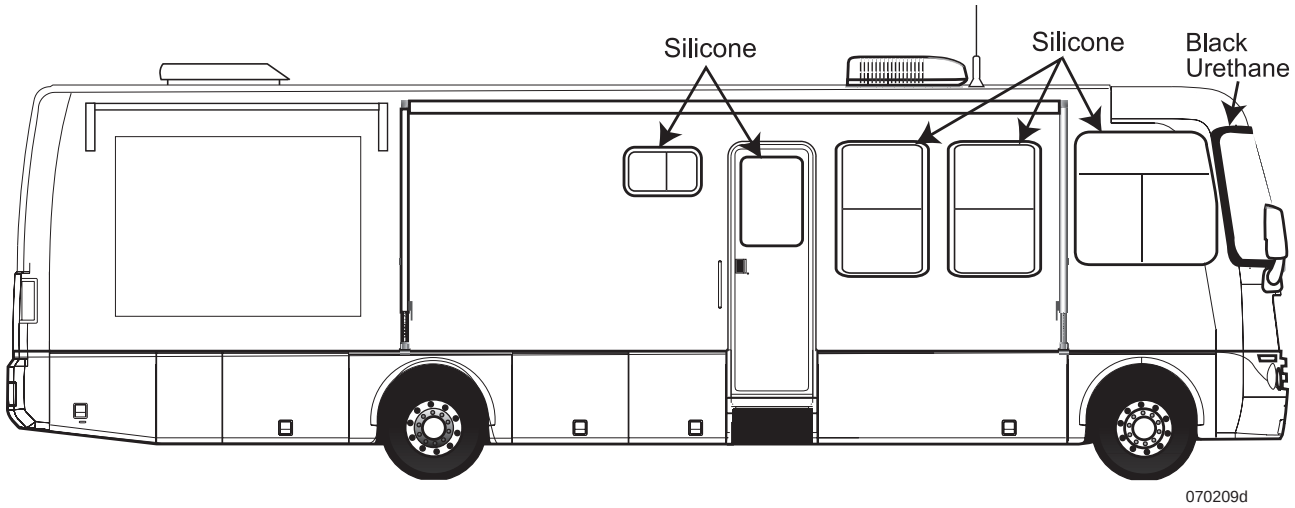
For small areas of maintenance various rubber sealants are available in a tube. These products are available at RV supply locations.

General Maintenance – Roof Air Conditioner:

The roof air conditioners use a closed cell foam base gasket. No sealants are required. The roof air conditioners should be checked for tightness by the four mounting bolts located in each interior corner of the air conditioner roof opening. Torque specification is 40 to 50 in/lbs. The base gasket should be compressed to about ½".



Typical Roof Layout: Inspect each item for sealant integrity. Roof A/C's use a special foam gasket.



Typical Side View: Side window seals require silicone. Windshield requires black urethane

General Maintenance – Windshield: Black Silicone Sealant: Dow Corning #999-A Black

Used for sealing small areas. The product is available in a tube. Clean up using solvents such as mineral spirits. Consult manufacturer data for application and safety instructions.

General Maintenance – Exterior Attachments: Dow Corning #999-A Clear Silicone or Colorimetric High Performance Clear Silicone

Primarily used on the sidewalls around windows, doors, handles, beltline molding, latches and bases of surface mounted items such as clearance lights. Old peeling sealant should be removed with nylon sticks or equivalent. Avoid using metal utensils which can scratch the painted surface. Use nylon sticks or equivalent. Avoid lacquer thinners or ketone based solvents as these chemicals can damage painted surfaces. Confirm that surface is clean and dry before a new application. Cut the tube at an angle with the 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 and plan ahead before starting a bead. Look for obstacles that may impede application.

CAUTION:
Avoid eye and skin contact and breathing of vapors. Consult manufacturer data for application and safety instructions.

General Maintenance – Openings: Spray Foam

This product is used as a sealant where a hole has been made for items such as water lines or wires that are coming through a floor or bulkhead opening. Consult manufacturer data for application and safety instructions.

Windshield Installation: 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 product is considered a hazardous material.

WARNING:
Avoid eye and skin contact and breathing of vapors. Consult manufacturer data for application and safety instructions.

Sealing Under a Painted Surface: Acrylic Sealants: Geocel # 2300

Used where items are sealed under a painted surface such as the metal corners of slide out rooms and roof mounted awning brackets. The material is specially formulated to allow paint adhesion. Consult manufacturer data for application and safety instructions.

INTERIOR CARE

Cockpit

The cockpit area dashboard is a molded-fiberglass, vinyl-wrapped pod. The instrument panel is comprised of various gauges and switches. The dashboard and instrument panel each have different cleaning requirements. Clean the vinyl wrapped dash pod following the instructions under Vinyl Care in this section. In the event a blemish or small cut occurs in the vinyl, contact a professional upholstery repair service.

Clean the plastic or Plexiglas® instrument panels using a cloth dampened in a mild soap and water solution. Dry using a separate cotton cloth. Plastic polish products that will help to brighten the appearance of plastic or Plexiglas instrument panels are Novus Plastic Care®, a three-part system; Meguires® and Johnson Paste Wax®, which will require extensive buffing and rubbing.

Glass lens gauges can be cleaned using glass cleaner. Spray cleaner on the cloth, not directly onto the lens, to prevent over spray or runoff.

CAUTION:
DO NOT allow glass cleaners to come in contact with the plastic. Glass cleaning products can damage plastic by dulling the finish or causing it to become brittle.

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

FABRICS

General Care & Cleaning

Special care needs to be taken when the motorhome is exposed to a very humid climate for an extended period of time. Protect the fabric from any unnecessary exposure to moisture. Cover all upholstery and make sure window coverings are down to protect fabrics from sun damage. Frequently used items require more attention than those items not regularly used.

If a spill occurs, blot the moisture as quickly as possible. **DO NOT** use soap and hot water as this may set a stain. Clean the spot as soon as possible.

Cleaning Upholstery Fabrics:

- Water-based cleaners are not recommended.
- If a spill does occur, blot the soiled area, **DO NOT** rub it.
- Some solvents may have an adverse reaction on a specific backing of the upholstery fabric and are not recommended.
- To prevent overall soiling, frequently vacuum or lightly brush 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.

Vinyl

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 as follows:

Normal Cleaning:

Most common stains can be cleaned using warm soapy water and a 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 immediately removed.

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 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.

Ballpoint Ink:
Wipe the stain immediately with rubbing alcohol in a well ventilated area.

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.

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 vinyl upholstery as it will cause premature embrittlement and cracking. Dilute chlorine bleach before using. Never use full strength bleach. Paint strippers will remove the print pattern and damage the vinyl if it comes in direct contact.

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 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 for easier removal. In a well ventilated area, use a cloth saturated with mineral spirits and gently rub the remaining gum. Rinse thoroughly with clean water.

Blood or Plant Residue:
Rub out spots using a clean cloth soaked in cool water. For stubborn spots, 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.

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

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 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.

Optima Leather & "O" Vinyl

Cleaning Suggestions:
The following steps are to be performed in sequence. Each subsequent step is to be used if the previous step was not successful. Clean area with warm water after each process.

For General Cleaning:
Wipe the soiled area with warm water, a mild detergent soap and a soft cotton cloth.

For Oil-based Stains:
Spray soiled area with household cleaner, such as 409® or Fantastik®, and wipe with warm water using a soft cotton cloth.

For Marker-type Stains:
Dab stained area with solution of 50% Isopropyl Alcohol and 50% warm water using a soft cotton cloth.

WARNING:
Avoid open flames or hot lighting when using an alcohol solution.

CAUTION:
DO NOT use any abrasive cleaner with this material.

NOTE:
A five parts water to one part bleach solution is recommended for disinfecting.

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.
- Pretest 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.

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

* 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 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. Stain Removal Kit: Available from retail carpet stores or professional cleaners.

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

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.

Linoleum Floor

Armstrong linoleum flooring requires regular maintenance that includes cleaning and polishing. New Armstrong linoleum flooring requires at least 3 coats of polish to be adequately protected. This article will discuss basic cleaning and maintenance. For detailed information on maintenance, polishing, stripping, and removing stains, contact the Armstrong Customer Response Center at (800) 233-3823 or visit their website at www.armstrong.com

Armstrong recommends the use of a neutral cleaning agent, preferably Armstrong Genuine Linoleum Floor Cleaner, which is specifically designed for use on Armstrong Linoleum floors. Use the following procedures for general cleaning, to clean spills

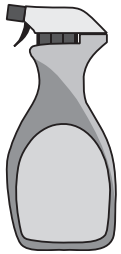
NOTE:
Frequently change the cleaning solution during regular and heavy cleaning.

Regular Cleaning:
- Thoroughly sweep or vacuum the floor.
- Mix ¼ cup of Armstrong Genuine Linoleum Floor Cleaner per gallon of cool water.
- Dampen a mop with the cleaning solution, and lightly wash the floor.
- Allow the floor to dry.

Heavier Cleaning:
- Thoroughly sweep or vacuum the floor.
- Mix ¼ cup of Armstrong Genuine Linoleum Floor Cleaner per gallon of cool water.
- Wet a mop with the cleaning solution and scrub floor.
- Use a lightly dampened mop to scrub the floor a second time.
- Allow the floor to dry.

Care and Maintenance:
- Frequently sweep or vacuum the floor to eliminate abrasive, gritty dirt that can damage the floor.
- Never use highly alkaline cleaners on a linoleum floor.

SHOWER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Showers are susceptible to soap build-up. To control mildew growth, spray the shower with household chlorine bleach. Allow it to stand for five minutes, then rinse with clear water. Clean the glass shower doors with window cleaner on a weekly basis to maintain shine. If water spots cannot be removed from 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.

Hardwood, Vinyl and Decorated Paneling:
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 to clean. **DO NOT** use bleach, alcohol, oil-based spray cleaners or cleaning agents that contain solvents, citrus oil or harsh chemicals.

WALL COVERINGS

Immediately remove solvent based or pigmented substances from wall coverings. **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. Before applying a cleaner, test the cleaning agent on a small, inconspicuous portion of the wall covering to ensure the cleaner does not affect the color or gloss of the wall covering.

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. 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:
Remove stain quickly to minimize the reaction on the wall covering, especially if the stain is solvent-based or pigmented. **Examples:** nail polish, oil, shampoo, lacquer, enamel, paint, ink and lipstick.

Begin cleaning the stain with a mild soap-based detergent; and if necessary, move to a stronger cleaner such as household bleach, liquid household cleaners or rubbing alcohol. Before applying a stronger cleaner, test the cleaning agent on a small inconspicuous portion of the wall covering to ensure 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 remaining gum with rubbing alcohol.

Pencil:
Erase as much of pencil mark as possible. Wipe 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

For general cleaning, regularly wipe wood surfaces using a soft cloth lightly dampened with clear warm water. Thoroughly dry to prevent streaking. For stubborn stains, use a clean cloth dampened with a solution of mild non-alkaline soap (dishwashing liquid) and water and rinse. Dry thoroughly, buffing in the direction of the wood grain. Never use abrasive cleaners, scouring pads or powdered cleansers. Polishing products used on the solid wood surface depends on individual preference. Always follow product instructions.

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, but this may vary with wood type. The key to sanding is using the right sandpaper for the repair that is needed. Always sand with the grain.

GRIT	GRADE	USE
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 marks between finish coats.
360-600	Super Fine	Removing luster or surface blemishes.

Steel Wool:
Abrasive material composed of long steel fibers of varying degrees of fineness that are matted together. 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.

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

Scratches and Nicks:
"Quick and simple" rarely describes repairs to stained wood finishes; however, a few tricks used by professional woodworkers can be tried to repair nicks and scratches.

Fixing scratches in stained woodwork:
Light scratches will often disappear when carefully rubbed with furniture polish or paste wax. 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. Deeper scratches can be hidden by carefully rubbing with a piece of oily nut meat such as Brazil nut, black walnut or pecan. Be careful to rub the nut meat 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). Always test a procedure on an inconspicuous area on the wood to ensure no damages to the finish occurs.

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.

Dents:
Small dents may be repaired by using steam. To raise a small dent, place a damp cloth over the area and hold a medium-hot iron on it. The steam causes 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:
The finished surface on the wood is a clear lacquer coating. The lacquer finish can be repaired should the finish become dulled or scratched. Scratches extending into the wood will require wood repair by filling the damaged area. If there is light damage, the wood can be steamed to bring the wood surface level.

Lacquer finish sheen can be restored by carefully using 0000 steel wool or equivalent. Sand damaged lacquer with fine sandpaper. Once the scratched surface is smooth, apply a clear lacquer coating using an aerosol. Lacquer can be applied by cloth or brush, but best results are obtained from an aerosol. If necessary, use 0000 steel wool or equivalent to bring out the luster and smooth overspray.

CAUTION:
Use top coats and finishes in accordance with the manufacture's safety instructions. Use only in well ventilated areas with proper respiratory filters and masks.

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 additional 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 designing oil-based wood stain into marker-like containers to rub on to the scratch. Torn and scratched wood fibers will absorb stain and darken quickly. Start with a stain color that is lighter than the original finish. 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.

COUNTERTOPS

Solid Surface

Routine Care:

The motorhome solid surface countertops and sinks have a matte/satin finish. Soapy water or ammonia-based cleaners will remove most dirt and stains from all tops and bowls. Individual techniques may 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.

Removing Cuts and Scratches:

Solid Surface countertops are completely renewable. Use the following instructions to remove minor cuts and scratches.

- Sand area starting with 180 grit sandpaper, working your way up to 2000 grit or until blemish is gone and renewed finish is achieved.
- Never sand in one small area. Feather out lightly at each increase in sandpaper grit to blend restoration.

Preventing Heat Damage:

Hot pans and 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.

Other Important Tips:

Avoid exposing the solid surface to chemicals 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. When pouring boiling water into the Solid Surface sink, run the cold water faucet to dilute the excess heat.

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 used on food packages. **DO NOT** use laminated countertops as a cutting board. Laminated countertops are resistant to minor heat; however, hot pans, irons and lit cigarettes damage the surface. Use hot pads under pans taken directly from the stovetop.

NOTE:
DO NOT cut directly on the laminate surface.

STAINLESS STEEL SURFACES

Stainless steel can be easily damaged by improper cleaners. For example: many liquid cleansers designed to be gentle on smooth surfaces will damage stainless steel. Only use the methods outlined below, and always follow the directions that come with the cleaner (usually located on the bottle).

General Cleaning:
- Use warm, soapy water and dry with a soft, clean cloth.

For Heavy Soiling:
- Only use a stainless steel cleaner designed specifically for appliances.
- Follow all directions from the manufacturer of the cleaner.

DO NOT USE:
- Abrasive powders or cleaners
- Citrus-based cleaners
- Ammonia
- Steel wool pads
- Abrasive cloths
- Oven cleansers
- Acidic or vinegar based cleaners

NOTE:
Citric acid permanently discolors stainless steel. Immediately remove the following items from stainless steel surfaces: mustard, tomato juice, marinara sauce and citrus-based sauces or products.

NOTE:
DO NOT cut directly on the stainless steel surface.

WINDOWS

Water Spots:
Glass will develop water spots when not properly cleaned. Water spots are magnified on 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 occurs from water vapor present in the air. More vapor is added by breathing, bathing, cooking, etc. 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 the roof vents and windows so that outside air can circulate into the interior. Increase the ventilation when large numbers of people are in the motorhome. Even in raining or snowing conditions the air outside will be far drier than interior air.
- Install a dehumidifier. Continuous use of a dehumidifier is effective in removing excess moisture from interior air. Using a dehumidifier is not a cure-all, however, it will reduce the amount of outside air needed for 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 steam producing hot water.
- **DO NOT** heat the motorhome interior with the range or oven. Heating with the range or oven increases the risk of toxic fumes and depletes oxygen. Open flames also add moisture to the interior air and increase condensation.
- In very cold weather, leave cabinet and closet doors partially open. Air flow will warm and ventilate the interior storage compartments and exterior walls to reduce or eliminate condensation and prevent the possibility of ice formations.

WINDOW TREATMENTS

Mini-Blinds

Dusting:
Regular dusting will maintain the appearance of the mini-blinds. Keep aluminum blinds looking their best by periodically wiping with a soft cloth or a dusting mitt. By tilting the slats down, not quite closed, most of the top surface of each slat can be cleaned. Blinds may be cleaned while hanging in place using this method.

Vacuuming:
For deeper cleaning, vacuum gently with the soft brush attachment of a 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 that does not contain abrasives. Rinse the blinds using a clean cloth and water to prevent water spots. Place a towel directly under the blinds to absorb water that may drip.

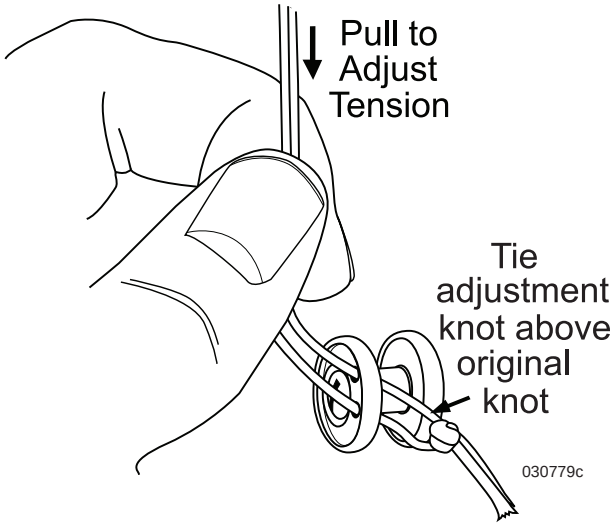
Ultrasonic cleaning:
Professional ultrasonic cleaning may be preferred.

Day/Night Shades

Leave Day-Night shades in the up position when not in use to help the shades hold their shape.

Tension Adjustment:
Tension should be adjusted if the shades are loose or there is excessive vibration. A button is located on the bottom of the shade at each end. Two lines on each side of the shade are threaded through the button and tied off.

- Pull the tied-off lines through the button to increase tension. Leave some slack so the shades are not too tight.



- Tie the lines off at the new position. Adjust each side equally.
- Operate the shades to ensure tension is set correctly and equally on both sides.
- Trim excess line from both sides if desired.

Dusting:
Vacuum with a brush attachment or use a 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 use a cleaning solution of ¼ oz. clear liquid soap to 8 oz. water.

NOTE:
DO NOT use colored liquid soap as a stain may appear when fabric dries.

MOLD & MILDEW

What is Mold?
Mold is a type of fungus that occurs naturally in the environment and can leave a musty odor, discolor fabrics, stain surfaces and cause considerable damage to the motorhome.

What Does Mold Need to Grow?
Mold requires a food source to grow such as grease or soil. Synthetic fabrics, such as acetate, polyester, acrylic and nylon, are mildew resistant, but soil on the surface of these fabrics are susceptible to mold.

Temperate climate and moisture also help to cultivate mold growth. Moisture in the motorhome can result from unattended spills, leaks, overflows and condensation. Moisture allowed to remain on a growth medium can develop mold within 24 to 48 hours. Minimizing moisture inside of the motorhome can reduce or eliminate favorable mold growth conditions. Good housekeeping and regular maintenance are essential in the effort to prevent or eliminate mold growth.

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 noise, 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 motorhome owner should eliminate mold growth in the motorhome. Take the following steps to eliminate mold growth in the motorhome:

1. Carefully examine items for signs of mold before loading them in the motorhome. Potted plants (roots and soil), furnishings, clothing and linens, as well as many other household items, may contain mold.
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 to 60% when venting clothes dryers to the outdoors. Ventilate the kitchen and bathroom by opening windows, 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 conditioners) for mold growth. Take notice of musty odors and any 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. If mold growth is severe, call on the services of a qualified professional cleaner.
7. If mold cannot be removed, throw the item away.

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 DAMAGE CAUSED BY MOLD THAT MAY BE THE CONSEQUENCE OF OR ASSOCIATED WITH DEFECTS IN THE CONSTRUCTION.

PEST CONTROL

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 a health risk and create serious damage to the motorhome.

- 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 that pests are searching for food, water and a place to live. Eliminating any one of those elements will help control the pest infestation. Take immediate steps to remove pests as soon as their presence is detected.

Steps to help control pests:

- Reduce 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 insure 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 a food source for pests.
- Seal cracks, crevices, and gaps around doors and windows.
- Many pests need moisture to successfully live and reproduce. Limit their access to water or moisture sources by sealing any 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 120 Volt AC wiring more than 12 Volt DC wiring.

NOTE:
Although the back cap of the 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 when signs of infestation appear. If you are unable to identify the type of insect, purchase sticky traps from the hardware store and place the tape where the insects have been seen. Once a sample is caught, seek assistance in identifying the insect to determine 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. 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 to fresh fruits and vegetables. Determine what food items are generating the flies and discard that item in an outdoor trash receptacle. 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 ¼" 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. The colony must be destroyed to eliminate all ants. 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 by thoroughly cleaning 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 ensure 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.

Birds:

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 Pests:

Lizards have been known to crawl into the inverter and short out the circuit board. Lizards can be captured using glue traps. To remove the lizard from the trap, dissolve the glue with vegetable oil and release it outside and well away from the motorhome. A scorpion will glow blue-green in UV light. If the presence of scorpions in the motorhome is suspected, investigate with an UV black light during the nighttime hours.

Best sources of information about common household pests:

The National Pest Management Association website can be useful resource about common pests. Another good source for information are colleges and universities with entomology (study of insects) departments.

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:

- Seek referrals from those who have used pest control services. Inquire about the type of pest problem encountered and if they were satisfied 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.

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 32º F.

Checklist - Short Term Storage:

- Retract the slide rooms. **DO NOT** store the motorhome with slide rooms extended.
- Shut off all appliances. Close the primary propane valve.
- Remove all articles from refrigerator/ freezer and clean thoroughly. Prop doors open to prevent mildew.
- Drain holding tanks. Winterize the fresh water system using FDA RV antifreeze or air pressure to evacuate the plumbing system.
- Retract and secure all awnings.
- Turn **OFF** the interior house power using the battery switch (located near the entry door).
- Store batteries fully charged. Batteries stored in a discharged state will readily freeze.
- If possible, position the motorhome so the batteries are accessible for charging or changing without having to move the motorhome.
- If available, leave the motorhome hooked to shore power. Leave both the house and chassis battery disconnect switches **ON**.
- If AC power is not available, turn both the house and chassis battery disconnect switches **OFF**.
- Careful placement of a small heat source in the interior will help control moisture. Desiccate filter systems will help remove interior moisture.
- If possible, store the motorhome inside a storage building.
- If stored outside, **inspect** all seams and seals twice a month for possible leakage.
- Store the motorhome with a full fuel tank to minimize moisture condensing at top of fuel tank.
- Close vents and windows to prevent wind driven rain entrance.
- Store tires at maximum inflation pressure.
- Leave cabinet doors and drawers open to facilitate air movement behind those areas.
- Perform a full interior **inspection** for water leaks twice a month. Be sure to check behind all cabinet doors.

Long Term

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 car would. When left out in the environment without proper storage or maintenance, a motorhome is vulnerable to the moisture and oxidation processes inherent in the environment.

NOTE:
The natural process of condensation will occur with temperature changes of 30º 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 AC power is not available in storage area:

- Turn **OFF** all appliances.
- Turn **OFF** interior house power using the battery switch (located near the entry door).
- 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 both the house and chassis battery disconnect switches **OFF**.
- When stored outside, check battery voltage while the motorhome is in storage.
- Preventive measures should be used if the voltage readings are low. This will make removing the motorhome from storage or moving the motorhome in case of an emergency 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 house and chassis battery disconnect switches should remain on. The converter will charge both house and chassis 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 creates serious voltage loss. 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.

Surfaces to park/store the motorhome on:

- Avoid parking the motorhome on a grass or gravel surface to prevent moisture accumulation.
- Concrete pads seal the surface and allow 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.

Outdoor Storage Area:

- 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 interior moisture condensation or humidity.
- 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. Store Day/Night Shades in the Up position.
- Cardboard templates can be made for the windows to protect the interior from exposure to direct sunlight.
- Tire covers are available to protect the sidewall of the tires from cracking. Make sure tires in storage contain the correct air pressure to prevent damaged caused by underinflation.
- Regularly wash the exterior to help control moss accumulation. Waxing the motorhome twice a year will help to prevent exterior wear.

Inspect the motorhome:

- Leave cabinet doors and drawers open to facilitate air movement behind those areas.
- Perform a full interior **inspection** for water leaks every two weeks while the motorhome is in storage. Check inside all cabinets for signs of dampness or leaks. **Inspect** the ceiling areas around roof vents or other roof openings.
- **Inspect** and clean the roof and sidewall seams at least twice a year. **Inspect** for exterior sealant gaps of all roof seams, vents, skylights, roof air conditioners and windows.

Fuel:

Storing the motorhome with a full fuel tank will minimize moisture condensing at the top of the tank. Consult the engine manufacturer's OEM manual or a distributor for further detailed information on fuel stabilizers and additives.

Brakes:

Brakes 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 lining upon the first few applications, reducing the friction action of the linings.

Engine:

Internal combustion engines need to be exercised on a regular basis to ensure 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. Start all engines at least twice a month.

Electric Motors:

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

Winter Storage Checklist

- **Plumbing Lines -** Drain and protect. ***(See Winterizing - Section 6.)***
- **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 -** Cover windows by pulling blinds, closing shades or using a separate cover such as a sheet.
- **Holding Tank -** Drain and rinse. Close valves.

NOTE:
Add a small amount of antifreeze to waste holding tanks to keep valves and gaskets lubricated.

- **Drain Traps -** Pour RV antifreeze down all drains.
- **Refrigerator -** Clean and leave both doors propped open. Cover exterior panels and roof vents. If equipped with an icemaker, drain icemaker and icemaker tray. See the refrigerator OEM manual for more detail.
- **Batteries -** Add distilled water and recharge if needed. If necessary, disconnect the cables, remove the batteries and store them in a cool dry place. Check and recharge as needed.
- **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 -** Fuel tank should be full.

Removal from Storage

Extensive freeze damage or other serious deterioration can occur if the motorhome is not properly winterized. If the motorhome is properly and carefully prepared for storage, removal from storage will not be difficult. The following checklist pertains to items or areas that should be inspected when it is time to take the motorhome out of storage and put back into operation. If you have any questions regarding storage or winterization, consult a qualified service technician.

- 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. Ensure the refrigerator openings are free of debris, insect nests, webs, etc.
- Open all doors and compartments. Check 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 LLA (Liquid Lead Acid) cells with distilled water only. Charge as necessary. **Inspect** the cable ends and terminals. They should be secure and free of corrosion.
- Check all the chassis fluid levels: engine oil, engine coolant, hydraulic fluid reservoir, transmission oil and rear axle oil.
- Inspect fluid level in oil bath hubs (if applicable).
- Start the engine, allowing it to reach operating temperature. Ensure the engine gauges indicate 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 unusual noises, have the system checked by a qualified air conditioner technician.
- Shut the engine down. Adjust or add fluids as necessary. **Inspect** around the engine and under the motorhome for 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 the 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 contaminates.

- Open cabinet doors and drawers. **Inspect** for water leaks at joints or fittings. Repair as necessary.
- Operate all 12 Volt DC lights and accessories. If something does not work there may be a bad 12 Volt DC circuit breaker or blown fuse.
- Install new batteries in battery operated safety detectors or devices. Test the Carbon Monoxide, propane and smoke detectors for proper operation.
- Check that the hallway monitor panel is properly functioning.
- **Inspect** the 120 Volt AC electrical system which includes the power cord, converter, all outlets and exposed wiring.

NOTE:
Prepare the generator for operation following the instructions in the generator OEM manual.

- Start and run the generator.
- Confirm that the batteries are charging. Operate the 120 Volt AC appliances and air conditioners. If an electrical item or appliance is not properly functioning, contact the dealer or an authorized service center to have it evaluated.
- Have a qualified technician inspect the propane system and perform a propane leak test. The leak test should also include a propane regulator adjustment (if needed). The test can also verify if the regulator is faulty and should be replaced. Have the propane tank inspected.

- Operate each propane 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 the 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. Check 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 necessary adjustments and/or correct defects.

MONARCH 08

APPLIANCES — SECTION 4

APPLIANCES - INTRODUCTION

This section covers operation and care of various appliances found in the motorhome: refrigerator, cooktop, microwave, roof air conditioner and optional appliances. These appliances operate on AC or DC current, propane or a combination of the 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 OEM manuals.

WARNING:
Before entering any type of refueling station, turn off all propane operated appliances. Most propane appliances used in motorhomes 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.

WARNING:
Carbon Monoxide gas may cause nausea, fainting or death. Operating an propane 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.

NOTE:
Features and options vary with floorplans.

REFRIGERATOR

Follow the specific guidelines in the refrigerator OEM manual to ensure longevity and proper operation of the refrigerator. With proper care and maintenance, the refrigerator should provide years of trouble-free service.

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

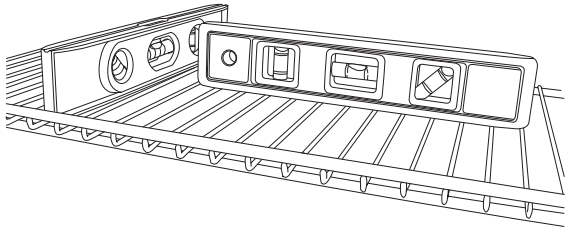
NOTE:
To reduce the possibility of food spoilage, keep the interior box temperature at or below 40º F. The refrigerator will consume more energy to maintain low temperature, especially in hot, humid climates. Lower temperature may also lead to more frost build-up.

CAUTION:
The refrigerator may require special winterizing instructions. Refer to the refrigerator OEM manual for instructions and recommendations.

Operation Specifics

- The refrigerator operates from propane or 120 Volts AC electric.
- DC Voltage for control pad operation 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.

Important: Operate the refrigerator only when level. Level the refrigerator using a torpedo or bulls eye level. Place the levels on the bottom shelf of the refrigerator. The bubble should be at least half-way inside the circles.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CAUTION:
Operating the refrigerator off-level separates chemicals, causing them to 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.

For the refrigerator to operate:
- The house batteries must be charged and on.
- The primary propane valve must be open.
- **Figure A:** The refrigerator 120 Volt AC cord(s) must be plugged in (located outside behind refrigerator access door).

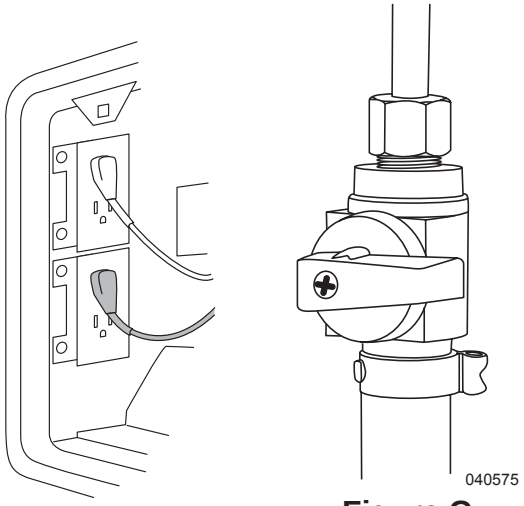


Figure A

Figure C

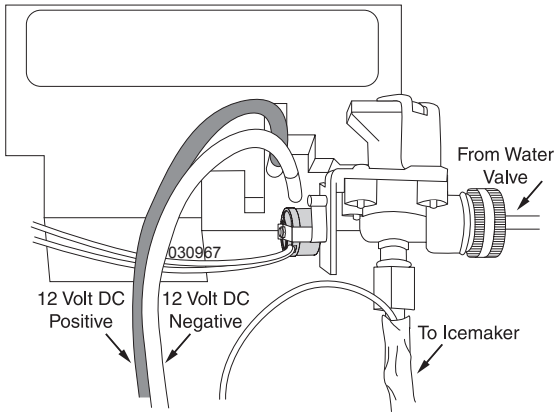


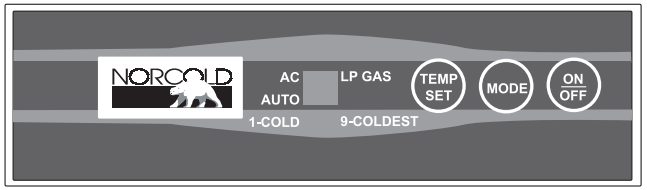
Figure B

- **Figure B:** If controls do not light up, check house battery charge status or see if the 12 Volt DC wires are plugged into the refrigerator's circuit board (located outside behind refrigerator access door).
- **Figure C:** The water valve must be open if the refrigerator is equipped with an icemaker. Depending on floor plan, the water valve is located under the refrigerator or outside behind the refrigerator access door.

Control Panel - Two Door

Control Panel - Two Door:

- **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.



Two Door Refrigerator Control Panel

- **MODE** Button - Controls the operation mode of the refrigerator.
  - Push the **MODE** button to select between Automatic AUTO, AC or LP-Gas (propane) 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 propane.

Automatic Mode (Auto):

This feature selects AC over propane operation. If AC discontinues, the alarm sounds and the refrigerator switches to propane 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, **AUTO/AC** or **AUTO/LP** will alternate three times when a mode has changed.

If the propane 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.

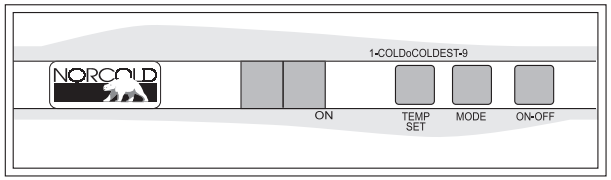
Refrigerator Alarm - Two Door:
The refrigerator uses an audible alarm that will sound for the following reasons:

1. DC or AC voltage is higher or lower than allowed.
2. Refrigerator is set to Auto and 120 Volts AC is discontinued.
3. Refrigerator fails to light on propane or fails to light after a period of operation.
4. Door is open longer than two minutes.
5. The circuit board detects a failure. The control panel will display 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.

Control Panel - Two Door (Optional)



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- **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 **SET TEMP** button.
- Number "9" is the coldest setting.

MODE Button:
Controls the operation mode of the refrigerator.

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

Manual Mode (MAN):
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 propane.

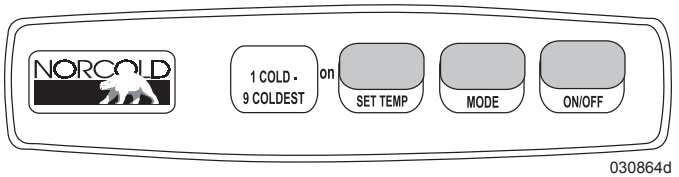
Automatic Mode (AU):
This feature selects AC over propane operation. The controls select the energy source in this sequence.

- 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.
- If 120 Volts AC is not available, **"AU LP"** flashes in the display. This means the refrigerator is operating on propane.
- After the refrigerator is operating, press the **TEMP SET** button and set the desired temperature.

If the propane does not ignite within 30 seconds, the control changes to a different energy source or the gas safety valve closes and **"NO" "FL"** displays. Turn the refrigerator **OFF** then back **ON**. If the gas does not ignite after several attempts, consult an authorized service technician.

Control Panel - Four Door (Optional)

- **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.



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LED Display:
This screen is used for mode, temperature and fault code display.

MODE Button:
Controls the operation mode of the refrigerator.

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

SET TEMP Button:
Adjusts the temperature.

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

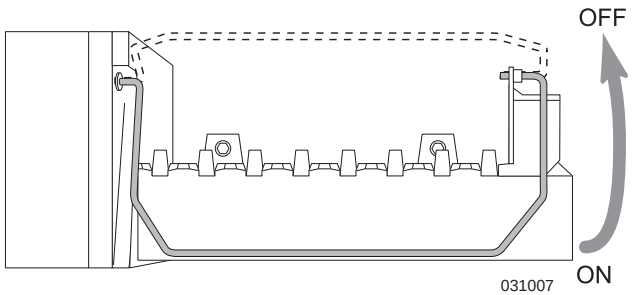
Manual Mode (MAN):
When one of the two manual modes is selected:

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

Icemaker

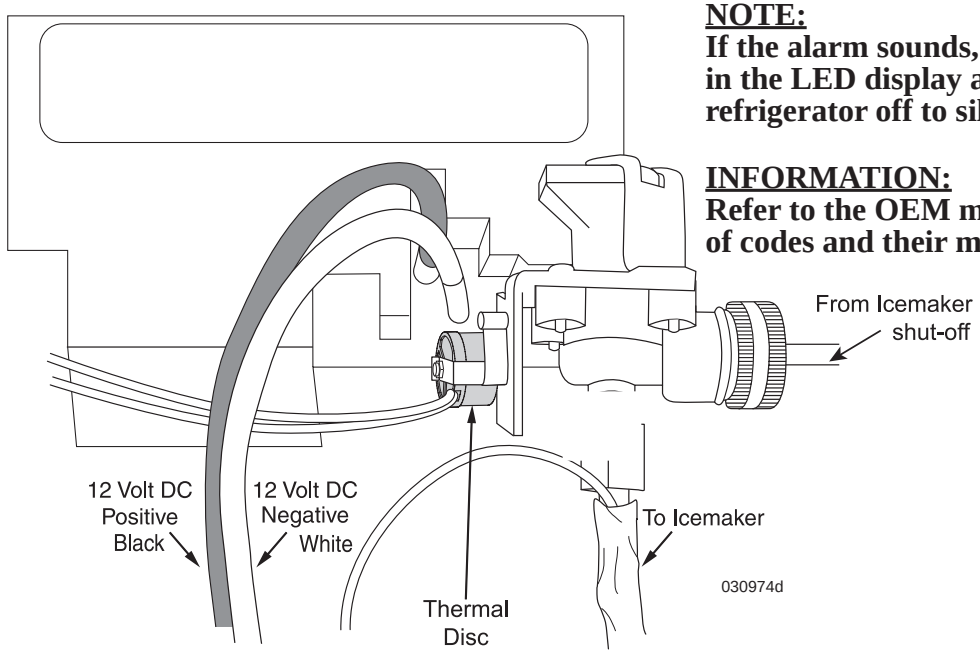
The icemaker requires 120 Volts AC to operate. Only after the freezer reaches freezing temperature will the icemaker function. City water or the water pump must be on and the valve for the water supply line to the icemaker must be on. Depending on floor plan, the water valve is located under the refrigerator or outside behind the refrigerator access door.

- Pull the metal arm (bail) down to turn the icemaker **ON**.
- Push the arm up to turn the icemaker **OFF**.



NOTE:
Water may spill out of the ice tray if the icemaker is in operation while the motorhome is in transit. DO NOT use the first one or two trays of ice following storage. Operating the icemaker without water pressure supplied to the refrigerator will risk damage to the icemaker assembly.

Water Line Heater:
A thermal disc supplies voltage to heater tape when ambient temperature is less then 38° F (+/- 4°) and shuts off at temperature greater than 48° F (+/- 5°). The water line heater is only for the line from the solenoid to the icemaker. The line from the icemaker shut-off valve to the water valve is protected with foam insulation.



Refrigerator Alarm

The refrigerator audible alarm will sound for the following reasons:

1. DC or AC voltage is higher or lower than allowed.
2. The refrigerator fails to light on propane or fails to light after a period of operation.
3. Refrigerator is set to **Auto**, 120 Volts AC is discontinued and propane fails to light. **NO AC** will display, followed by **NO FL**, and the alarm will sound. Consult the OEM manual.
4. Door is open longer than two minutes.
5. The circuit board detects a failure. The control panel will display 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 OEM manual for the list of codes and their meanings.

Cooling Unit Fans

The cooling unit is equipped with a pair of cooling fans that pass air across the cooling unit. These fans start automatically and are audible when in operation.

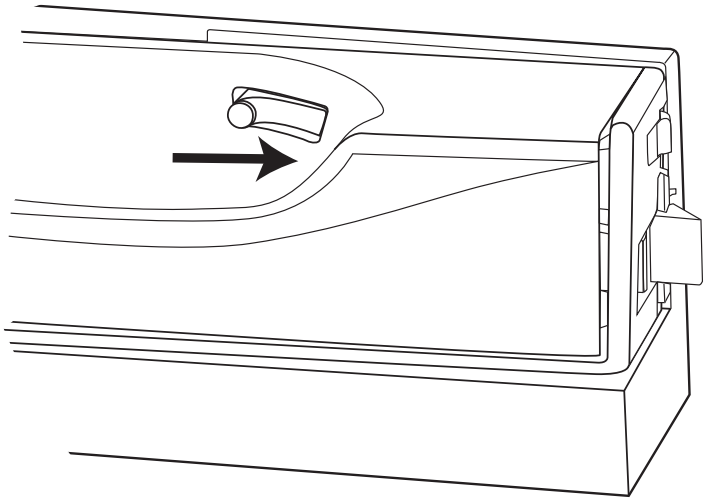
Doors

The refrigerator doors use a positive latch that secures the door with a "**click**" to prevent the door from opening during travel. The doors use a heating element located in the flapper on the left door. The heating element activates when operating the refrigerator in any mode to help prevent moisture accumulation in high humidity conditions.

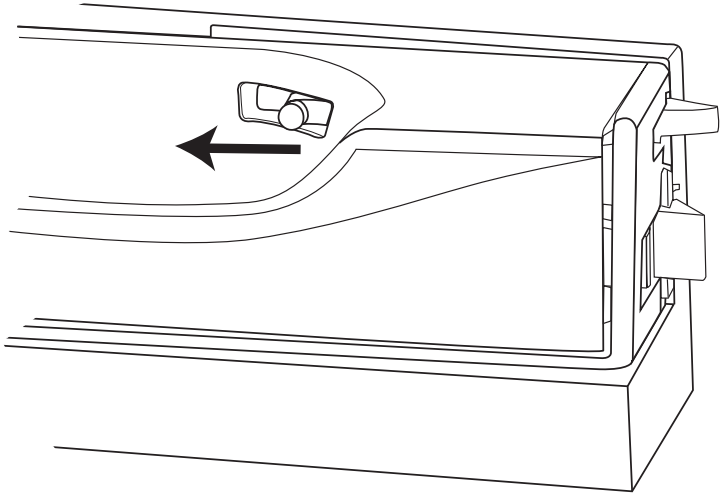
Mold and mildew may contaminate a completely sealed refrigerator in storage. The motorhome refrigerator has a storage position to lock the doors partially open and promote airflow that will help prevent mold build up. To use the refrigerator storage position:

1. Completely empty the refrigerator.
2. Disconnect power to the refrigerator.
3. Thoroughly clean the interior box using a soft cloth to remove all stains and spills.
4. Partially open the doors and slide tab into the cut-out of the striker plate.

Refrigerator Lock shown in Unlocked Position.
Slide Lock Button in Direction of Arrow to Lock.



Refrigerator Lock shown in Locked Position.
Slide Lock Button in Direction of Arrow to Unlock.



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Storage Procedures

- **Storage Feature:**
- Turn the refrigerator **OFF** and remove all items. Leave the drip tray under the cooling fins.
- **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 that can damage the interior finish.
- Rinse with a solution of baking soda and water. Dry with a clean cloth.
- Lock the doors open.

CAUTION:
DO NOT use a hot air blower to defrost. 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.

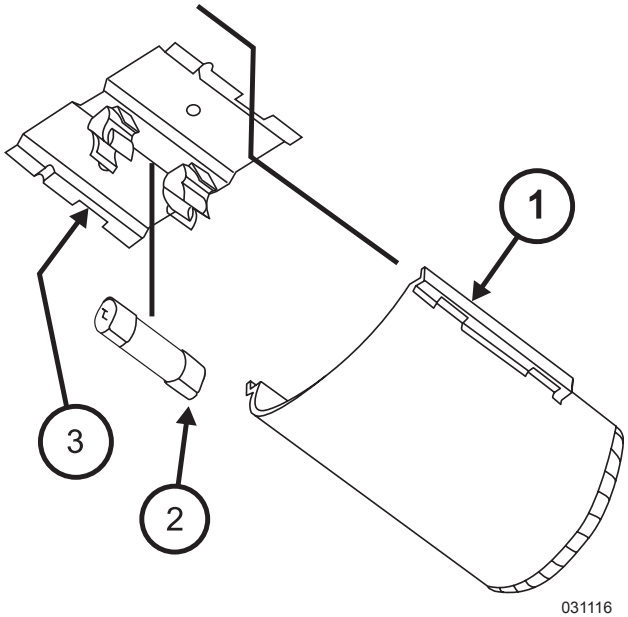
Interior Light

The interior light is located at the top of the fresh food compartment. When the door is open the light will illuminate.

Bulb Replacement:

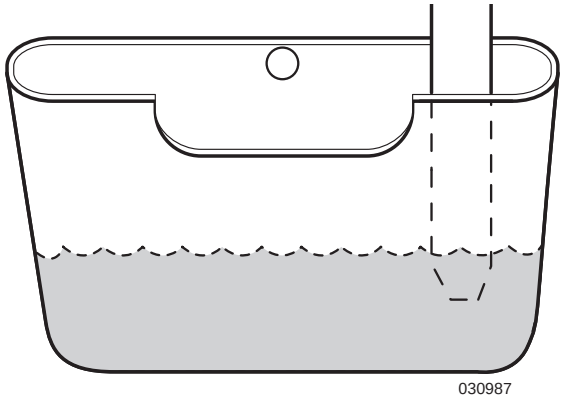
1. Remove the light cover by pulling it toward the front of the refrigerator.
2. Remove the light bulb from the holder.
3. Install a **GE#214-2** replacement bulb and replace the cover.

NOTE:
Replacement bulb number is accurate at time of printing. Confirm part number before ordering or obtaining replacement.



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 get a head start with the refrigeration process.
- A box of open baking soda will help absorb food odors.
- Ice build up can be slowed in high humidity if the end of the drain tube is submersed in drip pan. It may be necessary to add water to the drip pan to keep the tube submersed.



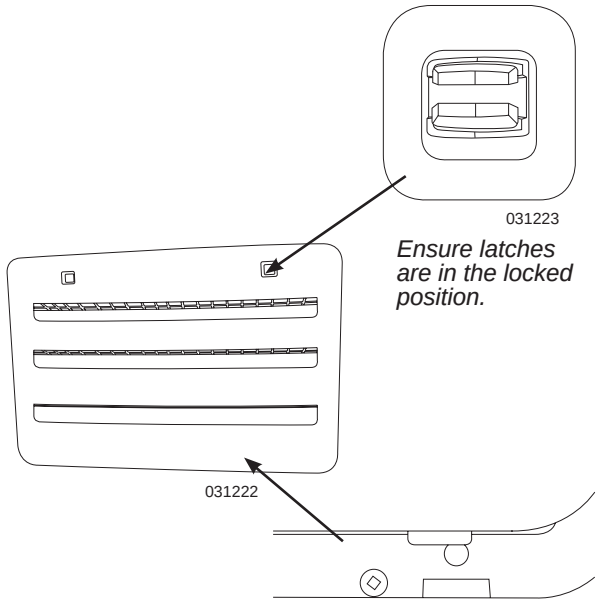
Drip Pan: Located behind the outside access.

Service

The propane function of the refrigerator and propane pressure will require annual service. Over time, the BTU rating of the flame can change, affecting the refrigerator's performance. Ambient temperature, high humidity and altitude above 5,500 ft. can affect performance and function. If possible, switch mode operation to AC while at a higher altitude.

Exterior Refrigerator Access Panel

NOTE:
Ensure the exterior refrigerator access panel is properly replaced after removal.



Air In Propane Supply Lines

For safety reasons, the refrigerator will attempt to ignite on propane gas within a specified amount of time. When starting the refrigerator for the first time after storage, or after servicing the gas supply system, propane gas supply lines may contain air. Due to the air in the gas supply lines, the refrigerator may not ignite on propane gas within the specified amount of time. Follow the procedure on how to remove air from the propane supply lines.

To remove the air from the propane supply lines:

- Ensure the primary propane valve and any other necessary valves are open.
- Try lighting the cooktop burners first to quickly purge air from the main distribution line.
- Push the **ON/OFF** button to turn the refrigerator on.
- Press the **MODE** button until the refrigerator indicates LP (propane). The refrigerator will start a 30 second trial for ignition during which the gas safety valve opens and the igniter sparks.
- If the refrigerator fails to light, indicated by **F** or **NO FL (No Flame)**, turn the refrigerator **OFF** then back **ON** and set to **LP mode**. If after the third attempt the refrigerator fails to light, stop and consult your local dealer or an authorized Norcold Service Center.

MICROWAVE/CONVECTION OVEN

The microwave/convection oven operates from 120 Volt AC supplied by shore power or the generator.

Operation Tips:

- Ensure cookware being used is microwave safe. Gold paint or glaze may contain a trace amount of gold which is electrically conductive and not compatible for microwave. Hand painted china commonly contains traces of metal.
- The glass tray and roller guide must always be in place during cooking.
- Ensure the door is firmly closed before use.
- If the control pad is not lit, plug another electrical appliance into the same outlet to verify 120 Volt AC power is present. If the test item works, contact an appliance repair facility to have the microwave/convection oven checked.
- Steam accumulating inside or around the outside of the oven door may occur when the microwave/convection oven is operated under high humidity conditions and in no way indicates a malfunction of the unit. Wipe away steam using a soft cloth.

Microwave/Convection Oven Facts:

One of the most useful documents for the microwave/convection oven is the microwave/convection OEM manual. Read it carefully and keep it for reference.

A properly functioning microwave/convection oven presents no hazard with ordinary use. Safety features should be kept in good condition. Never attempt to bypass safety interlocks or allow debris or residue to accumulate on the door or oven face. If the oven is damaged, discontinue use.

Oven adjustments or repairs should be made by qualified service personnel. Remember to register the microwave/convection oven with the manufacturer.

CAUTION:
The ventilation fan cannot manually turn off when automatically started from a heated cooktop. Turn off the microwave AC breaker to prevent the flames from spreading into the microwave.

NOTE:
The microwave/convection oven is for food preparation only. DO NOT use the microwave/convection oven to dry clothes, newspapers, shoes or other items.

NOTE:
For more detailed information and operating instructions, refer to microwave/convection oven OEM manual.

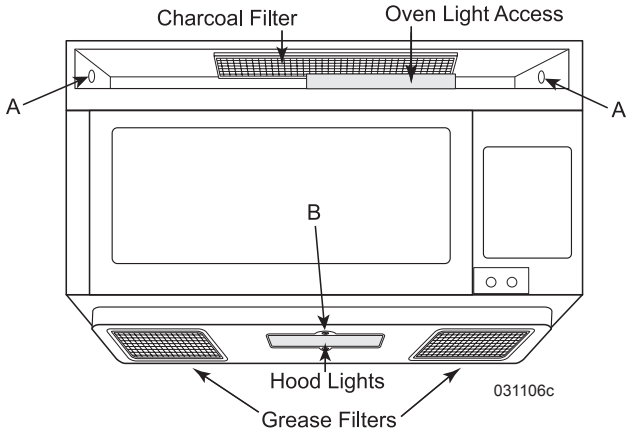
CAUTION:
Use the generator to operate the microwave while in transit.

Care & Cleaning

The exterior of the microwave/convection oven is plastic and metal. The interior is metal. **DO NOT** clean with scouring pads, harsh or abrasive cleaners, chemical cleaners or petroleum based thinners that can damage the finish. Use mild soap and water with a damp cloth or paper towel to remove 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.

Charcoal Filter (Sharp Only):

Depending on use, 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/ convection oven.
2. Remove the screws **(A)** securing the louver.
3. Insert a flat edge screwdriver over each tab pressing downward and move the louver away from the microwave.
4. Remove and replace the charcoal filter. Ensure the filter is positioned on the supporting tabs.
5. Replace louver and mounting screws.

Oven Light (Sharp Only):

1. Remove the louver as previously indicated.
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 (Sharp Only):

1. Remove power to the microwave/ convection oven.
2. Remove the screw **(B)** 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.

<u>CAUTION:</u>
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 (Sharp Only):

Operating the microwave/convection oven without the grease filters in place can damage the unit. 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.

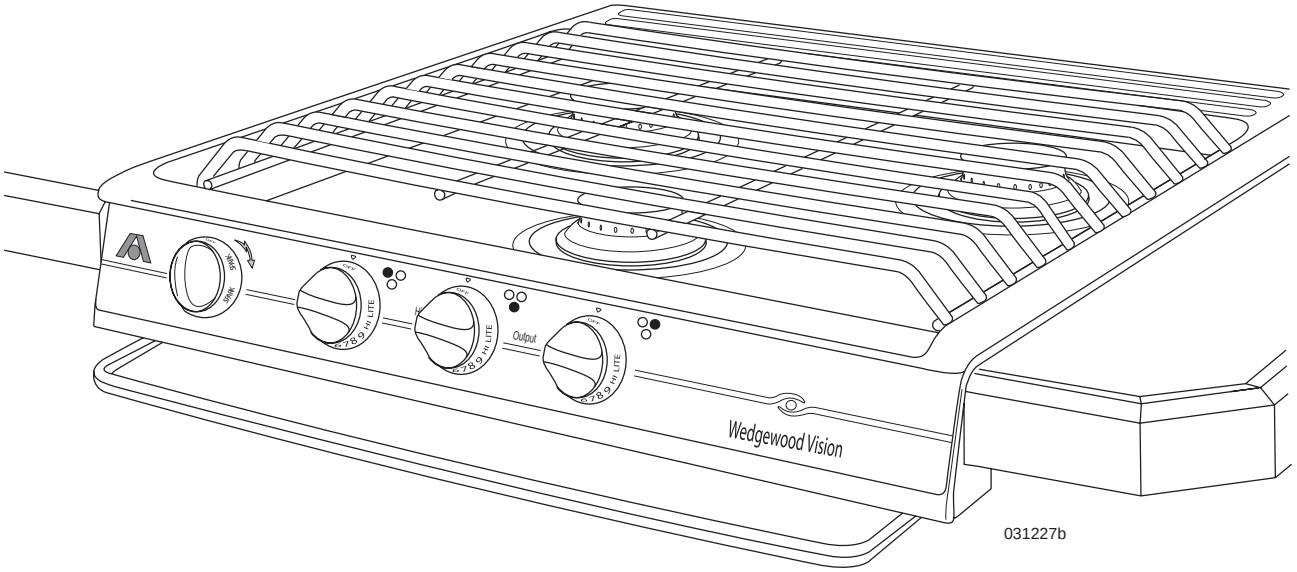
- **DO NOT** use ammonia or other alkali-based products that may darken the filter material.
- Agitate the filter. Use a scrub brush to remove caked on grease.
- Rinse the filter thoroughly and shake dry. Place the filter back into the opening, tip upward and slide filter to the end of the opening. Lock in place. Be careful not to kink or warp the filter upon installation.

Cleaning Tips:

- Turn the oven **OFF** before cleaning.
- Cover food while cooking to keep food spattering to a minimum.
- Clean up all spills or spatters before they dry. Wipe up food spatters or spilled liquids with a damp cloth. Mild detergent may be used for stubborn spills. **DO NOT** use harsh detergent or abrasive cleaner.

- It is occasionally necessary to remove the glass tray for cleaning. Wash the tray in warm, sudsy water or in a dishwasher.
- The roller guide and oven cavity floor should be regularly cleaned 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.
- 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.
- Clean the outside oven surface with soap and water. Wipe away any 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 abrasive when cleaning the control panel.

COOKTOP



The cooktop uses only propane as a fuel source. The burners use a piezo type igniter. The cooktop is to 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.

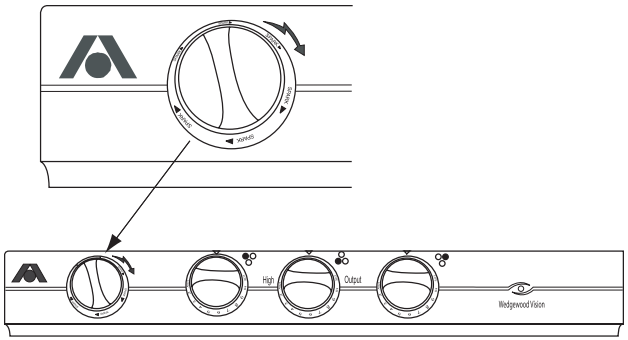
A yellow flame or yellow tips indicate a rich fuel mixture, which can leave a black color or carbon on the bottom of a pot or pan.

The cooktop operates under the following conditions:

- The primary valve on the propane tank is open.
- The battery switch (by entry door) is on.

Using the Cooktop:

1. Place the cookware on the burner grate over the desired surface burner.
2. Open the burner valve by applying a downward pressure to the knob and rotating clockwise.
3. When the burner lights, rotate knob to the desired flame setting. In the event of a power outage or igniter failure, the cooktop can be manually lit.



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Control Knobs:

- Turn appropriate burner knob counterclockwise to **LITE**. **DO NOT** attempt to light more than one burner at a time.
- Turn the **SPARK** knob clockwise one click. If the burner fails to light, continue turning the **SPARK** knob clockwise until the burner lights.
- Move the burner knob clockwise to **OFF**, to turn the burner off.

WARNING:
DO NOT leave burners unattended during cooking. DO NOT leave burner valve(s) open while burner(s) are not lit. Propane is heavier than air and will settle on the floor and "hide" in corners. If you smell gas, extinguish all open flames. Open all windows and doors. DO NOT touch any electrical switches. They may cause a spark that can ignite. Evacuate the motorhome and shut off the primary propane valve. Propane is highly flammable, highly 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.

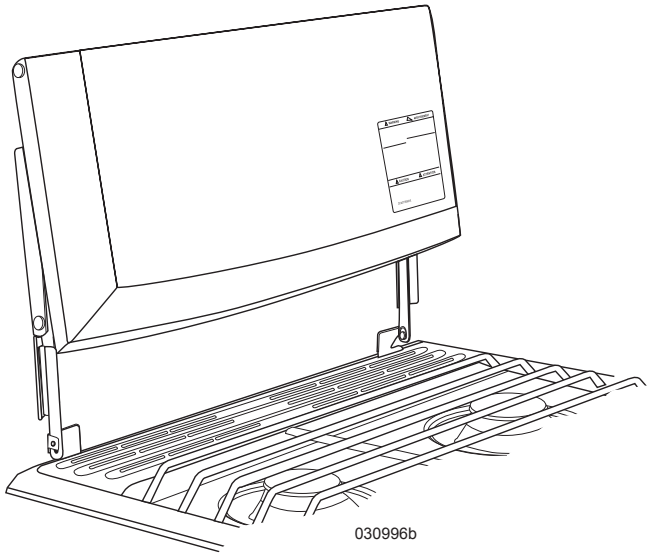
Operation Tips:

- A yellow flame is an indication of incorrect fuel/air ratio. Lowered BTU output and carbon build up can occur.
- When cooking at an altitude above 5,000 feet, the flame may change appearance and the flame BTU output will be lowered. Allow extra time cooking time.
- **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.
- Cooking time can be reduced if the least amount of liquid is used. The choice of cookware selected can make a big difference.
- Additional information can be located in the cooktop OEM.

Bi-Fold Range Covers

Before cooking on the range top the cover must be in the full upright and locked position. To open, lift the range cover up and fold the front leaf down.

Push the cover toward the outside wall until the hinges drop into the locked position. To close, hold both sides and pull the cover straight up to disengage hinges from the locked position. Rotate cover forward and lower it onto the range top.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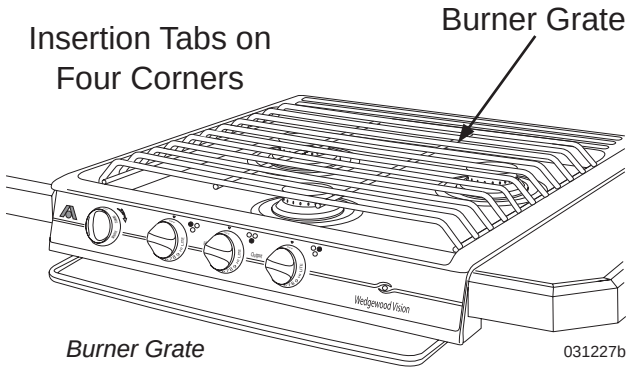
- Before cooking on the cooktop, the covers must be removed.
- **NEVER** close the covers while the burners are lit.
- **DO NOT** use the covers as a griddle.
- The bi-fold covers must always be closed when the motorhome is in transit.

Burner Grate

The burner grate is attached to the cooktop cover by four insertion tabs and can be removed for cleaning purposes. Place a towel down onto the countertop next to the cooktop.

To remove the burner grate:
Pull up on the grate and place the grate onto the towel. Both the burner grate and cooktop cover can now be cleaned.

To re-install the burner grate:
Align the four insertion tabs with the four grommets and push down.



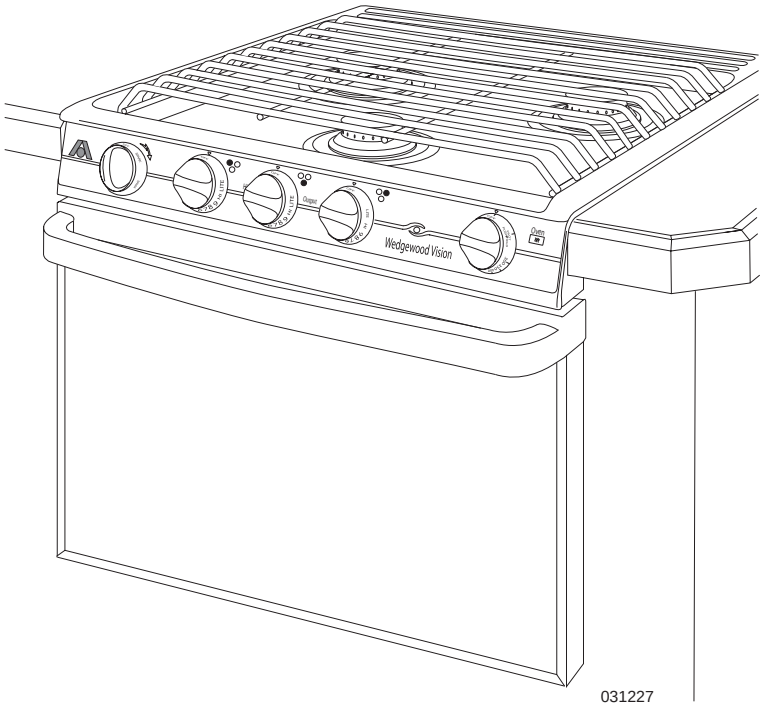
Care & Cleaning

Regularly wipe down the cooktop with a soft cloth and a warm detergent solution to keep it clean. **DO NOT** clean the cooktop with abrasive or harsh cleaners such as steel wool, bleach, ammonia or oven cleaner.

Use a dry paper towel or cloth to wipe up spatters or spills when the cooktop surface is still slightly warm. To avoid accidental burns, do not clean the cooktop when it is hot to touch. **DO NOT** allow food to bake on. Clean the surface burner grate and caps using the same guidelines as the cooktop surface.

Porcelain Enamel:
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 that can dull the finish of the enamel. To avoid dulling the finish, wipe up the spill before it is baked on. Steel wool and course, gritty cleanser will scratch or mar the surface. Use gentle kitchen cleanser powder or grease cleaner. For further information on care and maintenance of the porcelain, call *Hopes Cultured Marble Polish* at 800-325-4026.

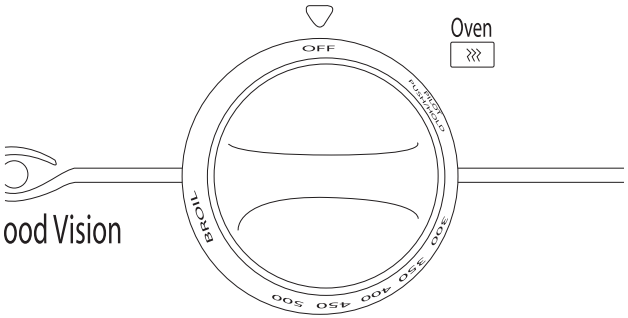
COOKTOP WITH OVEN (OPTIONAL)



The cooktop range/oven only uses propane 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 be blue with a lighter blue defined flame at the burner head. A yellow flame or tips indicate a rich fuel mixture, which can leave a black color or carbon on the bottom of a pot or pan.

The cooktop operates under the following conditions:

1. The primary valve on the propane tank is open.
2. The battery switch (by entry door) is on.



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- The oven may be used with the cooktop cover in place.
- Push in the oven control knob and rotate counterclockwise to **PILOT ON**.
- Light the oven pilot located near the back of the oven, under the broiler shelf and to the right of the oven burner.
- Set the oven control knob to **PILOT ON** to maintain the 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 pilot lights when refueling or traveling. DO NOT block vents in oven with any objects.

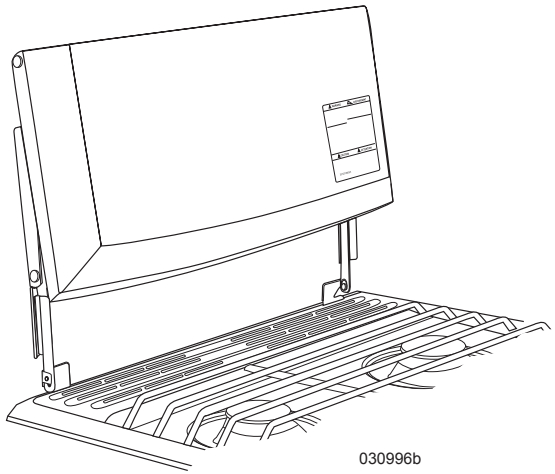
Lighting the Burners

- Turn the appropriate burner knob counterclockwise to **LITE**. **DO NOT** attempt to light more than one burner at a time.
- Turn the **SPARK** knob 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.

Bi-Fold Range Covers

Before cooking on the range top the cover must be in the full upright and locked position. To open, lift the range cover up and fold the front leaf down.

Push the cover toward the outside wall until the hinges drop into the locked position. To close, hold both sides and pull the cover straight up to disengage hinges from the locked position. Rotate cover forward and lower it onto the range top.



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- Before cooking on the cooktop, the covers must be removed.
- **NEVER** close the covers while the burners are lit.
- **DO NOT** use the covers as a griddle.
- **DO NOT** use the oven with the covers in the closed (down) position.
- The bi-fold covers must always be closed when the motorhome is in transit.

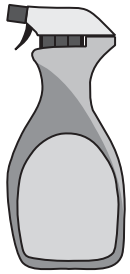
WARNING:
If you smell gas, extinguish all open flames and turn off the main gas supply. Liquid propane is highly volatile, highly explosive and extremely dangerous. Explosion, fire, property damage, injury or death can result. Propane is a "heavy" gas and will lay on the floor and "hide" in corners. 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:

- A yellow flame is an indication of incorrect fuel/air ratio. Lowered BTU output and carbon build up can occur.
- Flame appearance may change and BTU output will lower when operating the cooktop at an altitude above 5,000'. Allow extra cooking time.
- **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.

- Remove cooktop covers 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.
- Pre-heat the oven for 10 minutes prior to use.

Cleaning Tips:



Glass cleaner should be applied to the cooktop surface using a paper towel. DO NOT spray cleaner directly on the surface.

- Clean all surfaces as soon as possible after boil overs or spills.
- 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.

Care & Cleaning

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 **1-800-325-4026**.

WALL THERMOSTAT

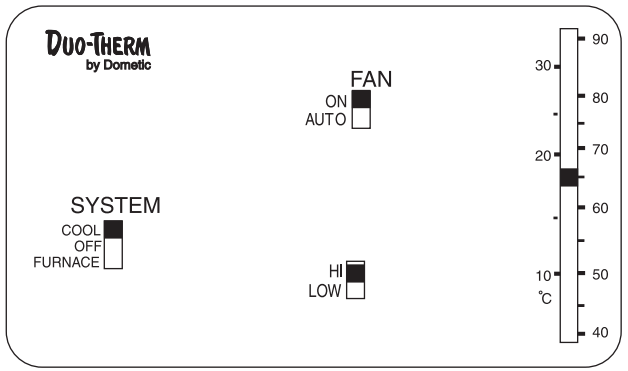
The wall thermostat operates the **HVAC (Heating, Ventilating and Air Conditioning)** systems. The thermostat requires 12 Volts DC to operate. The thermostat operates the roof air conditioner functions, as well as the furnace.

Fan Operation:

- Move the Fan switch to the **ON** position.
- Use the **Hi/Low** switch to select fan speed.

Air Conditioner Operation:

- Move the System switch to **Cool** and the Fan switch to **Auto**.
- Set the thermostat to the desired temperature.
- Use the **Hi/Low** switch to select the fan speed.

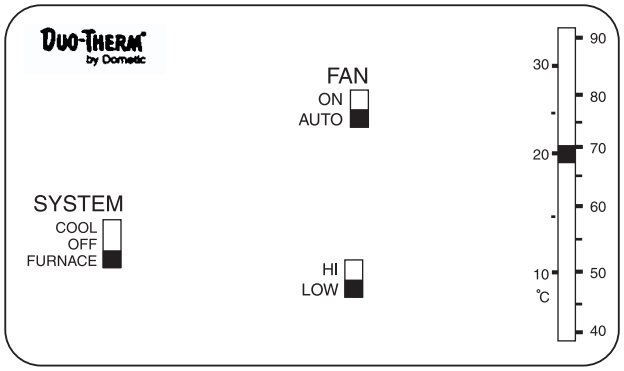


Wall Thermostat with A/C Selected. 050235b

NOTE:
If equipped with a thermostat in the bedroom, this thermostat performs the same function as the living room thermostat. The Furnace position on the bedroom thermostat is non-functional.

Furnace Operation:

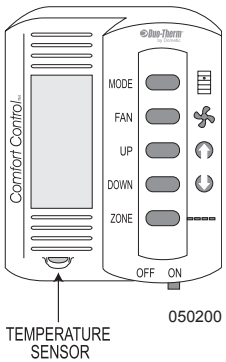
- Set the Fan switch to **Auto**.
- Set the thermostat to the desired temperature.
- Set the System switch to **Furnace.**



Wall Thermostat w/ Furnace Selected

COMFORT CONTROL (OPTIONAL Heat Pump Models)

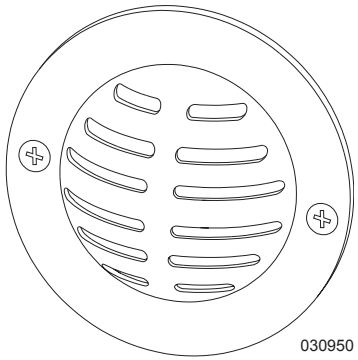
The Comfort Control thermostat controls the **HVAC** (**H**eating, **V**entilation and **A**ir **C**onditioning systems) and is located in the hallway area.



The Comfort Control includes five different functions: OFF, FAN ONLY, COOL, HEAT PUMP and FURNACE which are selected by pressing the MODE button. The FAN controls blower speed of the roof air conditioner. Two speeds are available: Low and High. Selecting Auto adjusts the fan speed automatically based on temperature set point and actual temperature in a selected zone.

The motorhome is divided into two operating Zones: Living Room and Bedroom/Bathroom. The comfort control must be in Zone 1 for the furnace to operate. Press the Zone button to change zones. The selected zone will flash. The line under the zone indicates that a selected function is operating in that zone. The UP or DOWN buttons control the temperature in any mode.

Remote temperature sensors are located throughout the motorhome to ensure accurate temperature control.



Remote Temperature Sensor

Wall Thermostat Requirement for Operation:

- Ensure house batteries are charged.
- Ensure house battery disconnect is on.
- Battery switch (by entry door) must be on.

NOTE:
The Comfort Control must be ON to operate any HVAC function. DO NOT select conflicting modes of operation. One zone cannot be on COOL while another zone is set to FURNACE.

NOTE:
The motorhome will not heat or cool faster by selecting a very high or very low temperature setting.

NOTE:
For more detailed information and operating instructions refer to the OEM manual.

AIR CONDITIONING - ROOF

The roof air conditioners operate from 120 Volts AC supplied by shore power or the generator. The wall thermostat requires 12 Volt DC to operate.

NOTE:
The air conditioning system freezes moisture in the air. It is recommended to set the blower fan speed to high when operating in high humidity.

NOTE:
There are ambient air temperature limitations in Heat Pump mode. The roof air conditioner will not operate in Heat Pump mode with ambient temperatures of 30º F and below.

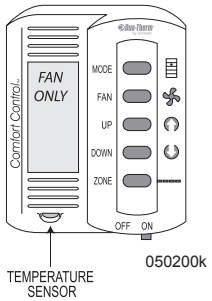
Operation

Operation Requirements:

- 120 Volts AC, from either shore power or the generator, is supplied.
- The battery switch (by entry door) is **ON** and the house batteries are charged.

Fan Operation:

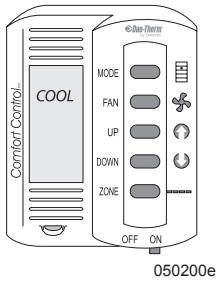
Circulates interior air by using the roof air conditioner blower. The fan speed controls the roof air conditioner blower speed in the following modes: **Fan**, **Cool** or **Heat Pump**.



- Slide the **ON/OFF** switch to the **ON** position.
- Press the **MODE** button repeatedly until **Fan** is displayed.
- Press the **FAN** button to select the desired fan speed.

Air Conditioner Operation:

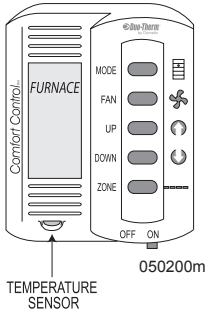
- Slide the **ON/OFF** switch to the **ON** position.
- Press the ZONE button to select Zone.
- Press the **MODE** button repeatedly until **COOL** is displayed.
- Set desired fan speed by pressing the **FAN** button.
- Set desired cooling temperature by pressing the **UP** or **DOWN** buttons.



NOTE:
The compressor will engage approximately two minutes after blower motor activation to prevent accidental compressor operation against high pressure.

Furnace Operation:

- Slide the ON/OFF switch to the ON position.
- Press the **ZONE** button to select Zone 1.
- Select the Furnace mode on the Comfort Control using the **MODE** button.
- Select the desired temperature using the **UP** and **DOWN** arrow buttons.



NOTE
The Zone 2 function does not operate the furnace.

Heat Pump Operation

Heat Pump mode offers heat by using the air conditioner as a heat source. The air conditioning principle is reversed, supplying heated air to the ceiling registers instead of refrigerated air. There are ambient temperature limitations in Heat Pump mode.

NOTE:
The roof air conditioner will not operate in Heat Pump mode with ambient temperatures at or below 30º F.

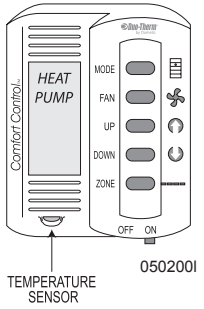
Aux Heat Mode:

If the Heat Pump mode is selected at or below 30° F, or if operating in Heat Pump mode and temperature drops to 30º F, the air conditioner will stop Heat Pump operation and **Aux Heat** will display. The furnace will be selected as the auxiliary heat source and will begin operation. The furnace will remain the primary heat source until ambient temperature rises above 42º F.

When ambient temperature is between 30 and 42º F, a defrost cycle is initiated approximately every 40 minutes of compressor operation. The blower motor will stop for five minutes and Defrost will be displayed. After the defrost cycle the heat pump operation will resume.

Heat Pump Operation:

- Turn **ON** the battery switch (by entry door).
- Slide the **ON/OFF** switch to the **ON** position.
- Press the **ZONE** button to select Zone.
- Press the **MODE** button repeatedly until **Heat Pump** is displayed.

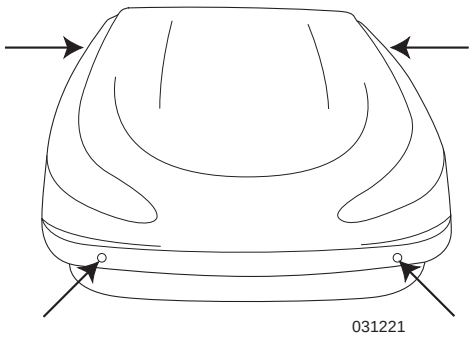


- Set desired fan speed by pressing the **FAN** button.
- Press the **UP** or **DOWN** buttons to set desired heating temperature.

Air Conditioner Maintenance

A/C Cover:

Ensure that the A/C cover screws are tight whenever the roof is accessed.



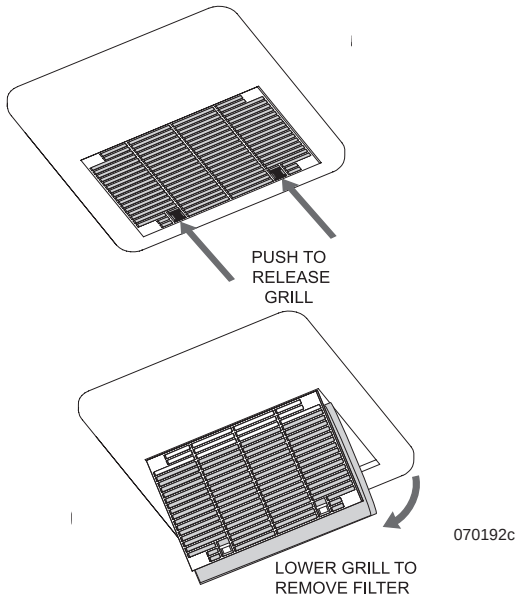
Ensure the A/C cover screws (location as illustrated by arrows) are tight when the roof is accessed.

Return Air Filters:

Frequently clean the return air filters. The filters are located inside the motorhome behind the intake vent covers. To access the filters, firmly grasp the leading edge and push back on both tabs. Never run the air conditioner without the return air filters in place. Dust and other particles will plug the evaporator core and substanially reduce the performance of the air conditioners.

To Clean the Return Air Filters:

- Wash filters in warm soapy water. **DO NOT** use solvents.
- Rinse filters thoroughly with fresh water. Allow them to dry.
- Install filters and secure the intake vent covers.



FURNACE

The furnace and its related components are 12 Volt DC operated, using propane 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 run throughout the motorhome.

CAUTION:
DO NOT store any items/materials in furnace area. Restricted air flow may hamper furnace operation leading to failure and/or fire hazard.

WARNING:
IF YOU SMELL GAS, extinguish all open flames and turn off the propane primary valve. Propane is a highly flammable, 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.

NOTE:
For more detailed information and operating instructions refer to the furnace OEM manual.

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. Once the blower motor attains a predetermined speed it will close the sail switch. The sail switch, which is now closed, 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 approximately two or three minutes after cool down.

Furnace Requirements for Operation:

1. Primary valve on the propane tank is open and the propane valve at furnace is on.
2. House batteries in the motorhome are fully charged.
3. Battery switch (by entry door) is on.

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.

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 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.

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.

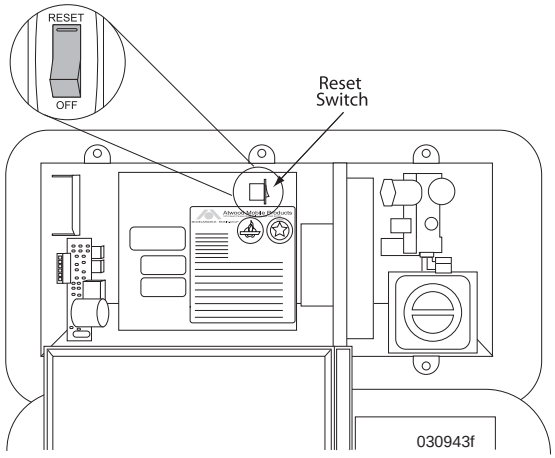
CAUTION:
It is not advisable to use the furnace to heat the inside of the motorhome during transit.

If the Furnace Fails to Light

If the furnace fails to light, make sure the propane primary supply valve is open. 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 to charge the batteries.



If the blower fails to operate after verifying the batteries are charged and the fuses are good, use a screwdriver to open the outside access door. Push the reset switch to off then to reset.

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**) propane. The 120 Volt AC function is most energy efficient when operated from shore power. The burner for propane operation is controlled by an automatic ignition circuit board powered by 12 Volt DC. Two thermostats control water temperature, one for 120 Volt AC and the other for propane. Thermostat temperature is preset by the water heater manufacturer and not adjustable. For ease of winterization, the water heater is equipped with a tank drain plug and bypass valve.

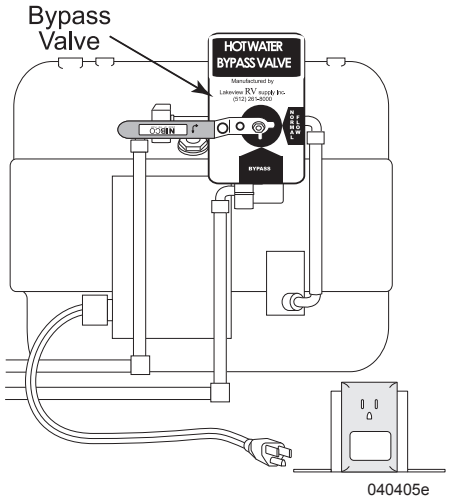
NOTE:
Refer to the Water Heater OEM manual for detailed instructions.

Before Using the Water Heater:

Use water to purge air from the water system and water heater and if necessary, purge FDA approved RV antifreeze from the system.

To Purge Air and Pressurize the System:

- Turn the water heater bypass valve (located at the back of the water heater) to Normal Flow. If necessary install drain plug. Depending on floor plan, the water heater can be located in several different locations. One general area is under the sink. Remove panel to access bypass valve. Another location is curbside near the entry door. Open the compartment next to the water heater to access the bypass valve.
- Fill the fresh water tank or hook to city water.
- Turn on the water pump or city water.
- One at a time, open the hot and cold valves of all faucets until a steady stream of clear water flows with no bubbles or pockets of air. **DO NOT** operate the water heater until the system is purged of air.



Located at back of water heater

- Inspect the water heater and water system for leaks after the water system is purged of air.

CAUTION:
After purging the water lines and water heater, small air pockets or hydrogen gas may be present. After the first heat cycle of the water heater, initially open hot water faucets slowly to minimize potential spattering of hot water.

WARNING:
IF YOU SMELL GAS extinguish all open flame and turn off the primary propane 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 lie 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 repair propane leaks before resuming operation.

Water Heater Operation:

- Turn on the battery switch (by entry door).
- 120 Volt AC is supplied from shore power (preferred) or the generator.
- The house batteries are charged and on.
- Open the primary valve on the propane tank.

NOTE:
DO NOT operate the water heater without water. Damage to the thermostats and electric heating element can occur.

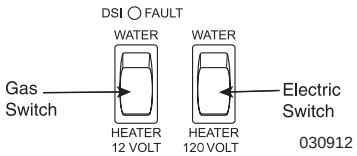
Heating Water with 120 Volt AC:

- Have either shore power (preferred) or the generator supplying AC voltage.
- Press the water heater 120 Volt switch. The indicator lamp will glow steady.

NOTE:
It is not fuel efficient to use the generator to operate the water heater on 120 Volt AC.

Heating water with propane:

- Turn on the propane.
- Press the water heater 12 Volt switch, the indicator will glow. If the DSI fault light illuminates this will indicate lockout. Press the switch twice to reset the ignition cycle. If problem persists consult a qualified technician.



Switches located on the monitor panel

NOTE:
Propane and 120 Volt AC functions can be on at the same time. This will speed up the process of heating water for large volume use.

CAUTION:
It is recommended not to operate the water heater on propane while the motorhome is in transit. Be sure the water heater is off before refueling.

NOTE:
Due to potential air in the propane lines, the water heater will attempt three ignition cycles. If the burner does not light after the third attempt, the propane function will lock-out and DSI fault light will illuminate. Reasons for lockout may be air in the gas system or burner tube obstructions caused by an insect or spider web. Cycling the 12 Volt switch will reset the ignition board. If problem persists consult a qualified technician.

WARNING:
Before beginning any service or work on the water heater, make sure the propane 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.

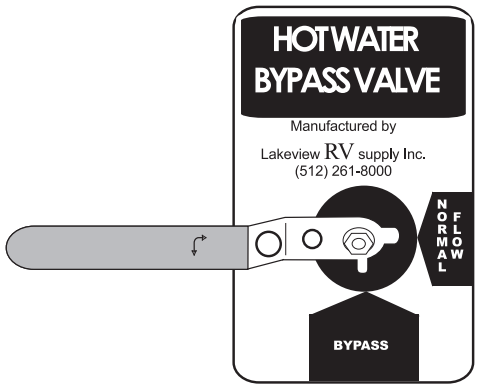
High Temperature Thermostat:

Seperate thermostats are used for propane and AC electric. If a thermostat fails, a high-temperature safety limit switch will open.

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.

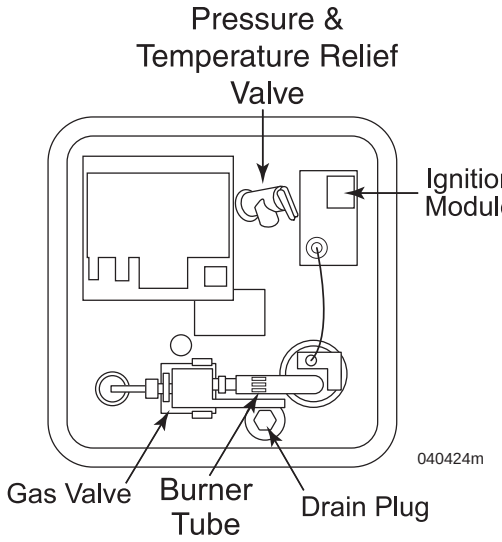
Water Heater Bypass Valve:

The bypass valve is located at the back of the water heater. Turning the valve to the bypass position prevents water from entering the water heater. Turn the valve to the bypass position when winterizing. For normal operation, turn bypass valve to normal flow.



Pressure & Temperature Relief Valve:

The water heater is equipped with a Pressure & Temperature (P & T) relief safety valve. The P & T valve is designed to open if water temperature in the tank exceeds 210° F (98.8° C) or internal pressure exceeds 150 psi. If water begins to weep from the valve, it may be due to a loss of the air pocket in the tank and not a defective valve. See re-establishing the air pocket.



Re-establishing the Air Pocket:

Water may weep from the P & T valve under normal operation. This is not necessarily a faulty valve but more likely caused by lack of an air pocket and water expansion. The water heater tank is designed with an internal air pocket. Eventually, the cyclic expansion of water will absorb the air pocket. When weeping from the valve occurs, the air pocket will need to be re-established utilizing the following procedure. If the valve continues to weep after establishing the air pocket, contact a qualified service center to evaluate the valve.

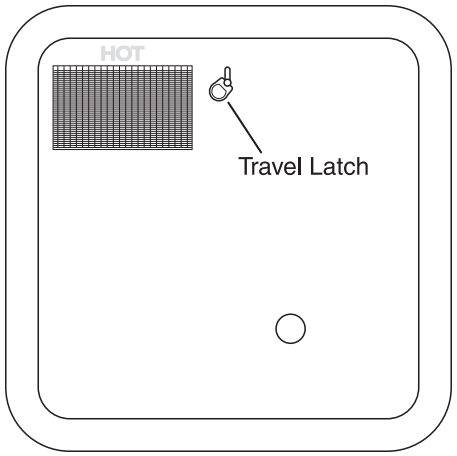
CAUTION:
Ensure the water heater is cool prior to establishing the air pocket.

1. Turn Off the water heater.
2. Turn Off the incoming water supply.
3. Open the hot water faucet closest to the water heater.
4. Open the handle of the P & T valve.
5. Allow excess water to drain from the water heater through the P & T valve. When draining is complete, close the P & T valve by allowing it to snap shut. Close the faucet and turn on the water supply.
6. Turn on the water heater.

Water Heater Compartment:

Periodically inspect the water heater compartment and door screen for foreign material that can prevent the flow of combustion and ventilating air. The water heater drain plug and pressure relief valve are located inside.

CAUTION:
DO NOT block any opening.



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Tips

- Conserve propane by turning off the water heater when not in use.
- Conserve energy and hot water by shutting off the shower water when not in use.
- Use caution when hooked to anything less than 30 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 propane when hooked to 30 Amp shore power. This will reduce the likelihood of tripping the shore power breaker.

Draining & Storage:

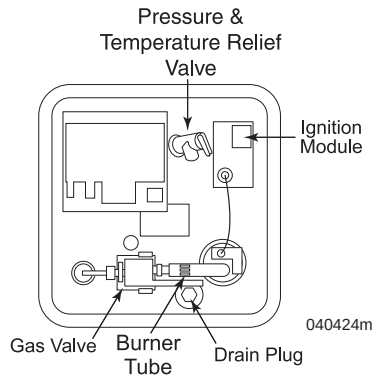
Drain the water heater to prevent freeze damage if the motorhome is to be stored during the winter months.

1. Turn off electrical power to the water heater.
2. Shut off the primary propane 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 valve to the bypass position.

NOTE:
Refill the water heater with water before resuming operation.

Troubleshooting:

- Insects may make nests in the burner tube. Check the burner tube for obstructions if the water heater fails to light. 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 water heater switch indicator light does not illuminate and the water heater does not ignite ensure interior house power is on. Ensure house power is plugged in and working and the AC breaker is on. 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 fuse may be blown. Have a qualified technician inspect the water heater.



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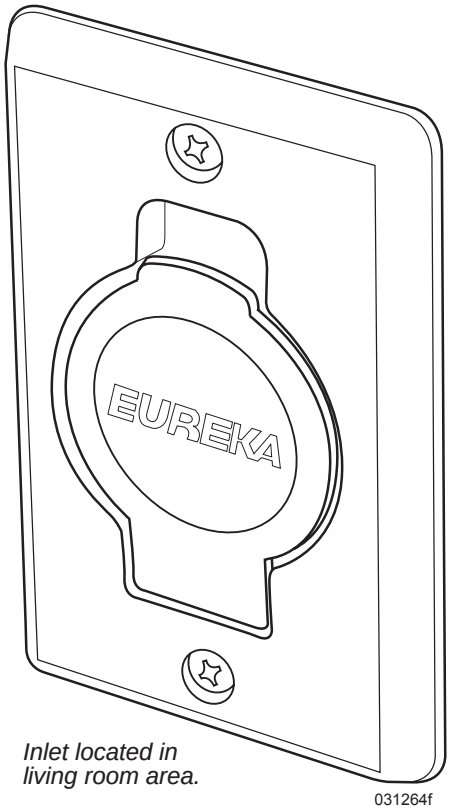
CENTRAL VACUUM (OPTIONAL)

Operation

- Plug into shore power or start generator.
- Lift lid on wall receptacle to start vacuum. Insert the hose in the receptacle and release lid.
- Connect desired attachment on hose and start vacuuming.

NOTE:
Consult vacuum OEM manual for detailed operation and maintenance.



Inlet located in living room area.

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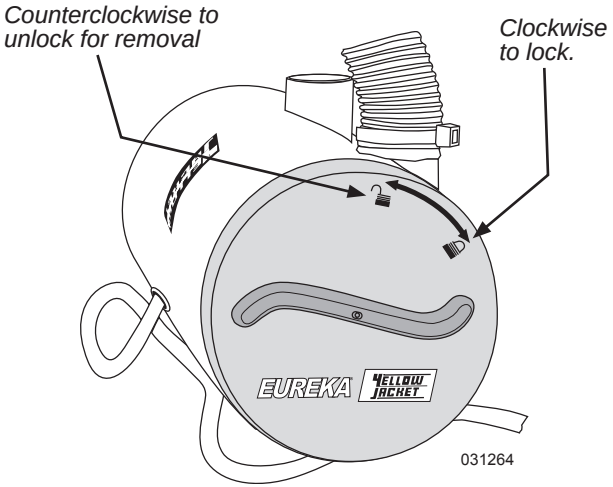
Maintenance

Vacuum has a thermal protector built into the motor to prevent overheating. If motor will not operate, it will automatically reset in about ½ hour. If motor brushes or bearings are worn out, the circuit protector will trip off again after a short period of time. If this happens, contact a qualified service representative. Depending on floor plan, the vacuum is located in either a roadside or curbside compartment or under the bed.

Changing the Bag:

To keep your vacuum at top efficiency, change the filter bag at regular intervals. To maintain cleanability, replace filter bag when it is about ¾ full.

1. Unplug the power unit from grounded outlet.
2. Rotate the bag cover counterclockwise and remove cover.
3. With a finger on each side of the inlet, slide the bag off the inlet tube.



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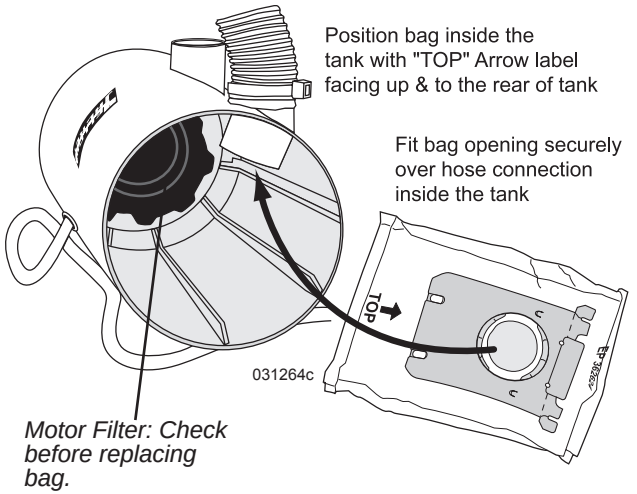
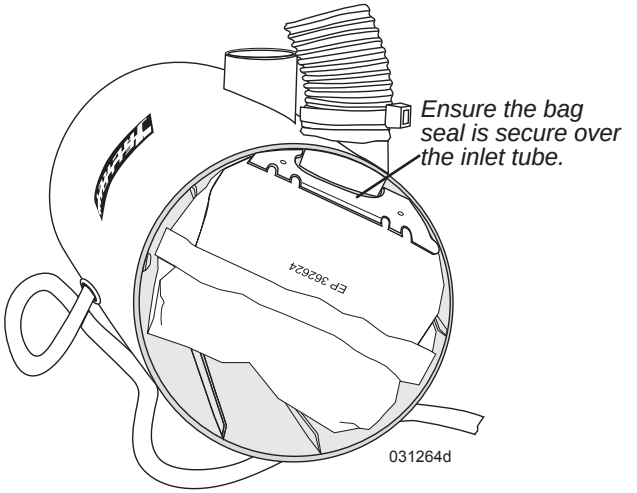




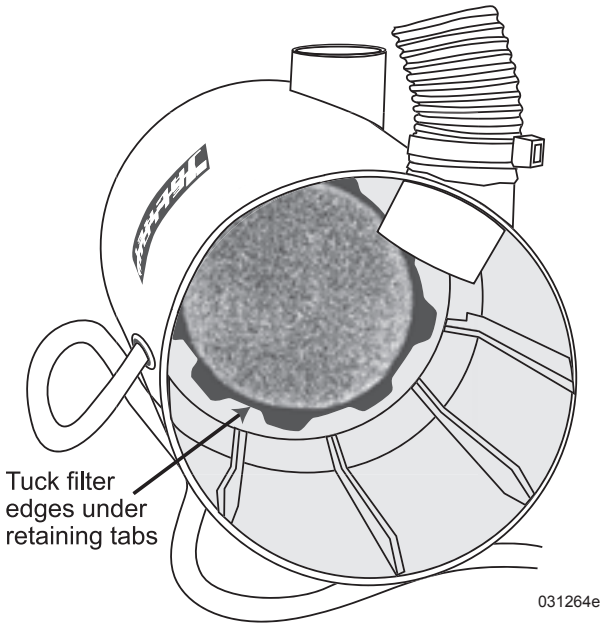
4. Pull the center cardboard tab to automatically seal the bag and prevent dust from leakage.
5. Remove the bag from the vacuum and discard. **DO NOT** reuse.
6. Check support (motor) filter.
7. Unfold the new "OX" bag and insert into the vacuum so the center cardboard seal tab is toward bag cover. The top arrow should point to the bag cover.
8. With a finger on each of the cardboard tabs, slide the bag on the inlet tube.
9. Line up the mark on the bag cover with the unlock symbol and rotate clockwise to lock symbol.

Replacing & Cleaning the Support (Motor) Filter:

1. Inspect during each bag change. The filter should be cleaned every fifth bag replacement or when excessively dry.
2. Remove dust bag as previously instructed.
3. Locate the support (motor) filter in the bottom of the bag compartment and lift out.
4. Clean by rinsing under warm water and let air dry if heavily soiled. Replace torn or obstructed filters.
5. Reinstall dry motor filter before use. Be sure filter is tucked under retaining tabs.
6. Reinstall bag as previously instructed.

WARNING:
To reduce the risk of fire, electric shock or injury:

- **Unplug and disconnect power before servicing.**
- **Avoid wet surfaces.**
- **Use only manufacturer's recommended attachments.**
- **DO NOT use without dustbag and/or filters in place.**
- **DO NOT pick up anything that is burning or smoking, such as cigarettes, matches, or hot ashes.**
- **Use extra care when cleaning on stairs.**
- **DO NOT use to pick up flammable or combustible liquids such as gasoline or use in areas where they may be present.**



NOTES

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EQUIPMENT — SECTION 5

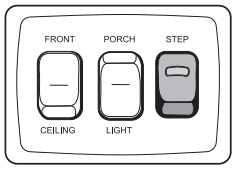
EQUIPMENT - INTRODUCTION

This section covers the basic operation and care 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 each product's OEM 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 OEM manuals.

ENTRY STEP
Operation

The exterior electric entry step features retractable steps, automatic retraction with the ignition key in the **RUN** position and a last out feature.



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Located entry door.

NOTE:
When dry camping it is important to note that when the switch is illuminated, all step circuits are active and drawing current from the chassis battery. Chassis battery disconnect switch must be on for entry step to operate.

Operating the Entry Step:

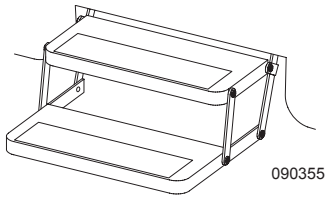
1. With the entry door open, turn the step switch on.
2. Close the door. The step should retract and lock in the **IN** position.
3. Open the door. The step should extend and lock in the **OUT** position. The step will retract when the door is closed.
4. When the switch is turned off, the step should remain in the extended position. 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 entry door closed and the ignition turned on, the ignition override system will engage to automatically retract the step.
6. Turn the ignition off and open the door. The step will extend and lock in the **OUT** position. This is the "last out" feature. When the ignition is on the step will always activate with door movement, regardless of the power switch position.

WARNING:
Turning the ignition switch to the ON position while the motorhome is parked will cause the entry step to retract. Visually confirm that the entry step is fully extended prior to exiting the motorhome.

CAUTION:
High curbs can impede step operation. Use care when parked on side streets.

If the entry step fails to operate:

- Verify that the entry step switch is ON.
- Check the main power supply for the step: a 25 Amp fuse located in the roadside front electrical panel.
- 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.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WARNING:
If the motorhome is driven with the step in the extended position there is the possibility of causing major damage to both the step and the motorhome.

CAUTION:
Keep fingers, clothing and other hardware away from moving components.

NOTE:
Clean and inspect step more frequently in adverse weather conditions. Mud, snow, road salts and sand could quickly break down lubricant and corrode painted surfaces.

NOTE:
The steps are self lubricating and require no maintenance.

GRAB HANDLE

The grab handle is used to aid in entering and exiting the motorhome.


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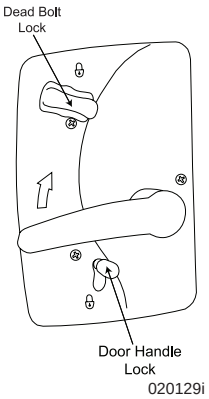
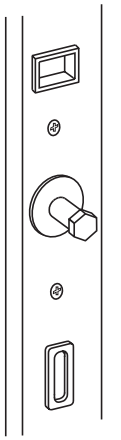
ENTRY DOOR



The entry door has three separate seals to eliminate wind noise during travel. There is a lock on the door handle and a separate dead bolt for safety and security. The door also has a primary and secondary latching system that ensures secure and safe latching. If necessary, there are adjustments that can be made to maintain entry door performance.

Adjusting the Entry Door Latch:



- Determine which bolt needs adjustment.
- Observe the latch and strike bolt alignment while slowly closing the door. **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. Excessive pressure indicates the bolt is set too far back.
- With a box wrench or socket, loosen the movable strike bolt. Make all adjustments in small increments. Tighten the bolt firmly after making adjustments.
- Test the operation of the dead bolt lock to ensure proper functions.
- Apply silicone weekly to the entry door rubber gaskets to prevent squeaking while the motorhome is traveling. Use a one inch sponge paint brush, 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.

Changing the Slider:

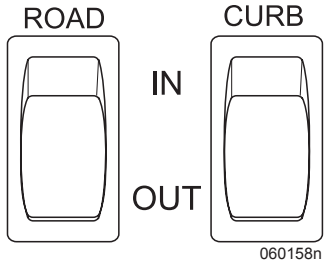
- Center the slider on door. Pull on the slider at its center. This will bow the slider enough to allow easy removal. To replace, make sure the upper left corner is inserted first. Pay attention to stop tab location.

SLIDE-OUT OPERATION

Slide room operation uses safety features to prevent mechanical damage or physical harm. Slide room(s) will not operate until all safety requirements are met. To prevent damage to cabinet doors or the slide room, secure all cabinet doors in the closed position prior to room activation. Some interior doors may require being fully open or fully closed for the slide room to operate.

Safety Requirements:

- Ensure the ignition key is in the **OFF** position when extending to the **OUT** position.
- The park brake must be applied.



CAUTION:
DO NOT leave the slide room extended during severe weather. Conditions such as high winds or heavy rain may cause damage. Rain water can pool on the slide room awning, adding weight and causing the awning to sag. Retract the room in small increments to allow water run off.

CAUTION:
Never move the motorhome with any slide room extended. To extend/retract the slide-out room, the ignition must be off, park brake set, jacks retracted and the motorhome supported by the spring suspension. Confirm the house batteries are fully charged and on.

NOTE:
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.

Operation Requirements:

- House battery disconnect switch must be on.
- House batteries are fully charged.

Guidelines to ensure long life of slide system:

- **Inspect** slide roof slide for debris such as pine needles, dirt, leaves, sticks, etc. Debris left on the top may cause damage to the seals during retraction. If debris is present, wash with soap and water, then rinse.
- When the room is out, visually **inspect** the wipe seal for dirt or other foreign material and for tears.
- If the slide room leaks, fully retract the room. If necessary, tape exterior opening closed with duct tape until repairs to the motorhome can be completed.

CAUTION:
Firmly latch all cabinet doors adjacent to the slide before extending or retracting the rooms. Damage to doors or the fascia may occur.

NOTE:
Dirt and grit trapped under the slide room can scratch and damage the floor. Clean the floor before retracting the slide room. Never move the motorhome with the slide room extended.

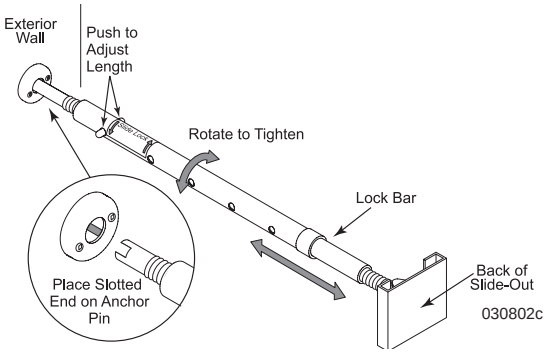
CAUTION:
The motorhome must be supported by the spring suspension (jacks retracted) whether extending or retracting any slide room. DO NOT operate the slide out room when supported by hydraulic jacks. Damage to the slide out room, mechanism or seals can occur.

NOTE:
DO NOT use petroleum based products on the slide seal. Petroleum based products can damage the paint and will cause premature aging of the rubber seal.

Extending & Retracting Slide Rooms

To Extend or Retract Slide Rooms:

- Move the driver or passenger seat forward. Clean the floor of dirt or grit that could result in damage during operation.
- Confirm there is enough clearance inside/outside the motorhome for the room to extend/retract. Allow at least five feet of clearance to extend a slide-out.
- Retract hydraulic jacks.
- Turn off the engine. Ensure park brake is applied when extending and retracting the slide room.
- Motorhome must be supported by the spring suspension.
- Open a window or vent to equalize pressure during slide-out operation.
- Confirm the house batteries are fully charged and operating.
- People, pets and objects must be clear of the slide room path.
- Remove the lock bars if extending.
- Firmly latch all cabinet doors and close drawers. Damage to the doors, drawers and fascia can occur.
- Locate the slide-out room control switch. Press and hold the slide room switch to the desired (**IN** or **OUT**) position.
- Release the switch anytime to stop room movement. The drive motor will not automatically stop; the switch must be released. A change in motor sound indicates full extension/retraction.
- If applicable, install any lock bars for travel.



CAUTION:
Remove lock bar prior to extending slide-out.

CAUTION:
Continuous operation of the slide room can drain the batteries and overheat the motor.

WARNING:
The outside area must be clear of obstructions that can restrict slide room operation. Ensure there is five or more feet of clear space outside the slide room prior to extending the room or damage to the slide, the motorhome or property can occur. When retracting the slide room, ensure there is sufficient clearance inside the motorhome. Move the driver or passenger seat forward before activating the slide room.

CAUTION:
If a problem with the slide-out occurs, contact a qualified technician.

Troubleshooting

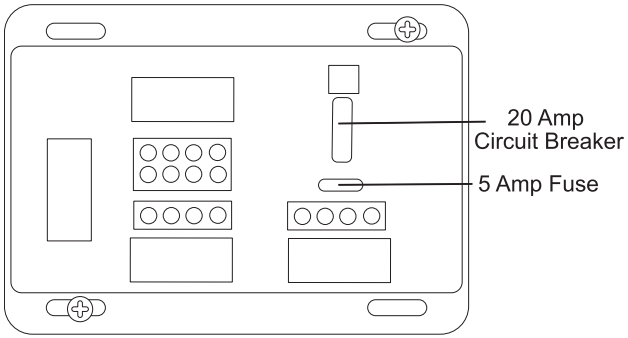
If the slide room does not operate, a safety feature may be engaged to prevent room operation.

If the slide room does not respond from the switch:

- Ensure ignition key is OFF.
- Ensure the park brake is applied.
- Make sure the lock bar is removed.
- House battery disconnect switch is ON.
- House batteries are fully charged.

If the slide room does not operate after checking the safety requirements:

- Examine all electrical connections at the slide-out switch.
- Check the 5 amp fuse and 20 amp circuit breaker in the black box located in the curbside battery compartment.



Located in curbside battery compartment. Fuse and circuit breaker location may vary.

- Check the slide-out relay fuse found in the roadside front electrical panel.
- It may be necessary to contact a repair facility to have the problem diagnosed and repaired.

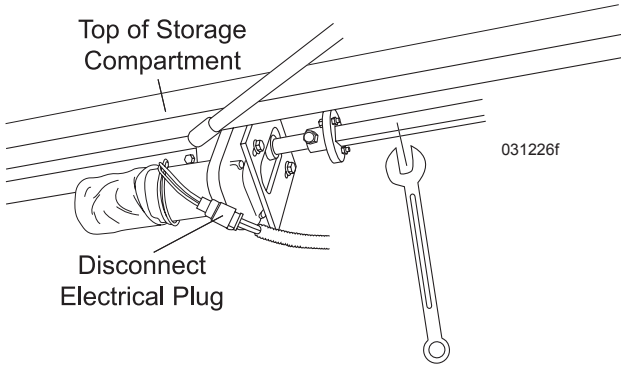
WARNING:
DO NOT work on slide-out system unless the batteries are disconnected. Make sure floor is clean before retracting slide-out room.

Manual Override - Main Slide-out Room

Before working on the slide-out system, turn off both the house and chassis battery disconnect switches. Depending on floor plan, the main slide-out may have either an electric motor or a hydraulic pump system.

To Move the Main Slide Room (Electric Motor System) Manually:

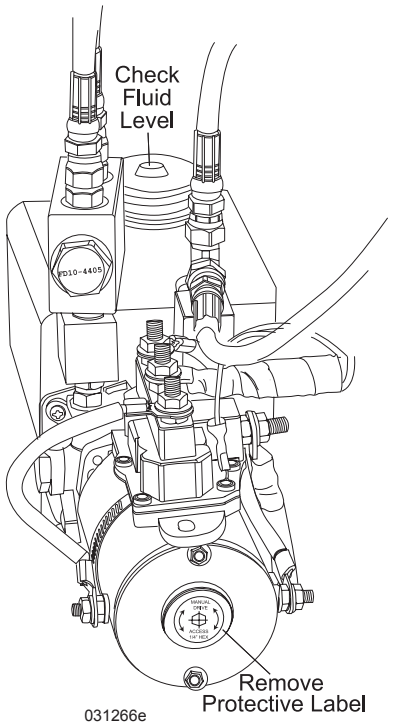
1. Access the slide room electric motor. Depending on floorplan, the motor is located in either a curbside or roadside compartment. The motor is at the top of the compartment.
2. Remove 12 Volt DC power from the slide-out motor by disconnecting the electrical plug. The plug can be located by following wires that run from the motor to the plug.



3. Attach a crescent wrench to the electric motor drive shaft. Turn counterclockwise to bring slide room in; turn clockwise to move slide room out.
4. Once the slide room has been manually retracted, apply pressure to the wrench to firmly set the room. This will prevent room drift.
5. Take motorhome to an authorized repair center.

To Move the Slide Room (Hydraulic Pump System) Manually:

1. Access the slide room hydraulic pump.
2. Remove the protective label.
3. Attach a standard ¼" hex bit into a cordless drill, screwdriver, or ratchet wrench.
4. Insert the ¼" hex bit into the coupler found under the protective label.
5. Run drill forward or clockwise to extend slideout room and in reverse or counterclockwise to retract slideout room.
6. Take motorhome to an authorized repair center.



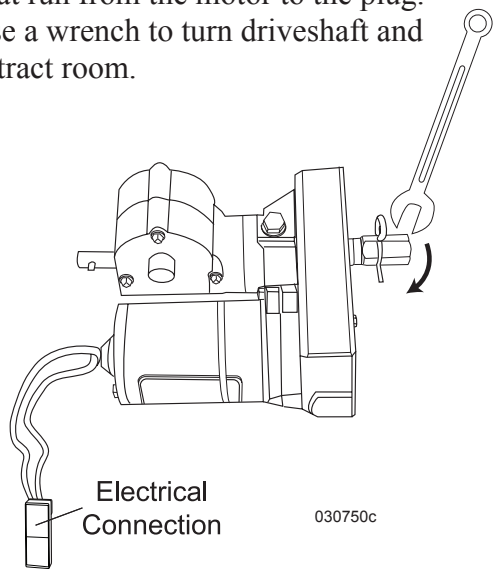
Typically located in roadside or curbside compartment.

Manual Override - Bedroom

Depending on floorplan, the bedroom may have either a cable or an above floor slide-out system. The above floor slide-out is used when the bed moves with the slide out. If the closet moves with the slide-out, the system is cable. Another method of checking for the cable system is with bedroom slide-out extended a cable is visible under the slide-out.

To Move the Bedroom Slide Room (Above Floor System) Manually:

1. Turn off both the battery and house disconnect switches.
2. The above floor slide-out motor is located under the bed. Lift the bed and remove the access panel.
3. Disconnect the slide-out motor electrical plug to remove 12 Volt DC power from the slide-out motor. The plug can be located by following wires that run from the motor to the plug.
4. Use a wrench to turn driveshaft and retract room.



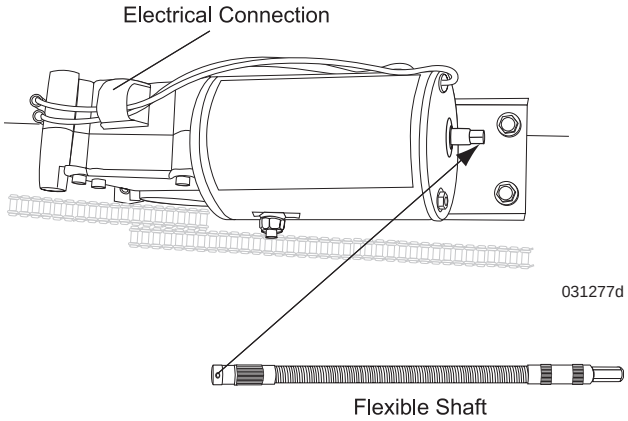
5. Once the slide room is manually retracted, apply pressure to the wrench to firmly set the room. This will prevent room drift.
6. Take the motorhome to an authorized repair center.

CAUTION:
DO NOT continue to turn the motor after the room is fully extended or retracted. Damage to the slide mechanism can occur.

To Move the Bedroom Slide Room (Cable System) Manually:

1. Turn off both the battery and house disconnect switches.
2. Locate the bedroom slide-out motor. The motor is located near the ceiling of the slide-out. Remove the trim.
3. Disconnect the slide-out motor electrical plug to remove 12 Volt DC power from the slide-out motor. The plug can be located by following wires that run from the motor to the plug.
4. Attach the flexible shaft to the fitting on the end of the slide-out motor.
5. Attach a socket and ratchet or drill to the other end of the flexible shaft. reverse the direction. **Over-torquing can cause severe damage.**

6. Turn in proper direction to move the room. If the cables tighten and the motor is difficult to turn Reverse the direction. Over-torquing can cause severe damage.
7. Take motorhome to an authorized repair center.

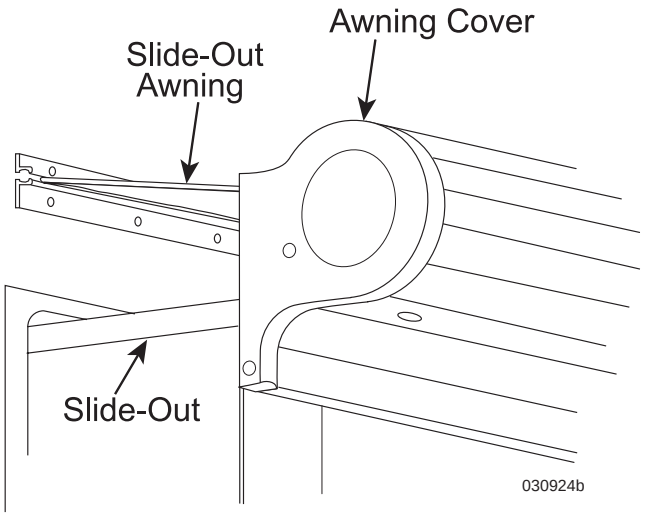


AWNINGS

Slide-out Cover

The slide-out cover automatically reacts to 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 automatically reach full extension when the slide-out room is fully extended.

The slide-out cover automatically rolls up into the travel position when the slide-out room is completely retracted.



NOTE:
When retracting the slide-out, stop the room approximately halfway. Confirm that the fabric is properly rolling before fully retracting the slide-out.

CAUTION:
The slide room and slide-out awning should be retracted before heavy wind, rain or snow to prevent damage to the awning or motorhome. Wind can drive rain under the slide-out awning and into the motorhome.

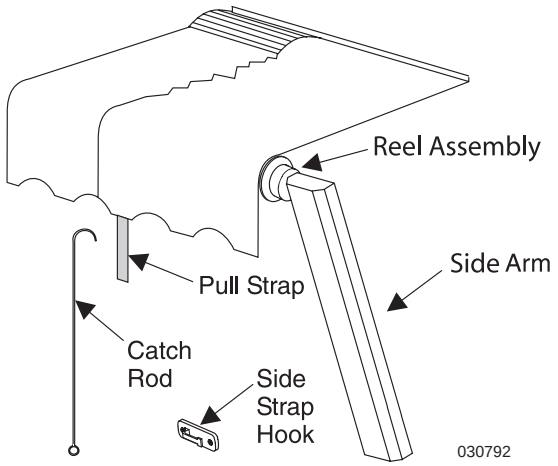
CAUTION:
At least five feet of clearance is needed between the side of the motorhome and any objects, such as trees or fences, to allow the slide room and slide-out awning to fully extend.

CAUTION:
Rain water can pool on the slide-out awning. The added weight will cause the awning to sag. Upon retracting the room, material can become caught in between the top of slide room and the opening in the motorhome. It will be necessary to retract the room in small increments and allow the water time to run off.

Window Awning (Optional)

To Extend the Window Awning:

- Hook loop of pull strap with catch rod and pull awning, reel assembly and side arms to extend fully away from motorhome.
- Hook pull strap on side strap hook, remove catch rod from pull strap and store.



To Retract the Window Awning:

- Hook catch rod on pull strap, remove pull strap from side strap hook and slowly allow awning to retract.
- Remove catch rod from pull strap and store for future use.

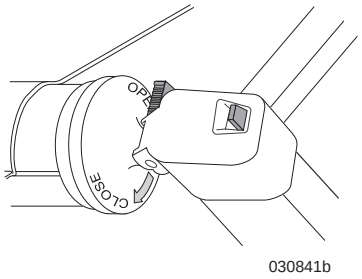
Patio Awning - Manual (Optional)

To Unlock the Awning:
Repeat the following steps for each leg.

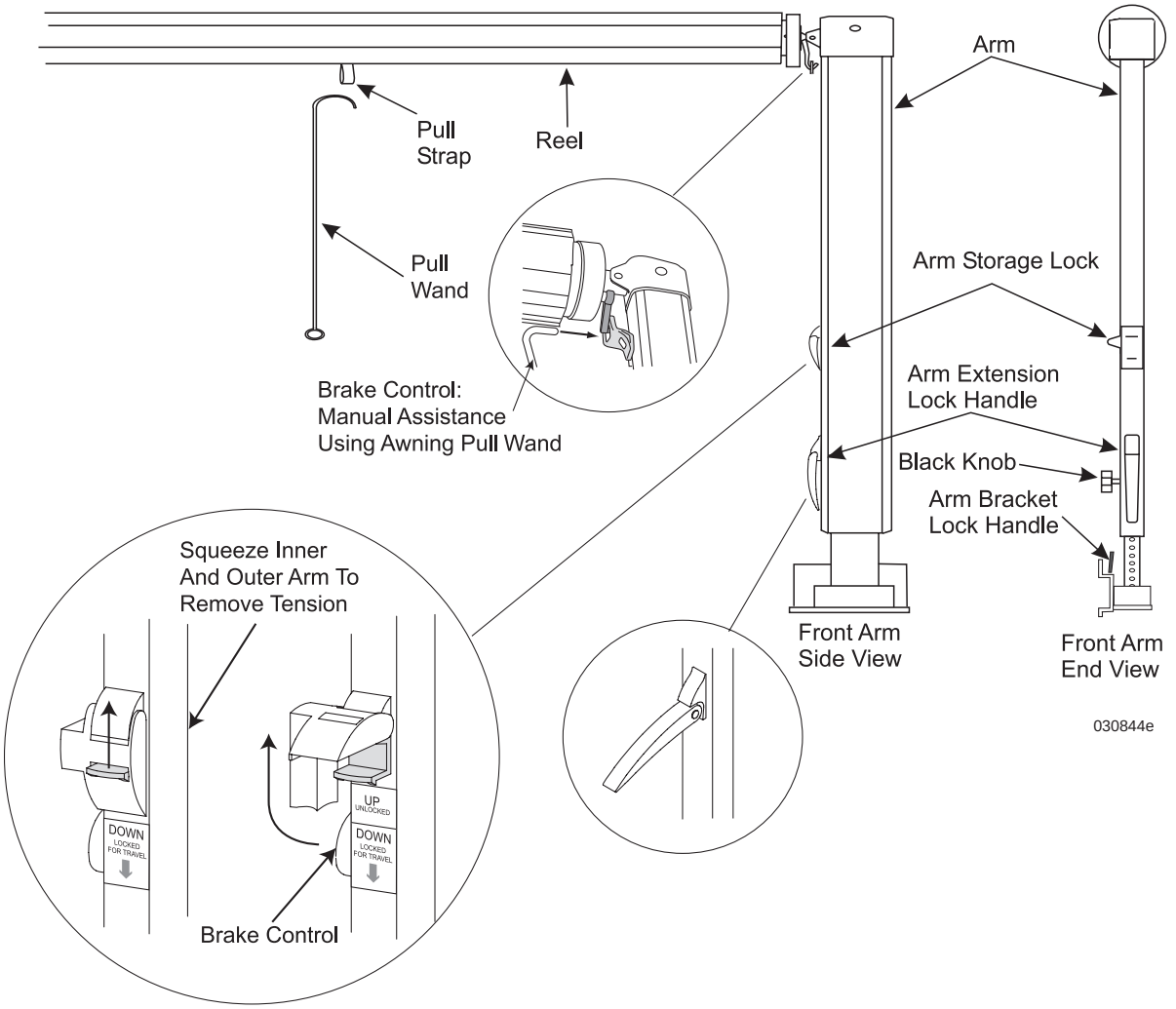
1. Loosen the black locking knob located on the backside of the awning leg (only about six turns are needed). This will allow the support brace to move freely.
2. Unlock the travel lock using one hand to squeeze inner and outer arm to remove tension. Push up on tab and swing lock away.
3. Move the brake control (front leg only) to the up/unlock position.

To Extend the Patio Awning:

1. Insert pull wand into loop of the pull strap. Draw the awning away from the motorhome to the desired extension.



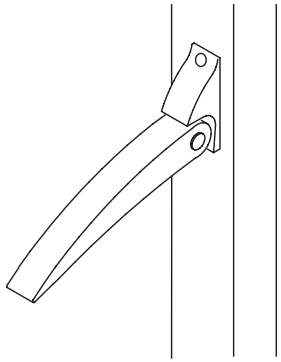
<u>WARNING:</u>
Always use the pull strap for extending and retracting awning. Never retract awning while holding onto the awning arm. Hands or fingers caught between the awning arm and brace channels during retraction may result in serious injury.



2. Slide the inner bracing rafters to the top of each arm ensuring the bracing is locked in place. Tighten the black locking knob.

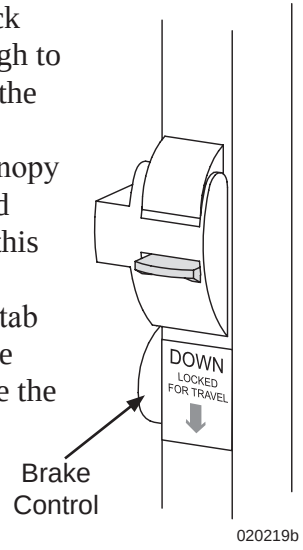
NOTE:
The locking tab on the support brace must be latched through the hole in the end cap.

3. If equipped with Canopy Clamps, fasten the clamps at this time.
4. For additional clearance, grasp the outer arm above the Arm Extension Lock Handle with one hand and release the lock with the other hand. Extend the awning to the desired height. Support the awning with one hand and engage the lock handle to set the pin into the hole in the inner arm. Ensure the awning is straight. Repeat for rear awning arm.
5. Slide the center pull strap to one end of the awning and store it by wrapping the strap around the awning leg.



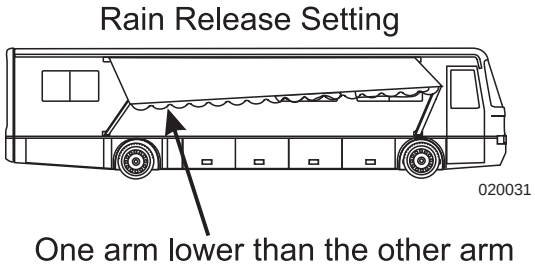
Arm extension lock handle.

To Retract the Patio Awning:
1. Loosen the strap from the storage position.
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 free travel of the support brace.
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 tugging 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 pull wand 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 pull wand.



9. Verify that the brake control is in the locked or closed position. Snap the arm storage locks into the down position and tighten the black locking knobs.

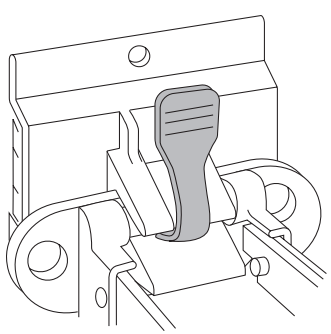
Rain Release Setting:
After the awning is extended, choose the rain release position to prevent water build up. To position the awning in the rain release setting, lower one arm of the awning and leave the other arm in the normal position. This will create enough of a slope for adequate water run off.



CAUTION:
Water can quickly accumulate on the canvas during storm activity and damage the awning or motorhome. Storm related damage is not covered under warranty.

Using the Carport Feature:

1. Unlock and extend the awning as described under "To Unlock the Awning" and under "To Extend 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.



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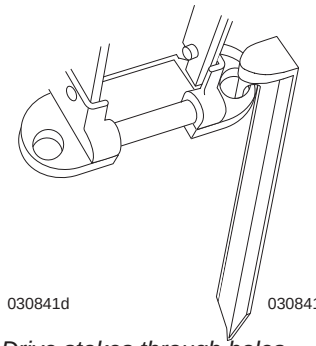
Unlatch the bottom of the front and rear arm.



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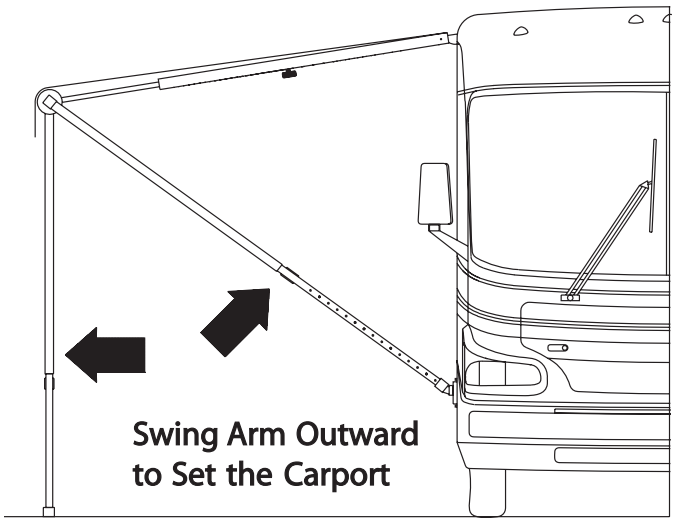
Drive stakes through holes in bottom of arms.

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:
Reverse the above steps to move the awning out of the carport position.

Securing the Awning for Travel:

1. Awning is fully retracted against the sides of the motorhome.
2. Black locking knobs are tightened.
3. Brake control is in the full down (locked) position, and no red warning is showing.
4. Storage locks are down and in the locked position.
5. Bottom of the front and rear arms are latched properly into the bottom brackets.
6. Awning pull wand is stored away.



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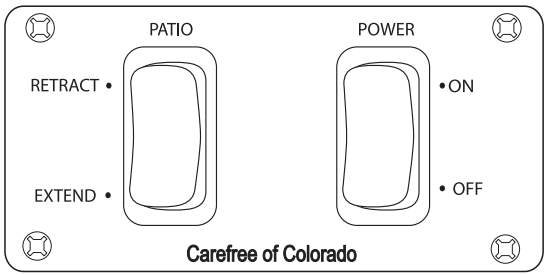
Patio Awning - Eclipse (Optional)

The Eclipse awning operates on 12 Volt DC by the push of a button. The awning requires 10' of lateral side clearance.

To Operate:

- Turn the ignition switch OFF.
- Check for sufficient clearance before extending the awning.
- Chassis battery disconnect must be ON.
- Turn the Awning Power On/Off button to ON .



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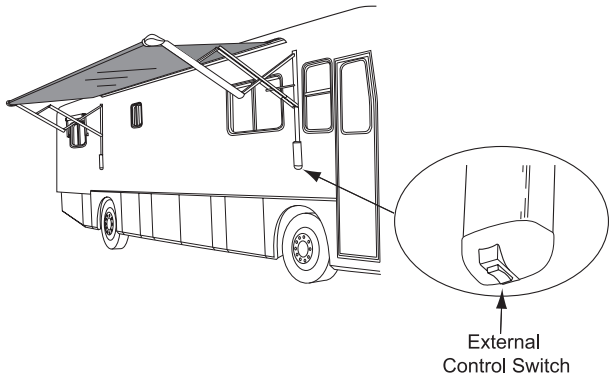
- Push and hold the Extend/Retract button to extend the awning. Release the button at any time for partial extension.
- Push the Extend/Retract button and hold to retract awning.

External Control Switch:

An external control switch is located at the bottom of the front outside arm.



To Operate:

- Turn the ignition switch OFF.
- Check for sufficient clearance before extending the awning.
- Chassis battery disconnect must be ON.
- Turn the Awning Power On/Off button to ON.
- Push and hold the external control switch to extend and retract the awning. Release the button at any time for partial extension.

If the awning fails to operate:

- Ensure ignition is off.
- Check power at 15 Amp circuit breaker in the roadside front electrical panel.

INFORMATION:
See awning OEM manual for detailed operation instructions.

Awning Care & Cleaning

On a monthly basis, loosen hardened dirt and remove dust from the awning with a dry, medium bristle brush. Thoroughly rinse both the top and bottom with a garden hose.

A high-quality fabric cleaner may be used to help maintain appearance. Carefully follow the instructions on cleaning products. Metal surfaces should be cleaned with soapy water and thoroughly rinsed. Allow the awning to thoroughly air dry while extended. Awning maintenance products can be found at RV supply stores.

Carefree Awnings:

Acrylic Awnings - Wash both sides of the awning with a mild soap (i.e., dish soap) and lukewarm water. **DO NOT** use detergents. If necessary, reapply the solution to keep fabric saturated. Rinse the awning thoroughly. Repeat, if necessary, until most of the stains disappear. Contact *Carefree of Colorado* for removal of stubborn stains.

Polyweave and Vinyl Awnings - Mildew will not form on the awning material itself, but may form on the dust accumulated on the canopy. A quality vinyl cleaner, such as *Carefree Awning Magic*, will help keep the awning looking new. A mild soap (i.e. dish soap) and lukewarm water solution can be used. **DO NOT** use detergents. Be sure to follow the instructions on the container.

Leaks:

It is normal for slight leakage to occur through the fabric where water is allowed to accumulate. If water drips through the needle holes in the stitching use a commercial seam sealer that is available in canvas and trailer supply stores. Paraffin wax may also be applied to the top of the seams. As the awning "weathers" these holes will normally seal themselves.

Soap or chemical residue can "wet" the fabric so that it appears unable to repel water. Rinse the fabric thoroughly and test to see if it is water repellent after it dries. If leakage continues after washing and thoroughly rinsing, please contact *Carefree of Colorado*.

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. Retract the awning in inclement weather conditions or when leaving the motorhome unattended. Should the awning need to be retracted while the fabric is wet, extended it as soon as possible to allow it to completely dry.

NOTE:
Water weighs 8.33 pounds per gallon. The awning was not designed to withstand the 500 to 700 pounds of water that could accumulate on the canvas.

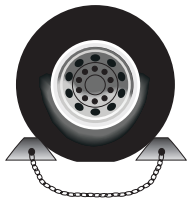
LEVELING SYSTEM

A control panel located on the dash operates the 4-point, fully automatic, electro-hydraulic leveling system. The warning system consists of a Jacks Down light and an alarm that sounds when any jack is extended and the transmission is shifted out of Park or the parking brake is released. The leveling system pump is located in the roadside generator compartment. A 15 Amp system fuse is located in the front distribution box.

CAUTION:
Before leveling the motorhome, survey the area around and under the motorhome to ensure potential jack contact points are clear of obstructions and depressions.

CAUTION:
The hydraulic jack system is designed to reduce sight 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 and/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:
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.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If blocking up a rear jack pad to gain added clearance when the motorhome is on a slope, place a wheel chock at the opposite set of rear wheels to prevent the motorhome from rolling.

WARNING:
Never access the underside of the motorhome when jacks are operating. Serious personal injury may occur.

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.

- Ignition switch is in the **ON** position.
- Transmission is in Park.
- Parking brake is applied.

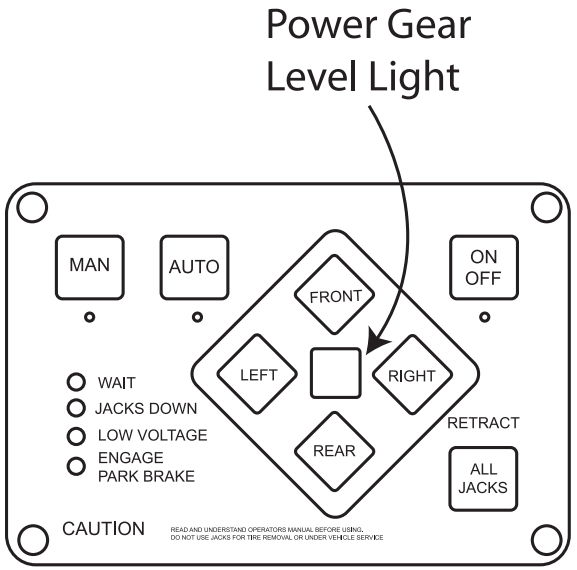
Warning Features Include:

- Flashing lights on the control panel and an alarm that sounds when a jack is down and the parking brake is released or the transmission is shifted out of Park.
- The alarm may activate momentarily when driving over rough roads or when negotiating curves and corners. This usually indicates a low fluid level in the reservoir.

WARNING:
Keep all people clear of the motorhome during the leveling procedure. 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.

Automatic Leveling Procedure:

- Select a level site if possible. Excessive slopes may prevent the jacks from leveling the motorhome.
- Place the gear selector in Park.
- Apply the parking brake.
- Turn the ignition switch to the **ON** position. **DO NOT** start the engine.
- Press the **ON/OFF** button on the control panel. The **ON/OFF** LED will illuminate when the system is operational.
- Push the **AUTO** button to begin leveling.
- The green Power Gear level light will illuminate when the motorhome is level.



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Manual Leveling Procedure:

- Push and hold the manual (MAN) button for approximately five seconds until it illuminates. Push the appropriate jack button to adjust the motorhome to preference.
- Push **ON/OFF** button to turn system off.

CAUTION:
Never lift the wheels off the ground when leveling motorhome.

CAUTION:
DO NOT move the motorhome while jacks are in contact with the ground or extended. Damage to the jacks may occur.

Jack Retract Procedure:

- Turn ignition switch to **ON**.
- Push the **ON/OFF** button on control pad. The **ON/OFF** light and **JACKS DOWN** light will illuminate.
- Push and release the **RETRACT ALL JACKS** button. All jacks will automatically return to fully retracted position.
- After the **JACKS DOWN** light goes out, push the **ON/OFF** button to turn system off.

NOTE:
Always perform a visual inspection of leveling jacks to make sure they are fully retracted prior to moving the motorhome.

If the jacks fail to extend or retract:

- Apply the Park Brake, turn the Ignition to the **ON** position and place the transmission in Park.
- If jacks still do not operate, check the leveling system fuse in the front distribution box.

NOTE:
The hydraulic pump is equipped with an internal thermal breaker for protection against overheating. If the pump is used repeatedly in a short period of time the breaker will trip and then reset automatically in 5 to 30 minutes.

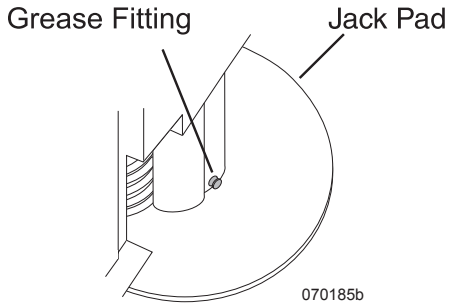
Drive-away Protection:

When the ignition switch is set to the **RUN** position with the jacks extended, the **JACKS DOWN** indicator will light and the warning bell will activate if the transmission is taken out of park or the park brake is released. The system will then automatically retract all jacks until jacks are fully retracted or the park brake is reset and the transmission is placed in Park. A full visual inspection is required to confirm full retraction of jacks before moving motorhome.

Maintenance:

Occasionally use Dexron III to wipe and clean the jack rod while the jacks are fully extended. This will serve as a solvent as well as a lubricant and will help prevent moisture damage of the jack rod. Occasional oil or grease on the extended jack rod is normal and aids in lubrication.

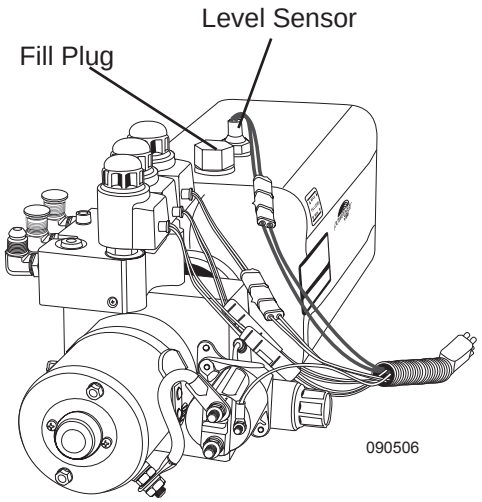
- Remove dirt and road debris from the jacks as needed.
- Check the fluid level every month. The fluid level should be within ¼" inch of fill port lip and checked with all jacks retracted.
- **Inspect** and clean all hydraulic pump electrical connections every 12 months.
- For jacks equipped with a grease fitting at the bottom of the cylinder, two pumps of grease should be sufficient for 20 to 30 uses. **DO NOT** over grease. Damage to the rod seal may occur from over-greasing.



Adding Fluid:

Unusual noise during jack operation may indicate a low fluid level. Alarm sounds while driving around corners or over bumpy roads usually indicate low fluid level. The leveling pump is typically located in a roadside compartment with the generator or a curbside compartment.

1. Chock a wheel fore and aft for safety.
2. Ensure all jacks are retracted.
3. Unscrew the fill plug from the top of the pump. Slowly fill the reservoir with *Dexron 3 Mercon ATF Hydraulic Fluid* until ¼" from the fill plug.



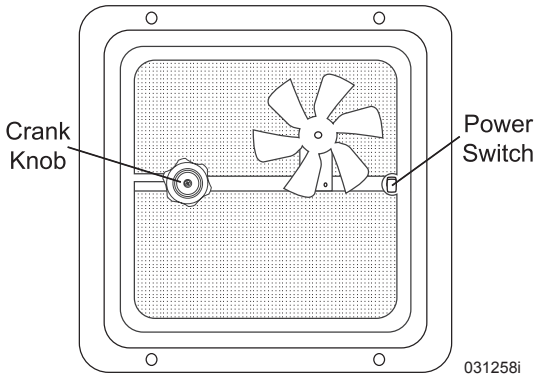
4. Replace the fill plug. The reservoir is now at the proper level.

FANS

12 Volt Power Roof Vent

The power roof vent is operated by pushing the small power switch. The vent must be opened before using the power roof vent. The battery disconnect must be on to operate power roof vent.

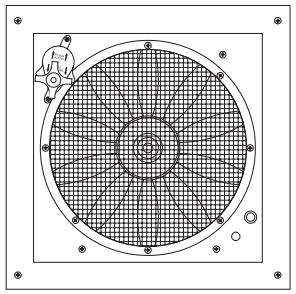
To close the power roof vent, push in the power switch to stop the fan and close the vent.

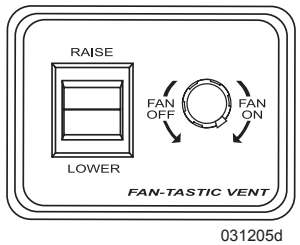


NOTE:
DO NOT leave any vent cover open while the recreational vehicle is in motion, stored or unattended for extended periods of time. High winds or other unusual conditions or obstructions may damage and prevent closing. Leakage could result, causing serious damage.

Automatic (Optional)

A wall thermostat controls the automatic vent and power of the fan. The system operates from 12 Volt DC power.





Fan Operation:

- Ensure house batteries are on.
- Turn on the battery switch (by entry door).
- Press the vent cover knob into the **Automatic** position.
- Use the wall switch to raise the vent cover. The vent cover must be open at least 2" before the fan will run.
- Turn power knob clockwise to turn fan on. The power knob also adjusts fan speed.

NOTE:
To override the automatic setting, pull the vent cover knob out to the manual position and close vent. The fan blade will stop spinning when the vent is closed.

WARNING:
DO NOT hold switch after the motor has stopped. This may cause damage to the automatic lift system resulting in a stuck vent.

NOTE:
The safety switch built into the fan will not allow the fan blade motor to operate unless the vent is open 2" or more.

Tips for Fan Operation:

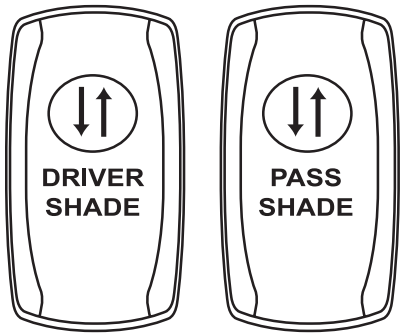
- To keep condensation from accumulating, operate the fans. Condensation occurs naturally from fluctuations in interior and exterior temperatures, humidity and dew point changes, steam from cooking or boiling large amounts of water on the cooktop. Shower use is another source of condensation.
- If the fan fails to operate, check for a blown fuse either in the house fuse panel or the 4 Amp fuse on the fan.

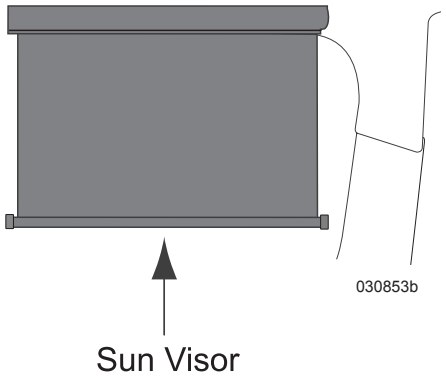
- To remove the screen, loosen the screws holding the screen in place. Use a non-abrasive soap and water to clean and reinstall.
- Slightly open windows on the shaded side of the motorhome to create the most airflow, especially on hot, sunny days. Direct airflow by slightly opening selected windows. Maximum airflow is achieved between an open window and the Fantastic Vent.

CAUTION:
DO NOT leave the fan switch in the active mode while the motorhome is stored or unattended for extended periods. High winds, unusual conditions or obstructions may prevent the fan cover from fully closing, resulting in leakage and serious damage.

POWER SUNVISORS (OPTIONAL)

To extend the sunvisor press and hold the lower portion of the control switch until the desired location is obtained. To retract the sunvisor press and hold the upper portion of the control switch. Clean the sunvisor using a soft clean brush to remove dust.



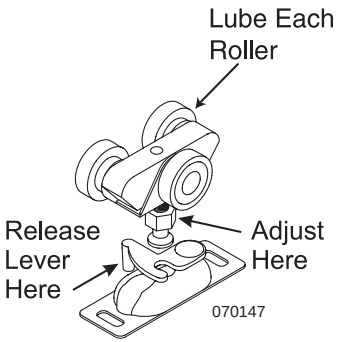


Requirement for Operation:
- Chassis battery disconnect switch must be on.
- Chassis batteries fully charged.

WARNING:
DO NOT attempt to move or drive the motorhome with any window view obstructed.

DOOR - SLIDING

The sliding pocket door uses two rollers at the top of each door. During the life of the motorhome, the sliding door may require adjustment. Locate the small wrench and turn the adjusting screw upward or downward.

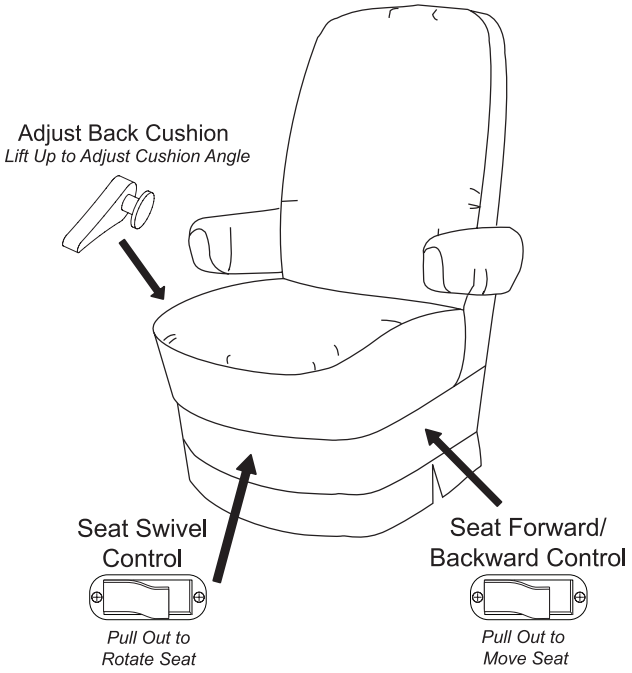


If, for any reason, the pocket door needs to be removed, locate the portion that is secured to the top of the pocket door and rotate the small lever outward to release the latches.

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 sliding of the door.

SEAT CONTROLS

The Pilot and Co-Pilot seats are adjustable to provide maximum comfort. Seats must be locked in the forward facing direction while traveling.

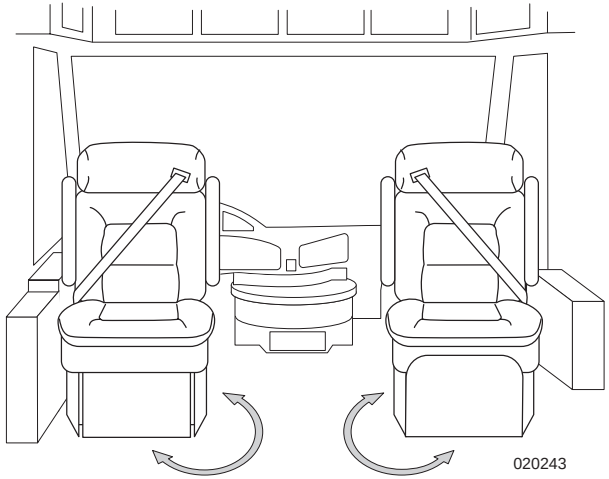


SWIVEL SEATS

Swivel Seat Operation:

- To swivel, pull out on the swivel control lever.
- When rotating the driver seat, put the steering wheel in the upright position.
- Move the seat forward, then pull the swivel lever out and rotate to the desired position.

WARNING:
Seats must be locked in the forward facing position while the motorhome in transit.



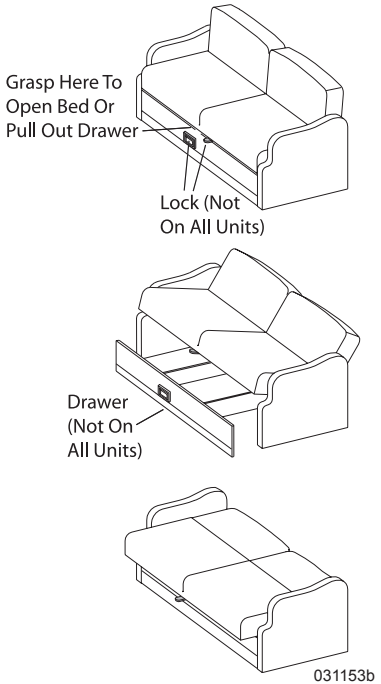
SOFA

Easy Bed Sofa

The sofa converts easily into a bed. Clear the area of obstruction.

Sofa to Sleeper:

- If applicable, slide the lever forward to release the locking mechanism.
- Raise the sofa seat base until seat base and backrest form a "V" shape by lifting up from the center of sofa just below the seat cushions.
- Push down on seat base until the seat base and backrest are flat.



Sleeper to Sofa:

- Lift the seat base up until seat and back rest are in a "V" shape.
- Push down on seat base.

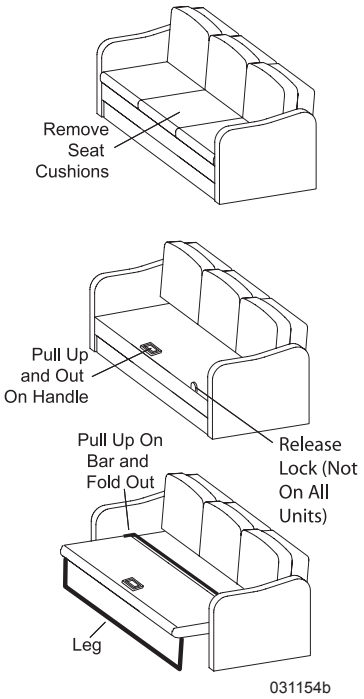
WARNING:
DO NOT use the sofa for transporting infants or children that require safety seats or booster seats.

Hide-A-Bed (Optional)

The sofa hide-a-bed will convert easily into a bed. Clear the area of obstruction and debris.

Sofa to Sleeper:

- Remove the three seat cushions to access the hide-a-bed. The seat cushions should be stored safely until the bed is converted back to a sofa.
- If applicable, release the lock on the right side of metal bar, grasp the front metal bar and lift up pulling out on the bar slightly until the leg of the bed is firmly resting on the floor.
- When the legs of the bed are firmly on the floor there will be another lifting bar exposed to complete the conversion process.
- Grasping and opening the lifting bar will open the bed fully. The bed is now ready for linen.

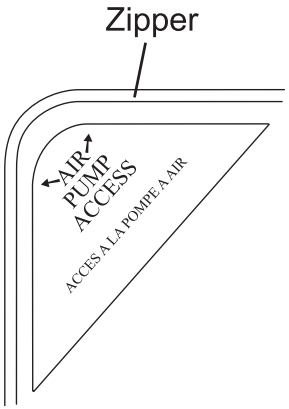


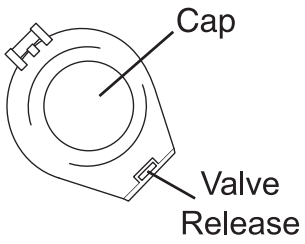
Sleeper to Sofa:
- Remove all bedding from the hide-a-bed.
- Grasp the foot of the hide-a-bed in the center using the metal lifting bar.
- Fold over the bottom portion of the bed that will form the seat.
- Lift the front portion of the lifting bar to raise and lower the hide-a-bed back into the sofa base.
- Replace the seat cushions.

HIDE-A-BED AIR MATTRESS (OPTIONAL)

The air mattress inflates and deflates in a matter of seconds. Inflating the mattress is accomplished by using an electric inflation pump that operates from any 120 Volt AC outlet. For ease of operation, position the sofa so that accessing an electrical outlet is convenient.

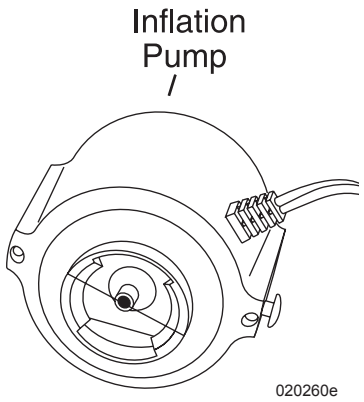
To Inflate Mattress:
- Open sofa and allow the mattress to lie flat.
- Unzip the corner of the mattress labeled Air Pump Access.





- Remove valve cap by turning cap counterclockwise.
- After cap is removed, insert pump motor and turn clockwise until pump is engaged.
- Plug in pump motor and inflate to full. A motor pitch change occurs when mattress is full.
- Remove pump and reseal valve cap by turning clockwise.
- Zip the "Air Pump Access" cover closed. The bed is now ready for linen.

To Deflate Mattress:
- Remove bed linen.
- Unzip the corner cover of the mattress labeled "Air Pump Access."
- Open deflation valve by lifting valve latch. Allow mattress to deflate.
- Once mattress is deflated swing valve to closed position. **DO NOT LOCK VALVE CLOSED** by locking the valve. Air trapped in the mattress could cause damage.
- Zip the "Air Pump Access" cover closed and close the sofa.



NOTE:
DO NOT close deflation valve when closing the sleeper mechanism.

WARNING:
The electric inflation pump is for indoor use only. DO NOT use near or place in water. Keep infants and small children away from pump and product when not fully inflated. Partially inflated product can cause suffocation.

Removing the Mattress Valve:
- Open deflation valve by lifting up on valve tab.
- Remove old valve by lifting the black plastic on the outer edge of the valve toward the center. The valve will then lift out.

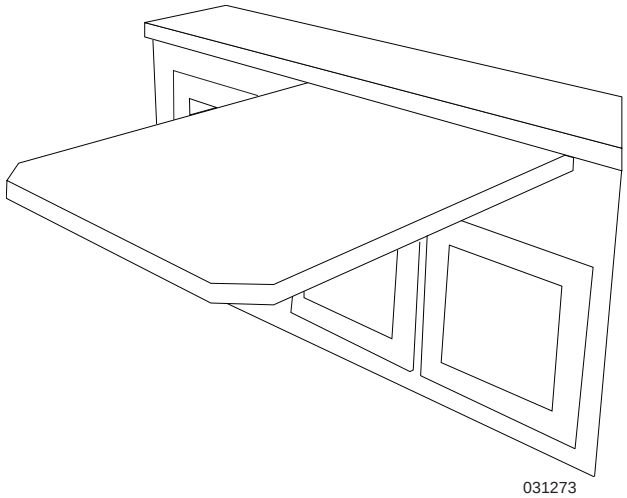
Installing New Mattress Valve:
- To install the new valve, first open the replacement.
- Once open, seat the hinge area on to the hinge support, then squeeze the vinyl towards the center of the mattress opening.
- Feed the vinyl through the opening of the new valve.
- Once accomplished, make sure there are no bulges in the vinyl. Use thumb to make sure that it is smooth.
- Next, lock the replacement shut.

FREE STANDING DINETTE (N/A ON ALL UNITS)

The free standing dinette comes with two standing chairs and two folding chairs.

To Extend/Retract Table:

- To extend, pull out on table until it locks completely out.
- To retract, push in on table until it locks completely in.



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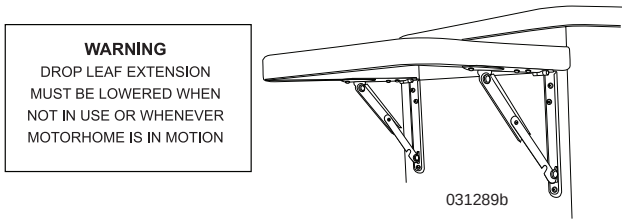
NOTE:
Table does not retract completely.

WARNING:
Only forward facing booth dinette seats equipped with seat belts are designed for occupancy while the motorhome is in motion. DO NOT occupy the dining chairs, while the motorhome is in motion. To avoid injury 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.

COUNTERTOP EXTENSION (N/A ON ALL UNITS)

To Extend Countertop Extension:

- Grasp extension and lift up until it locks into place.



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To Close Countertop Extension:

- Grasp extension and lift up.
- Place fingers on both arms, then push in arms to disengage lock.
- Lower extension to the close position.

BOOTH DINETTE (N/A ON ALL UNITS)
Bed Conversion

For Bed:

- Remove the seat cushions. This allows the table to move down into the bed position.
- Under the table locate the button lock found on front bracket. Push button to unlock leg. Swing leg up.
- Tilt table up to release table from wall bracket.
- Pull table out and push down lowering table until it fits between the two seats.
- Use cushions for a mattress.

For Table:

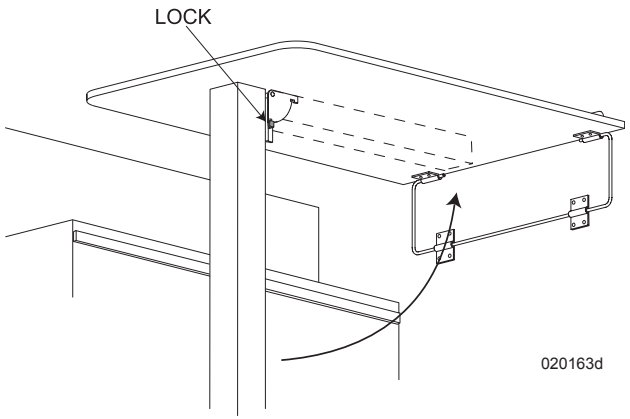
- Swing table up and attach to wall bracket.
- Unlock leg lock and extend leg into position.
- Place cushions back into seat cushion positions.

Storage:

Storage is provided under both seats.

- Remove cushions and lift lid to access storage compartments.
- Open front doors to access storage compartments.

WARNING:
Only forward facing booth dinette seats equipped with seat belts are designed for occupancy while the motorhome is in motion. DO NOT occupy booth dinette (if not equipped with safety belts) or the dining chairs, while the motorhome is in motion. To avoid injury 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.



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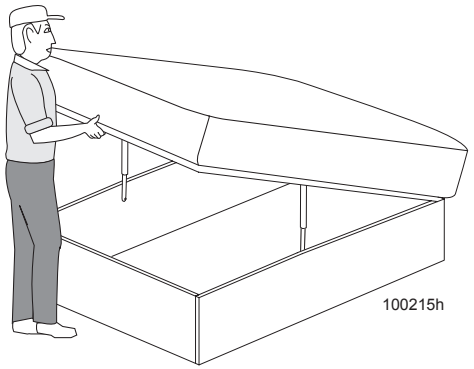
STORAGE - UNDER BED

To use the storage compartment located under the bed, lift up the bed by the front edge of the mattress platform. Gas struts hold the mattress and platform open.



NOTE:
DO NOT overstress 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.

LADDER - REAR

The rear ladder allows access to the roof. Care should be used when climbing the ladder. Access to the roof should be limited to cleaning and sealing purposes only. Stow the lower portion of the ladder in the cargo bay during travel.

NOTE:
Maximum weight capacity for the ladder is 300 lbs.

CITIZEN BAND (CB) RADIO - PREP (OPTIONAL)

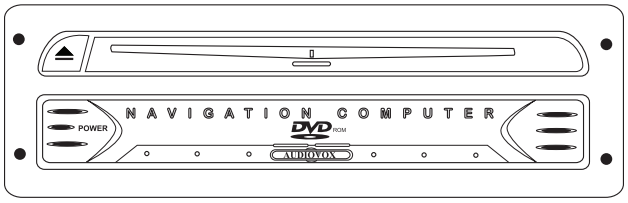
A two-pin connector labeled Citizens Band Radio is located behind the dash panel, along with the CB Antenna coax, which is routed to the roof mounted base. The red wire is 12 Volt DC and has a two amp fuse in the front distribution panel. The white wire is connected to the frame (ground).

GPS NAVIGATION (OPTIONAL)

The GPS Mobile Navigation system provides 2-D and 3-D map views, instant re-routing and turn-by-turn instructions. The system includes a GPS antenna, a DVD ROM player and a DVD map of the US and Canada.

CAUTION:
For safety, only perform GPS operations when motorhome is parked.

INFORMATION:
For detailed information and operating instructions, refer to the GPS Mobile Navigation OEM manual.



Located in driver overhead compartment 031219c

SATELLITE RADIO (OPTIONAL)

The satellite radio option includes a six month prepaid subscription to Sirius satellite service. The deck radio in the motorhome is Sirius ready. Additional hardware will need to be purchased and installed to complete the satellite radio system.

Satellite signals are transmitted from a ground station to satellites orbiting over the continental United States. The satellite then transmits the signal to an antenna in the motorhome. The radio receiver decodes the transmission and plays the selected channel within that transmission. Signals are also transmitted to ground repeaters for listeners in urban areas where the satellite signal can be interrupted.

NOTE:
Components can be obtained by calling National Parts at 1-877-466-6226.

NOTE:
For information regarding subscriptions and service coverage areas, contact the system provider.

Sirius® Radio
1-888-539-7474
www.siriusradio.com

INFORMATION:
For detailed information, account activation and operating instructions on the satellite radio, refer to the manufacturer's manual located in the Owner's Information File box.

TV ENTERTAINMENT COMPONENTS

The following paragraphs will discuss the operations and various components that make up the entertainment center.

INFORMATION:
It is recommended to become familiar with individual components. Refer to the respective manual for detailed instructions on operating individual components.

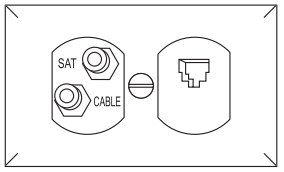
NOTE:
All components of the entertainment system require 120 Volts AC to operate. Hook to shore power, start the generator or turn on the inverter. The satellite antenna requires 12 Volts DC to operate. Turn on the interior house power using the battery switch by entry door.

Television (Front) Lockout Feature

The ignition switch controls the outlet for the front TV, allowing the front TV to be operated only while the vehicle is at rest. Viewing time of the front TV from the inverter depends on state of charge of the house batteries and any additional 12 Volt DC lighting being used.

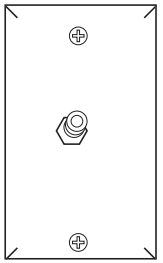
Connections - Cable TV, Computer & Phone

The motorhome is equipped with cable TV, satellite and phone hook-up, located in a roadside rear compartment. For convenience, auxiliary outlets are located throughout the motorhome.



060192e

Located in roadside rear compartment


060192bf

Cable out connection

Located curbside compartment

NOTE:
The cable connection in the roadside rear compartment is a CABLE IN that connects, for example, to a campground cable hook-up. A second cable connection (not on all units) is located in a curbside compartment. This is a CABLE OUT that is used to connect to an independent television monitor, for example, a monitor sitting on a picnic table.

TV Antenna

The television (TV) antenna is a manual crank style antenna with built in electronics that use 12 Volts DC to "boost" signal strength. A weak or fuzzy signal can be amplified by turning on the TV antenna power button on the video selector box. The antenna and booster work together to provide the best possible picture for most situations. Certain conditions may occur that require no amplification, and amplification may actually worsen the reception. In this case, the picture quality may improve by lowering the antenna and providing no amplification.

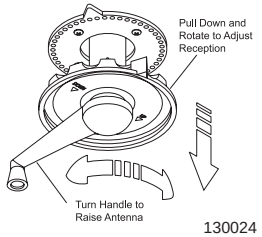
CAUTION:
DO NOT move the motorhome with the antenna raised or partially raised. Damage to the worm gear or antenna breakage can occur from tree limbs or wires.

WARNING:
Visually inspect the surrounding area for obstructions or overhead electrical wires before raising the TV antenna. DO NOT raise the antenna near overhead electrical wires as contact may result in serious injury or death. Damage to the antenna, severe shock, personal injury or death can occur from inadequate clearance.

NOTE:
A TV antenna warning light on the dash illuminates when the ignition is in the ON position and the antenna is up.

To Raise the Antenna:

- Rotate the crank handle clockwise to raise the antenna (about 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.



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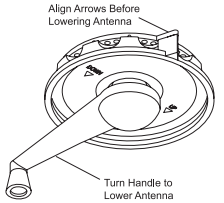
To Lower The Antenna:

- Pull down on the directional wheel and align arrows together.



130024

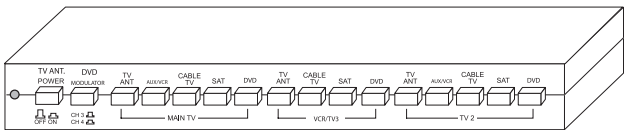
- Rotate the crank handle counterclockwise to lower the antenna fully into the cradle. Make an outside visual inspection to ensure the antenna is properly stowed.

Video Selector Box

The motorhome is equipped with a video selector box with five inputs and three outputs.

Features Include:

- Push button controls allow sending signals from any one of five different inputs to two televisions and VCR or three televisions.
- Five inputs are Satellite Receiver, TV Antenna, AUX/VCR, Cable TV and DVD.
- Three Outputs: Main TV, TV2, and AUX/VCR or third TV.
- Built-in 12 Volt DC television antenna power supply eliminates need for separate wall mounted television antenna power supply.
- Self-resetting fuses used in antenna power supply prevent failure caused by shorted connections.
- Video switch allows independent viewing of signals on TV with a record option from VCR.



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ENTERTAINMENT
Operating the Components

NOTE:
Operation of the entertainment components is accurate at the time of printing. Due to changes in the entertainment equipment and changes in the electrical systems, operation of various entertainment components may vary from what is printed.

To Watch Main Television from the Antenna:

- On the video selector box press the television antenna POWER button ON. This provides 12 Volt DC power to the television antenna amplifier located inside the antenna housing.
- Press the TV ANT button located in the area marked MAIN TV.
- Turn on TV. Use Input button to select TV.
- Select desired channel on TV.
- Use volume control on TV to select desired sound level.

To Watch Bedroom Television from the Antenna:

- On the video selector box press the television antenna POWER button ON. This provides 12 Volt DC power to the television antenna amplifier located inside the antenna housing.
- Press the TV ANT button located in the area marked TV2.
- Turn on TV. Use Input button to select TV.
- Select desired channel on TV.
- Use volume control on TV to select desired sound level.

INFORMATION:
To receive local channels, the television must be set to Air (also called TV or Mono by some manufacturers.) Setting is found in the set-up menu and a channel search initiated to scan available channels in area. Refer to television OEM manual on how to receive all available channels in the area.

NOTE:
The picture quality from the outdoor television antenna varies by location of the station in relationship to the antenna. If picture quality is poor and there is no external power supply, turn the television Antenna Power button located on the control box OFF ON.

To Watch Main Television from a Cable Signal:

- On the video selector box press the CABLE TV button above the area marked Main TV.
- Turn on TV. Use Input button to select TV.
- Access the television main menu and select the Set Up menu. Within the set up menu select Channel Set Up and select Cable.
- Initiate a channel Auto Search to scan available channels (also called Auto Channel Memory). Exit menu.
- Select desired channel on TV.
- Use volume control on TV to select desired sound level.
-

To Watch Bedroom Television from a Cable Signal:

- On the video selector box press the CABLE TV button above the area marked TV2.
- Turn on TV. Use Input button to select TV.
- Access the television main menu and select the Set Up menu. Within the set up menu select Channel Set Up and select Cable.
- Initiate a channel Auto Search to scan available channels (also called Auto Channel Memory). Exit menu.
- Select desired channel on TV.
- Use volume control on TV to select desired sound level.

INFORMATION:
To receive cable channels, the television must be set to Cable (also called CATV by some manufacturers.) Setting can be found in set-up menu and a channel search initiated to scan available channels in area. Refer to television OEM manual on how to receive all available channels in the area.

NOTE:
To view Cable TV signals the motorhome must be connected to Cable TV. Cable TV inputs are available at many of today's campgrounds.

To Watch Main Television from Satellite Signal:

- Turn on TV. Use Input button to select Input 2.
- Turn ON satellite receiver, then use satellite tracking system to acquire satellite.
- Use satellite remote control to select desired channel.
- Use volume control on TV to select desired sound level.

To Watch Bedroom Television from Satellite Signal:

- On the video selector box press the SAT button in area marked TV2.
- Turn on TV. Use Input button to select VIDEO.
- Turn ON satellite receiver, then use satellite tracking system to acquire satellite.
- Use satellite remote control to select desired channel.
- Use volume control on TV to select desired sound level.

To Watch Main Television from a DVD:

- Turn DVD player on.
- Open DVD tray.
- Insert DVD into tray.
- Close tray. DVD will load and play automatically.
- Turn TV on. Using Input button select INPUT 1.
- Select volume on TV to desired level.

To Watch Bedroom Television from a DVD (located in bedroom):

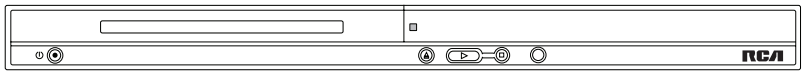
- Turn DVD player on.
- Open DVD tray.
- Insert DVD into tray.
- Close tray. DVD will load and play automatically.
- Turn TV on. Using Input button select FRONT.
- Select volume on TV to desired level.

To Play CD on DVD (located in front of motorhome):

- Turn DVD player on.
- Open DVD tray.
- Insert DVD into tray.
- Close tray. DVD will load and play automatically.
- Turn TV on. Using Input button select INPUT 1.
- Select volume on TV to desired level.

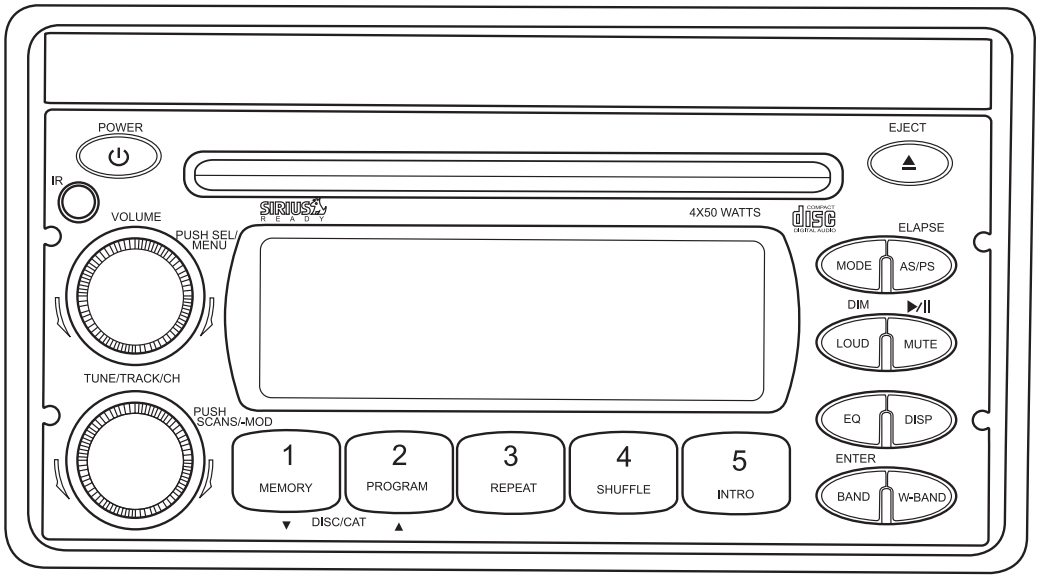
To Play CD on Bedroom DVD Player:

- Turn DVD player on.
- Open DVD tray.
- Insert DVD into tray.
- Close tray. DVD will load and play automatically.
- Turn TV on. Using Input button select FRONT.
- Select volume on TV to desired level.



DVD Home Entertainment System (Optional) 031242b

DASH RADIO



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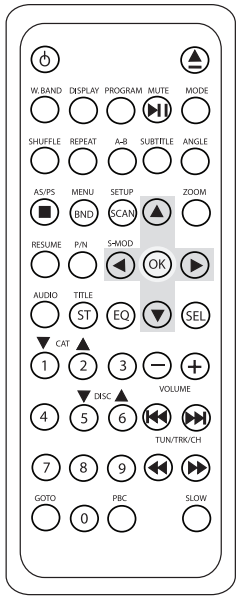

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The dash radio is an AM/FM/Weather Band, CD and Sirius ready stereo receiver that holds fifteen FM and ten AM preset stations.

The dash radio is played using speakers throughout the motorhome.

NOTE:
Refer to the dash radio OEM manual for detailed operating instructions and information.

Dash Radio Operation

To Play Radio:

- House battery disconnect switch must be On.
- Ensure that the battery cut-out switch is On.
- Press Radio Power switch located on the center console to On.
- Turn on the dash radio.
- Use MODE button to select AM or FM.
- Select station.
- Adjust volume on dash radio.

NOTE:
The radio power switch, located on center console, must be On for the radio to operate.

To Play CD:

- Press Radio Power switch located on the dash to On.
- Turn on the dash radio.
- Insert CD. CD loads and plays automatically.
- Adjust volume on dash radio.

RADIO SWITCH - BEDROOM

A radio **ON/OFF** switch is located near the bed and gives the ability to turn the dash radio On/Off from the bedroom. The switch can be utilized for all dash radio functions such as AM/FM station play and CD operation.

When activated the switch performs these functions:

- Allows sound through the bedroom speakers only.
- Turns the dash radio OFF.

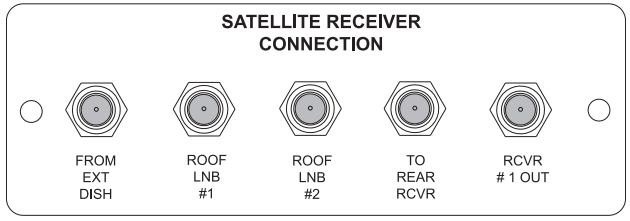
NOTE:
For the bedroom radio switch to function the dash radio must be on.

SATELLITE SYSTEM
DSS Prewire

The motorhome is pre-wired with two (2) RG6 cables that route from the satellite prep plate connections ROOF LNB #1 and ROOF LNB #2 to an area above the first ceiling light. One cable RG6 routes to the driver's side rear compartment while the other cable RG6 coax routes to the rear bedroom receiver location.

The motorhome also has telephone lines which route from the driver's side rear compartment to each satellite receiver location: main TV and rear bedroom.

All cables are attached to the satellite prep plate located in the overhead cabinet above the driver. These include ROOF LNB #1 and ROOF LNB #2 to the roof satellite dish, exterior dish, to the cable plate in the drivers side rear compartment, rear receiver to the rear bedroom interface plate, and receiver #1 out to the switch box as satellite in.



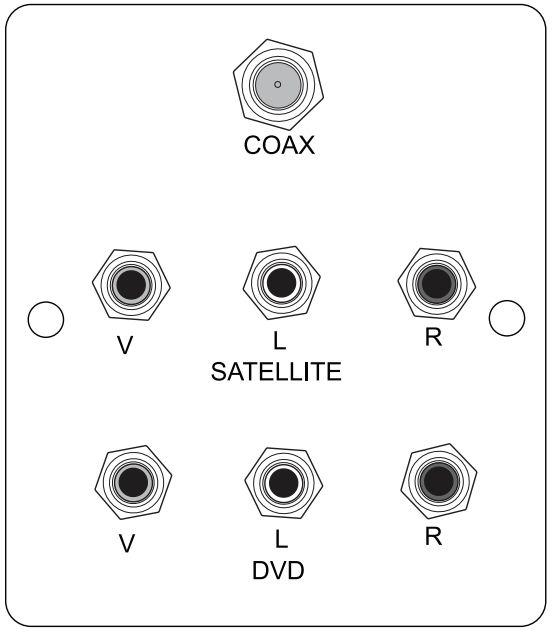
031070d

The following corresponds to the connections on the front of the Satellite Receiver Connection.

- **FROM EXT DISH:** This connection is used to hook-up to a portable satellite dish. Run a coaxial cable from this connection to "Satellite In."
- **ROOF LNB #1:** This connection is used to hook-up to the roof satellite dish. Run a coaxial cable from this connection to "Satellite In."
- **ROOF LNB #2:** This connection is used to hook-up to the roof satellite dish. Run a coaxial cable from this connection to "Satellite In."
- **TO REAR RCVR:** This connection is used to hook-up to the rear bedroom receiver.
- **RCVR #1 OUT:** This connection is used to hook-up to the video selector box. Run a coaxial cable from this connection to "From Satellite" on video selector box.

The following corresponds to the connections on the front of the Bedroom Satellite Receiver Connection.

COAX: This connection is used to hook-up Satellite Input to bedroom receiver.



031070c

SATELLITE V: This connection is used to hook-up Satellite receiver out to bedroom TV.

SATELLITE L: This connection is used to hook-up audio.

SATELLITE R: This connection is used to hook-up audio.

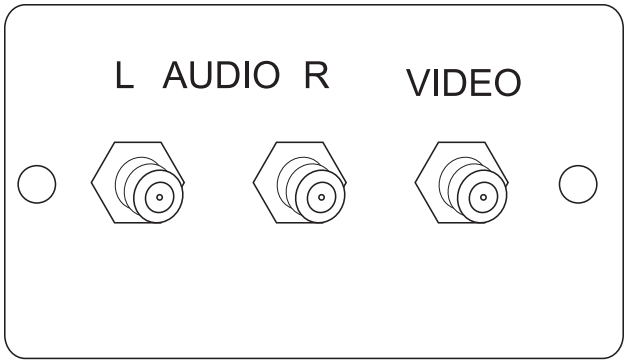
DVD V: This connection is used to hook-up DVD out to bedroom TV.

DVD L: This connection is used to hook-up composite AV.

DVD R: This connection is used to hook-up to composite AV.

AV INPUT GAME PLATE (34SBD ONLY)

The game plate, located in the bedroom area, may be used for any entertainment system with a composite audio/video output. The systems can include current gaming consoles and DVD player.



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To utilize the game plate, connect the OUTPUTS at the back of the entertainment system into the corresponding INPUTS on the game plate.

To obtain video (picture), the proper input on the TV monitor must be selected.

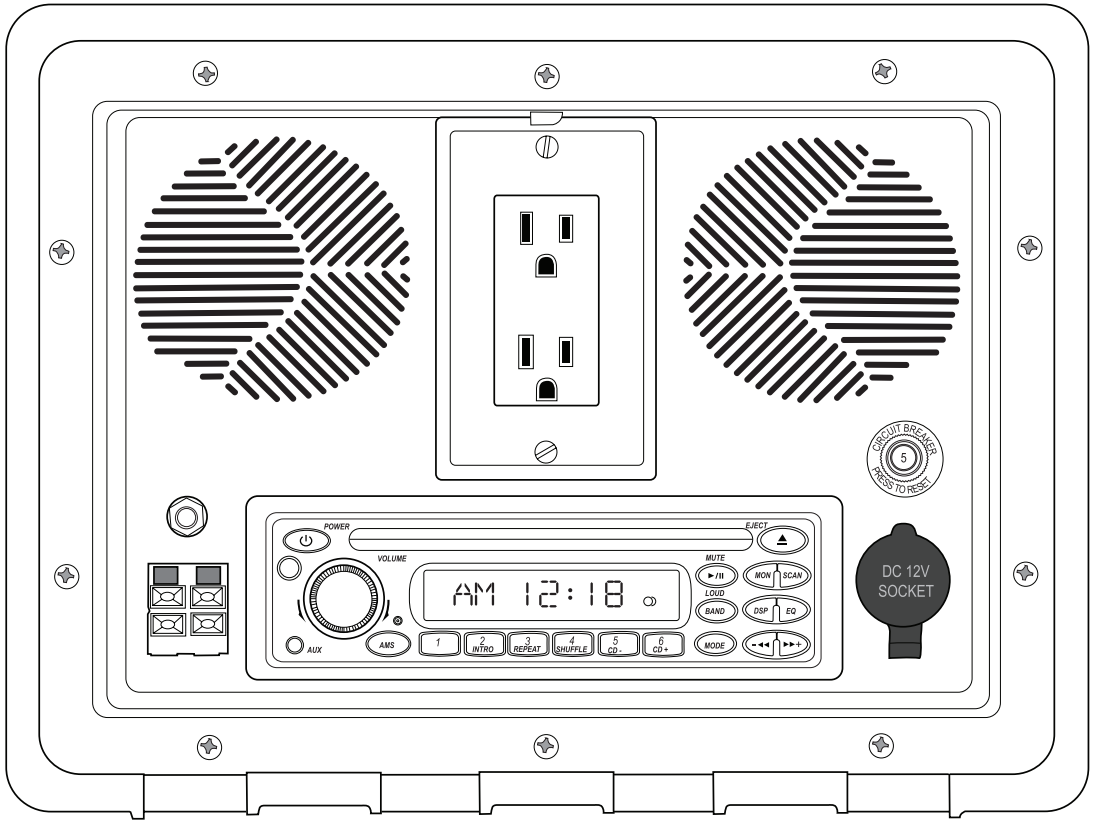
Sound is controlled by the volume controls on the TV monitor.

EXTERIOR ENTERTAINMENT CENTER (OPTIONAL)

The entertainment center is an AM/FM marine stereo radio, CD player with two speakers. The system has many features including 30 station preset (18 FM, 12 AM0.

Included are 12V DC utility outlet, 120V AC antenna receptacle and speaker jacks. The locking cover should be closed and locked when the entertainment center is not in use.

INFORMATION:
For detailed operating instructions and information refer to radio OEM manual.



031023b

SYSTEMS CONTROL CENTER

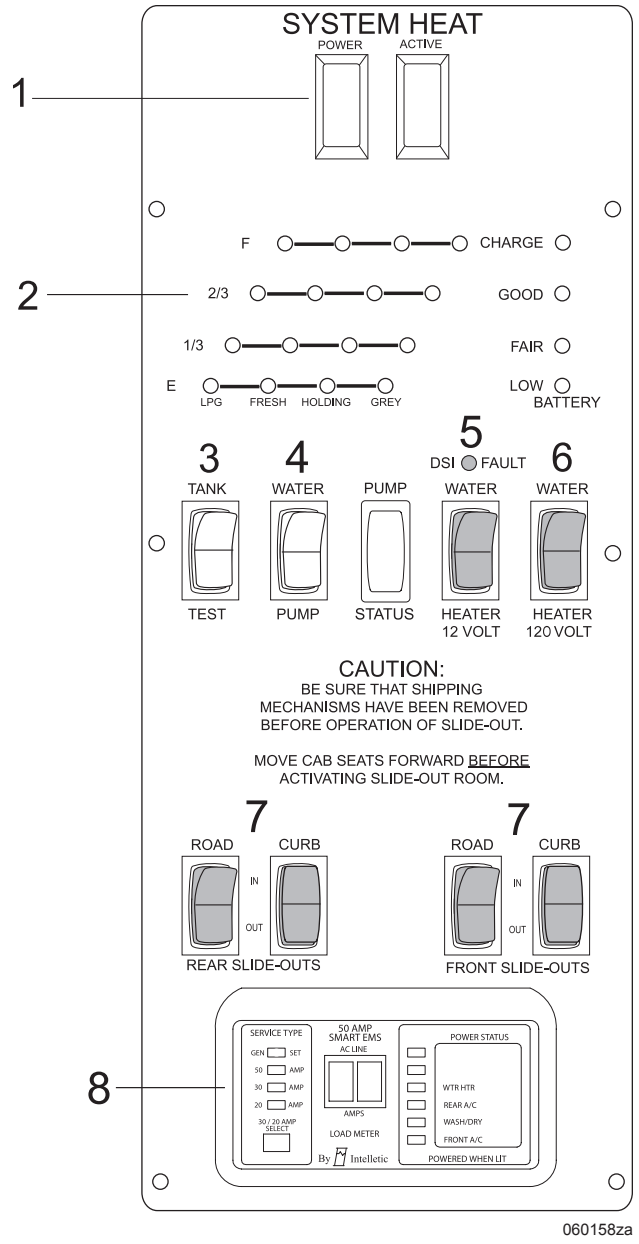
The System Control Center enables a central location for many of the switches and control monitors used to operate the motorhome.

1. **System Heat (Optional)** - Turns on the 12 Volt bay heater in the water service center.

2. **Tank Monitor Panel** - Displays the status of the black and grey holding tanks, fresh water tank and propane tank. Also displays status of house battery.
3. **Tank Test Switch** – Spring loaded switch displays tank and house battery status on the monitor panel.

4. **Water Pump Switch** - Applies 12 Volt DC power to the water pump if operating from the on-board fresh water tank. The Pump Status light illuminates when the water pump is on.

5. **Water Heater Switch** - Applies 12 Volt DC power to ignite the water heater if preferring to operate water heater with propane. If the Water Heater fails to ignite, the DSI FAULT lamp will illuminate. If problem persists consult a qualified technician.



060158za

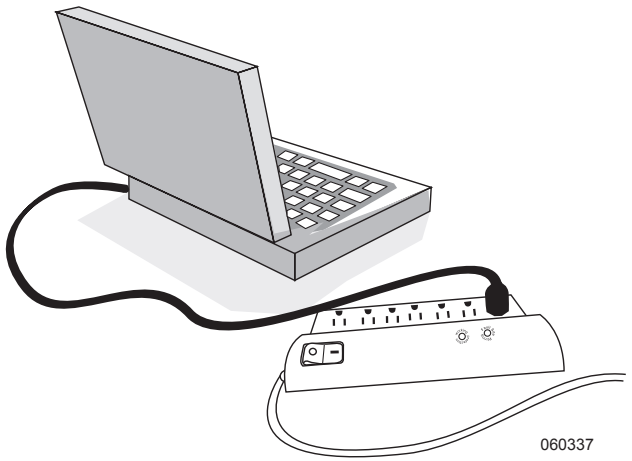
6. **Water Heater Switch** - Applies 120 Volt AC power to the Water Heater if preferring to operate water heater with 120 volts electricity.
7. **Slide-Out Room Controls** - Extends and retracts slide rooms

8. **50 Amp Energy Management System (Not Available on All Units)** – Provides circuit protection for all 120 Volt AC loads and manages 120 Volt AC distribution.

SURGE PROTECTOR

The transfer switch is not a surge protector. Plug sensitive electronic equipment (such as laptops) into a surge protector for protection from power surges.

CAUTION:
The transfer switch does not cut out at high or low voltages.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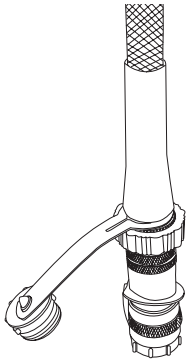
MONARCH 08

WATER SYSTEMS — SECTION 6

WATER SYSTEMS - INTRODUCTION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This section contains information about the operation and care of various water system equipment found in the motorhome. Optional water equipment will also be discussed, so not all information may be applicable to each motorhome. More detailed information with **CAUTION** or **WARNING** instructions for various equipment, other than what is found in this section, can be found in the OEM manuals in the owner information box.

Newcomers to a self-contained motorhome soon discover water does not last 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. Plenty of water will be available to meet personal needs once habits are adjusted.

The motorhome plumbing system may be operated with or without shore services. The plumbing system holding tanks include a fresh water tank, a grey water tank and a black water tank. The sinks and shower drain into the grey tank, and the toilet drains into the black tank. An onboard water pump will supply all faucets and toilets with water from the fresh tank. Close monitoring of the holding tanks is necessary when shore services are not available. The motorhome is equipped with a systems monitor panel located in hallway area.

The motorhome plumbing system can be attached to shore services (city water and sewer) at the roadside service center. The service center includes the city water/fresh tank fill connection and the grey and black tank valves, drains and tank flush connections. If shore services are available, the shore water supply (city water) can be used to pressurize the water system, so the onboard water pump can be left off. The grey and black tanks share a termination outlet. A sewer hose can be attached from the drain to the shore sewer connection. It is recommended to leave the black tank drain closed and the grey tank drain open when hooked to shore services to avoid a clogged sewer hose. Drain and flush the grey and black tanks after dumping and/or prior to departure.

Fresh Water System:


040400
Potable water hose

The fresh water system consists of a fresh water tank, water pump, gravity fill connection, water filter, a city/fresh water connection and a water hose that is marked for potable water use only. Proper care of the hose is necessary. After each use, drain the water hose and coil the hose neatly. Attach the ends together to keep dirt, debris and insects out of the hose.

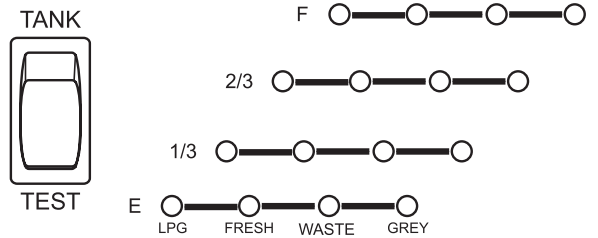
Waste Water System:

The waste water system consists of a waste holding tank (grey water), sewage holding tank (black water), flush system, toilet, waste hose and drains.

WARNING:
Water is electrically conductive. DO NOT use any electrically powered item or electrical outlet that may be exposed to a water source. Such use can result in a serious shock, causing injury or death.

WATER TANKS
Measurements

The motorhome is equipped with a monitor panel to aid in managing the storage tanks. The monitor panel is located on Systems Control panel located in the hallway area. The switch marked Test is a momentary switch which requires being held down while testing the level of the storage tanks. Read the scale for the desired storage tank that is being monitored. Each scale uses colored lights along with a corresponding scale reading.



040436i

Located in hallway area.

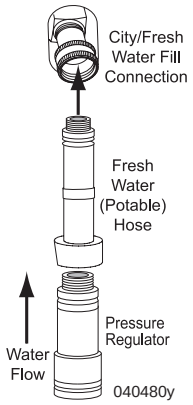
LP Tank and Fresh Tank	Waste and Grey Tanks
Red = Empty	Green = Empty
Amber = 1/3 Full	Yellow = 1/3 Full
Yellow = 2/3 Full	Amber = 2/3 Full
Green = Full	Red = Full

WATER - POTABLE

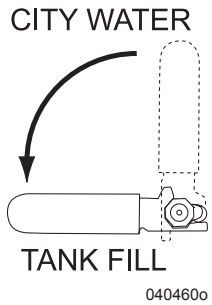
Fresh Water Fill

When connecting the motorhome to fresh water, use a hose manufactured and labeled "for potable water." This ensures that the hose will not flavor the water. Install a pressure regulator on the water line to prevent the hose from expanding and bursting due to excessive pressure.

1. Ensure the water pump is off.
2. Connect one end of the pressure regulator to the water source and the other end to the potable hose.
3. Connect potable hose to the City/Fresh Water Fill valve.
4. Open the fresh water tank shut-off valve.
5. Make sure the main fresh water tank drain valve and all low point drain valves are closed.



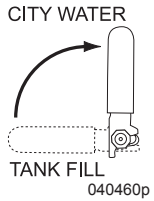
6. Turn the water control handle to the "Tank Fill" position.
7. Turn on water at the water source. The water should be audible as the fresh water tank fills. Observe tank fill by using monitor panel located inside the motorhome.



8. Frequently press the "Test" switch and read the scale as the fresh water tank fills. Do not leave the motorhome unattended while filling the fresh water tank.
9. The tank is nearing full when the light marked "F" illuminates. When the tank is completely full, water will flow out of an overflow tube under the motorhome.
10. Turn off water supply and return the water control handle to "City Water" position.
11. Disconnect the potable hose. Remove pressure regulator. Store the hose with both ends connected to prevent debris from entering the hose.

CAUTION:
Some outside 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. An additional pressure regulator can be connected to the city water faucet to regulate the pressure to the potable water hose. Excess pressure can cause the water hose to swell and burst.

City Water Hook-up

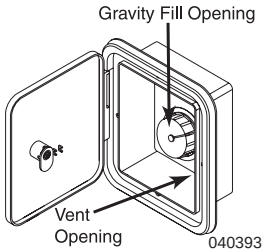


When connecting the motorhome to fresh waster, use a hose manufactured and labeled for potable water to ensure the hose will not flavor the water. It is recommended to install a pressure regulator on the water line to prevent the hose from expanding and bursting due to excessive pressure.

1. Install the pressure regulator on the water source.
2. Connect the pressure regulator to the potable hose and the potable hose to the City/Fresh Water Fill Valve.
3. Water control valve should be in the "City Water" position.
4. Turn on the water at the source.
5. The water pump can either be OFF or ON. It will not affect the water pump to leave it on.
6. Open each faucet, one at a time, to rid any trapped air inside the pipes.

CAUTION:
Some outside 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. An additional pressure regulator can be connected to the city water faucet to regulate the pressure to the potable water hose. Excess pressure can cause the water hose to swell and burst.

WATER TANK - FRESH GRAVITY FILL



Located roadside rear

The gravity fill inlet allows fluids to be introduced directly into the fresh water tank. When dry camping, water can be poured directly from a container into the fresh water tank. The gravity fill inlet can be used to pour disinfecting solution into the fresh water tank. Use only potable water sources, solutions and delivery systems when using the gravity fill inlet.

Filling the Tank:

1. Unscrew fill cap. Keep cap and inlet clean.
2. Insert potable water hose into inlet.
3. Fill tank until water overflows from inlet.

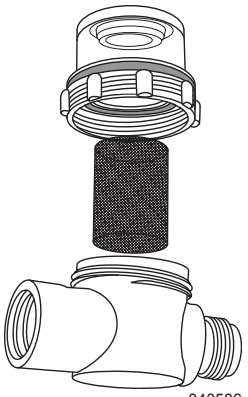
NOTE:
DO NOT leave the gravity fill inlet unattended when in use.

WATER PUMP

The water pump pressurizes the fresh water system when not connected to city water. The water pump is self-priming, operating on demand as water is used. The water pump is located in the water service center.

Operation Requirements:

- House battery disconnect switch must be on.
- Turn on battery switch (by entry door).



Water pump inlet screen: *Located on water pump in water service center. Clean every two months.*

WARNING:
Before leaving the motorhome for extended periods of time (i.e. overnight or longer) be sure that the city water supply and water pump have been turned off. Damage from neglect will be the responsibility of the owner, not the manufacturer.

The water pump can be operated from these following locations:

- Water Service Center
- Systems Control Center

To turn the water pump ON or OFF:

- Momentarily press the water pump switch. The indicator lamp illuminates 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.

To operate the water pump after unhooking from a 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).

Water Pump Troubleshooting

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:

Water pump will not start or blows the fuse:

- Check the electrical connections, fuse or breaker, main switch and ground connection.
- Is voltage present at the pressure switch on the pump? If voltage is present, the pressure switch may be faulty. As a test, temporarily bypass the pressure switch.
- 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).

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.
- Check the pump housing for cracks or loose drive assembly screws.

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.

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.

Water pump is rapid cycling:

- Look for restrictive water flow in the faucets or shower heads.

WATER FILTER

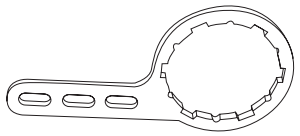
A whole-house water filter is located in the water service bay. Change the water filter after 1,000 gallons of use or sooner if water flow is noticeably reduced.

NOTE:
The water filter is located in the roadside Water Service Center.

CAUTION:
Protect filter from freezing or damage to the system could occur.

Filter Removal:

- Turn off the water supply and the water pump.
- Open faucets to bleed off pressure.
- Unscrew the filter bowl using the bowl wrench.



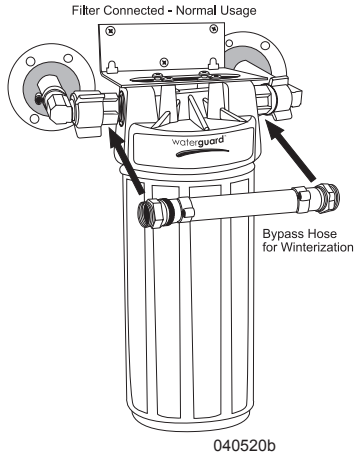
Water Filter Removal Wrench

- Check o-ring for damage and lubricate if necessary. O-ring should be changed every third cartridge change to ensure proper sealing.
- Remove the old cartridge and discard.
- Empty any remaining water in the bowl.

Filter Installation:

- Insert new cartridge into filter bowl.
- Screw filter bowl back onto head and hand tighten securely.
- Turn on water pump or city water.
- Thoroughly flush and purge air from the system by opening faucets and running the water for approximately 20 minutes.
- Check for leaks.

To Winterize:



- Disconnect the two water line connections (normal usage) on either side of the filter bowl head.
- Connect a bypass hose to the two water lines.
- Unscrew the filter bowl using the bowl wrench.
- Remove the old cartridge and discard.
- Empty any remaining water in the bowl.
- Store the filter bowl. **DO NOT** screw filter bowl back onto filter head.
- Winterize the motorhome.

To De-Winterize:

- Disconnect the bypass hose to the two water lines. Store bypass hose.
- Reconnect the two water lines to the filter bowl head.
- Insert new cartridge into filter bowl.
- Screw filter bowl back onto head and hand tighten securely.
- Turn on water pump or city water.

- Thoroughly flush and purge air from the system by opening faucets and running the water for approximately 20 minutes.
- Check for leaks.

NOTE:
Confirm the filter cartridge number before ordering or obtaining a replacement.

CAUTION:
O-ring must be properly seated in the groove of the lower housing or a water leak could occur.

NOTE:
For further assistance, contact Shurflo Customer Service at 1-800-854-3218.

WATER SYSTEMS
Troubleshooting

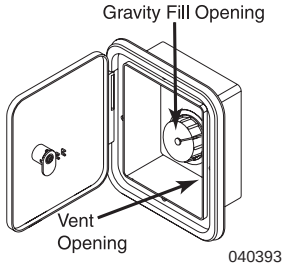
If the water pump cycles after closing the faucets, drain valves and inlet valves, a leak may be present. At this time check for leaks around fittings, valves, filters and connections of the hot and cold water system. If problems continue, take the motorhome to an authorized dealer for repair.

Disinfecting Fresh Water

Disinfecting the water system with household bleach (superchlorination) protects against bacteriological or viral contamination from common water sources.

Disinfect the fresh water system:
- If the motorhome is new.
- If the motorhome has been in storage.
- Every three months during use.

NOTE:
Use the gravity fill to perform this task. Remove cap from the gravity fill. Add the solution. When finished, secure the gravity fill cap.



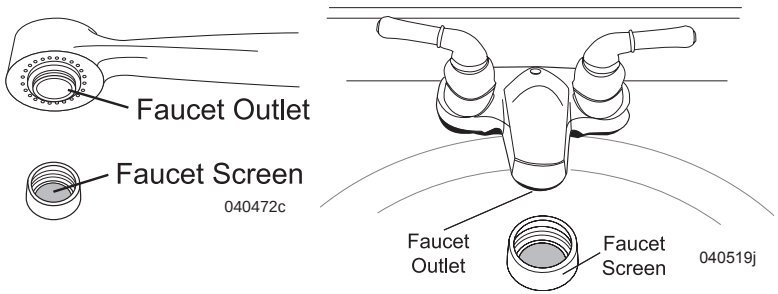
To Disinfect the Water System:
- Remove the water line connections from the water filter and connect the bypass hose to the water lines (see “Water Filter).
- Prepare a household chlorine bleach solution of 1 gallon water and ¼ cup of chlorine bleach. Use 1 gallon of solution for every 15 gallons of tank capacity. This mixture puts a 50 ppm (parts per million) residual in the water system, and acts 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.
- Turn the water pump OFF.
- Drain the fresh water tank. Close the fresh water tank drain.
- Close the water heater bypass valve. This ensures that none of the prepared disinfecting solution enters the water heater. If applicable, refer to the water heater OEM manual for instruction on flushing the water heater.
- Pour the solution into the fresh water tank using the gravity fill opening.
- Top off the tank with fresh water.
- Turn the water pump ON.
- Open each faucet, in turn, and run the water until you smell a distinct chlorine bleach odor. Do not forget the shower faucets.
- Turn OFF all faucets and allow the system to stand for 4 hours.
- Drain the fresh water tank of the prepared solution.
- Fill the fresh water tank with fresh water. Thoroughly flush hot and cold water lines with fresh water. Repeat this process until the chlorine smell and taste is no longer detectable in the water system.
- Install new water filter. Remove bypass hose and store. Reconnect water lines to water filter.
- Open the water heater bypass valve.

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 chlorine residue from the potable hose.

INFORMATION:
Household bleach is 5.25% Sodium Hypochlorite. Higher concentration will increase PPM ratio.

FAUCET SCREENS

Fresh water sources will vary by location. Build up of lime deposits, or debris on the faucet screen, will restrict or plug the flow of water coming from the faucets. Should the flow of water reduce, the filter screen in the faucet head may be clogged. All faucet screens should be checked and cleaned every two weeks of use.

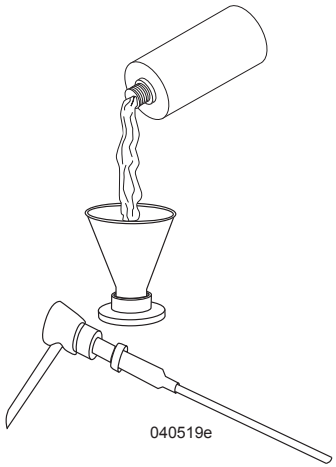


- Faucet screens are normally located on the outlet side of the faucet and held in place with a threaded collar.
- Remove screen from faucet.
- Clean screen using a small soft brush and de-liming solution.
- Reinstall screen and check water flow.

LIQUID SOAP DISPENSER

The liquid soap dispenser can be used with any type of liquid soap or lotion. The liner of the bottle will not corrode or discolor the contents of the dispenser. Use a soft cloth and blot dry to clean. Abrasive cleansers or polishes can damage the finish on the dispenser.

- Lift dispenser pump out of bottle.
- Use funnel to fill bottle with liquid soap or lotion.



WASTE WATER SYSTEMS

Proper Waste Disposal

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 modern rest areas along the interstate now have dump stations available. 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 list dumping stations. Some major oil companies offer dump facilities at selected stations also.

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.
- Automotive antifreeze, ammonia, alcohol or acetone in holding tanks will dissolve plastic.
- **DO NOT** dispose of table scraps or cooking grease into the tanks. They can clog pipes or damage termination valve seals.
- Facial tissue is thicker, softer and stronger than a rapidly dissolving tissue. White toilet paper dissolves faster than colored. To test tissue dissolving ability, immerse one tissue square into a jar of water. Shake the jar five times to determine how the tissue disintegrates. **DO NOT** use any type of tissue that remains in one piece. Paper designed specifically for holding tanks is available at most RV supply stores.

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.

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.

What to Put in Holding Tanks

Grey Water Tank:

The grey water waste tank stores the sink, shower and drain water. A reduced mixture of chemicals may help to control odor in the grey tank.

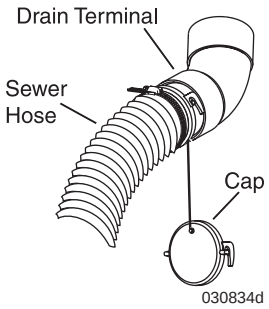
Ensure that there is enough liquid in the holding tanks prior to dumping the waste holding tanks to provide a smooth flow through the valve, drain pipe and drain hose. Empty the waste holding tanks weekly to prevent stagnation and overfilling.

Black Water Tank:

Before initially operating the toilet, treat the sewage holding tank with a pre-charge of water and an odor-control chemical (available at most RV supply stores). First, add approximately three gallons of water to the holding tank. 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 hands, clothing, toilet bowl or carpet. Hot weather conditions may require adjusting the amount of chemical used to control odor. 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's when using 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.

Waste Drain Hose



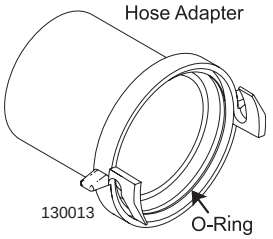
A flexible three-inch sewer hose attaches between the termination drain and the shore facility. Sewer hoses usually come in 10 or 20 foot lengths.

The shore fitting for the sewer hose may be a three or four-inch, male or female thread pipe; or a four-inch pipe with no threads, covered by a metal plate. Different style of adapters are available to fit most configurations. Hose ladders may also be purchased to support the 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.

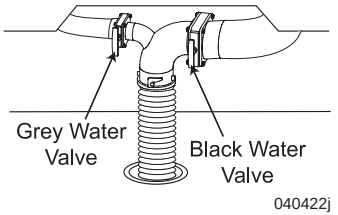
To Attach the Hose:

- Remove termination cap. Align coupler tangs with termination tabs. Twist coupler clockwise 90º locking coupler to termination outlet.
- Attach other end of hose to drain service. Restrain hose to prevent movement during use.
- Open the liquid waste drain (grey water) valve.



The solid waste drain (black water) valve remains closed until the tank is full or until time of departure to help prevent clogging. Use the outside faucet or shower attachment for washing or rinsing the sewer hose after dumping the black tank.

NOTE:
Use care when connecting the sewer hose adapter to the termination outlet in cold weather.

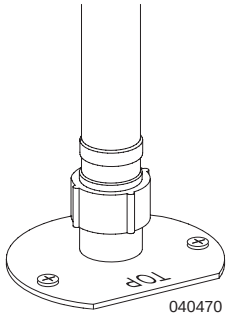


NOTE:
Close the grey water valve 24 hours prior to departing to allow the tank to fill with liquid to help in the dumping process.

LUBE:
Periodically lubricate the O-ring on the sewer hose adapter with silicone spray.

Black Tank Flush

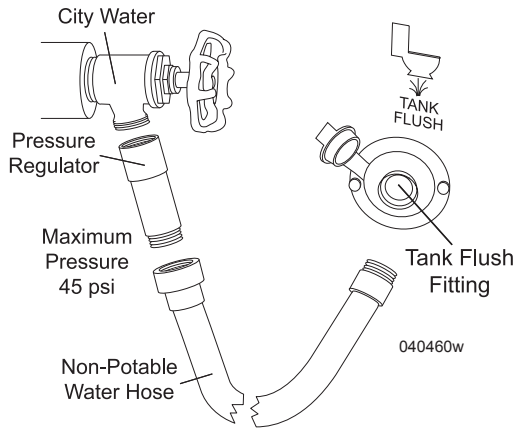
The motorhome comes equipped with a power flush nozzle, located in the black tank to help reduce solids build-up. Flush the black tank each drain cycle. Failure to thoroughly rinse the black tank may result in accumulated solids and a clogged spray nozzle.



Black Tank Flush

Gravity Drain Hose Dumping:

1. Attach sewer hose to terminal drain and shore facility.
2. Prepare to dump the solid waste (black) tank first. Close the liquid waste drain (grey) valve.
3. Fill the grey tank to at least 50% by running water in the shower or sinks. Use the tank monitor panel to observe tank fluid levels. When the grey tank is 50% full, stop filling the tank.
4. Open the solid waste drain (black) valve. Allow the black tank to drain.
5. Connect one end of the pressure regulator to the water source and the other end to a non-potable water hose. Connect the non-potable hose to the tank flush fitting.
6. Turn on the water source and allow water to rinse the black tank at least three minutes. **Never operate the system unattended.** Ensure the water flows freely though the sewer drain hose.



Flush Black Tank

7. When completed, turn off the water source and close the black water valve.
8. Open the grey water valve. The water in the grey tank will flush remaining solids from the sewer hose. With the grey water valve open, run two gallons of water down any drain to flush grey tank. The grey valve remains open until the next drain cycle, or time of departure.

WARNING:
Operating the flush system unattended can risk flooding. 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.

Preparing for Travel:

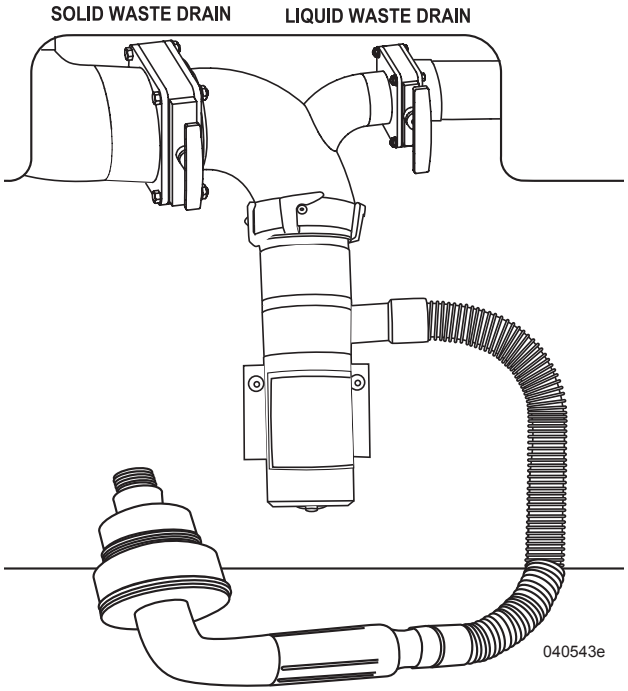
1. Close solid waste (black) and liquid waste (grey) valves.
2. Undo restraining devices from the sewer hose. Disconnect the sewer hose from the termination outlet by rotating the fitting counterclockwise 90º.
3. Raise the sewer hose and using a hand over hand method work the sewer hose towards the shore fitting.
4. Rinse the sewer hose with outside facility and repeat the hose drain process.
5. Remove the sewer hose from shore fitting.
6. Store the sewer hose.
7. Secure the termination cap to the termination outlet (required by law in some states).
8. If desired, add chemicals to the tanks to control odor. Follow the directions given by the manufacturer of the chemical.

NOTE:
Dump the black tank and grey tank before driving.

WASTE PUMP (OPTIONAL)

The waste pump (Sani-Con system) is a self-priming impeller pump designed to minimize clogging when draining the tanks. The system comes with a 1½" outlet hose and a 12-13 gallon per minute macerator pump.

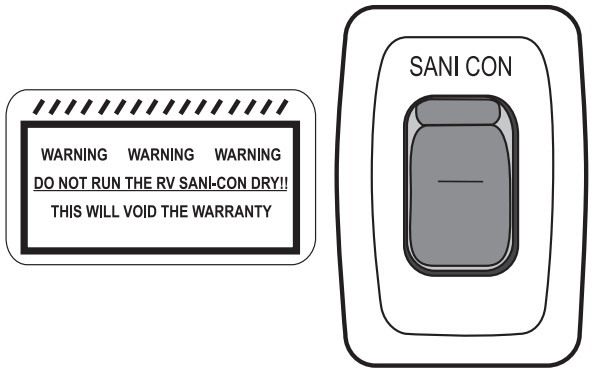
When operating the Sani-Con, it is recommended to wear disposable gloves, safety glasses and protective clothing as necessary. The house battery disconnect switch, located in curbside battery compartment, must be on for the Sani-Con system to operate. The waste pump operates on 12 Volts DC from the house batteries.



NOTE:
For additional Information, consult RV Sani-Con literature or website: www.emptythetanks.com

WARNING:
NEVER place in the toilet personal hygiene products, cigarette butts, paper towels, table scraps, grease, any tissue that remains in one piece, any object that can be considered foreign. These objects will damage the Sani-Con system and void manufacturer's warranty.

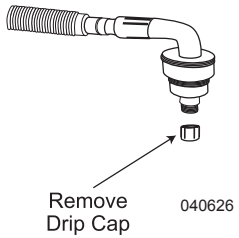
WARNING:
Never leave the Sani-Con pump unattended while in use. DO NOT allow the pump to run dry for any period of time. Damage to the pump impeller and Sani-Con system will result and void manufacturer's warranty.



To Empty the Black Tank (Solid Waste):

- Close the black tank (solid waste) and grey tank (liquid waste) valves.
- Remove the terminal drain outlet cap.
- Secure the macerator pump to the termination drain outlet.
- Remove the drip cap at 1½" end of discharge nozzle (see illustration).

WARNING:
Be sure to remove the drip cap from the Sani-Con hose end (see illustration). Failure to do so will result in damage to the Sani-Con system.



CAUTION:
If the pump is activated while the drip cap is on the hose end, switch the pump off (use the Sani-Con On/Off switch) and wait at least 30 seconds to allow pressure to dissipate before removing the drip cap.

- Periodically tighten all hose clamps and connections.
- Install discharge nozzle to the sewer connection (dump station). The discharge nozzle will fit 3" to 4", threaded or non-threaded sewer connections. Ensure the discharge nozzle is installed correctly prior to operation.
- Open the solid waste (black tank) valve by pulling outward.

- Turn on the waste pump using the Sani-Con switch located on Water Service Center panel.
- Push the test switch on the monitor panel to read tank level. Allow the black tank to empty.
- When the black tank is empty, turn off the Sani-Con pump and leave the black tank valve open.
- Store macerator pump and Sani-Con discharge nozzle with drip cap for travel. Secure termination cap to termination drain (required by law in some states).
- If desired, add chemicals to the holding tanks to control odor. Follow the chemical manufacturer's directions.

To Empty the Grey Tank (Liquid Waste):

- Secure the macerator pump to the termination drain outlet.
- Remove the drip cap at 1 ½" end of discharge nozzle (see illustration).
- Periodically tighten all hose clamps.
- Install discharge nozzle to the sewer connection (dump station). The discharge nozzle will fit 3" to 4", threaded or non-threaded sewer connection. Ensure the discharge nozzle is installed correctly prior to operation.
- If applicable, close the black tank (solid waste) valve.
- Open the grey tank valve.
- Turn on the Sani-Con pump. Allow the grey tank to empty.
- Push the test switch on the monitor panel to read tank levels.
- If applicable, the black tank (solid waste) can be emptied at this time.
- Turn the Sani-Con pump off.
- Close the grey tank drain valve and, if applicable, the black tank valve.
- Store macerator pump and Sani-Con discharge nozzle with drip cap for travel. Secure termination cap to termination drain (required by law in some states).
- If desired, add chemicals to the holding tanks to control odor. Follow the chemical manufacturer's directions.

To Flush the Black Tank:

- Secure the macerator pump to the termination drain outlet.
- Remove the drip cap at 1½" end of discharge nozzle (see illustration).
- Periodically tighten all hose clamps.
- Install discharge nozzle to the sewer connection (dump station).
- Connect a non-potable water hose with pressure regulator to the water source. Connect the other end of the non-potable water hose to the Tank Flush fitting.
- Open the solid waste (black tank) drain valve.
- Close the liquid waste (grey tank) drain valve. The grey tank should be at least 50% full.
- Turn on the water source and allow the water to rinse the black tank at least three minutes. Never operate the system unattended.
- Turn the water off, disconnect the non-potable hose and pressure regulator. Store the hose and regulator for future use.
- Turn the Sani-Con pump on and allow black tank to empty.
- Turn the Sani-Con pump off
- Close the solid waste (black tank) drain valve.
- If applicable, the liquid waste (grey tank) can be emptied at this time.
- Open the liquid waste drain valve. Turn on the waste pump. The water in the grey tank will flush the remaining solids from the sewer hose.

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.

- The liquid waste (grey tank) drain remains open until next drain cycle. If preparing travel, then close liquid waste (grey tank) drain valve.
- Store macerator pump and Sani-Con discharge nozzle with drip cap for travel. Secure termination cap to termination drain (required by law in some states).
- If desired, add chemicals to the holding tanks to control odor. Follow the chemical manufacturer's directions.

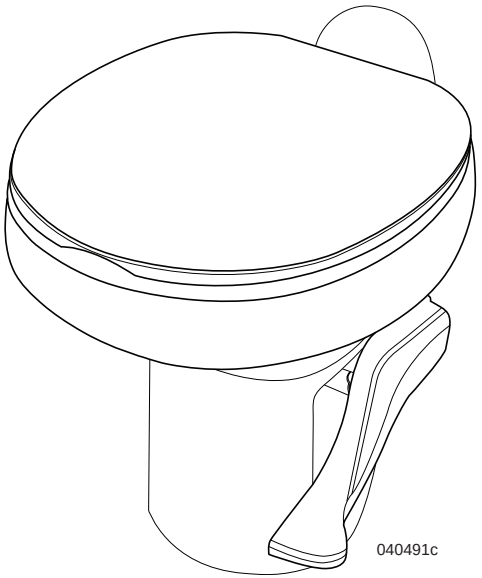
NOTE:
Drain both the black tank and grey tank before traveling.

Troubleshooting:

- The house battery disconnect switch must be on.
- 12 Volt DC power for the macerator pump comes from the house batteries and is protected with a 15 Amp mini-breaker. The breaker is located in the curbside electrical battery compartment. Open the black box above the batteries to access the mini-breaker.

TOILET

The toilet uses water from either the fresh water tank or a city water supply. The water pump must be turned ON or connect the motorhome to city water. The toilet flushes directly into the sewage holding tank (black water).



CAUTION:
To prevent accumulation of solids below toilet, add several gallons of water to the holding tank before use. Most chemical mixtures for holding tank odor control are poisonous. Follow the product manufacturer's directions and WARNING:s when using any holding tank additive.

NOTE:
Never dispose of sanitary supplies or other non-dissolving items into the toilet. Facial tissue, wet strength tissue, paper towels or an excess toilet tissue can clog the tank or termination valve.

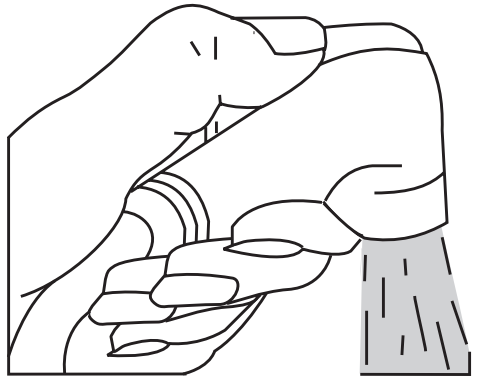
Pedal Flush:

- 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, push the lever all the way down until the sewage leaves the toilet.

Water flow pressures vary. Therefore, holding the flush lever down for several seconds may be required. Release the flush lever, allowing it to snap back, permitting positive sealing around the flush ball. A small amount of water should remain in bowl.

Hand Sprayer:

- To operate the hand sprayer, depress the thumb lever. Step on foot pedal. Direct water into the bowl.



Cleaning & Maintenance

The toilet should be cleaned regularly for maximum sanitation and operational efficiency. Clean the toilet bowl with a mild non-abrasive bathroom cleaner with a soft bristle, non-abrasive bowl brush, sponge or soft cloth. **DO NOT** use scouring powders, acids, concentrated cleaners, chlorine or caustic chemicals, such as drain opening types, as they will damage surfaces, plastic parts and rubber seals.

Clean the toilet system using the tank flush. 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 the holding tank capacity, every few days during use.

Maintenance - Checking for Leaks: To find leaks, check behind or under toilet. Take four or five sheets of toilet tissue and wipe all the seams and water line connections. Start at the top of the unit and work downward. When the tissue comes in contact with leaking water it will immediately change texture.

- Between closet flange and toilet: Confirm that flange screws are snug. DO NOT over tighten screws. If leak continues, remove toilet and check flange height. Adjust the flange height to 7/16" above floor, if necessary. Replace flange seal if damaged.

Maintenance - Bowl Problems:

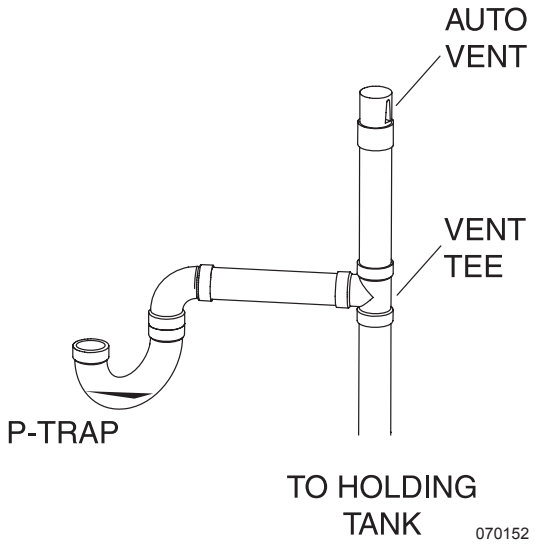
- Poor flush: Flush should be obtained within two to three seconds. If a problem persists, adjust the water level. If problems continue, the water pressure or flow rate may be low. Remove the water supply line and check flow rate. Flow rate should be at least ten quarts (9.5 liters) per minute. Water pressure should not be below 25 psi.
- Bowl will not hold water: Check for and remove any foreign material from valve blade groove in the flush drain. Check blade seal compression with mechanism. If blade seal is worn, replace.

NOTE:
If the motorhome is in storage for six months, spray silicone on the toilet valve and work it back and forth. Perform this maintenance monthly during use (silicone will evaporate in about 30 days). DO NOT use a petroleum-based lubricant, damage to the seals will occur.

DRAIN TRAPS & AUTO VENTS

Sinks and shower drains incorporate a water trap (P-Trap) and auto vents to prevent waste water holding tank odor from entering the motorhome.

Drain Traps:
P-Traps are usually within 54" of a vent tee and must contain water to block odors. During storage water can evaporate and allow odor into motorhome. If odor is detected, run water into sinks and shower to fill P-traps.



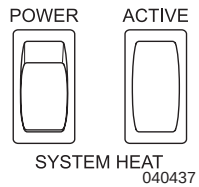
AutoVents:
The auto vent is designed to assist in the smooth flow of water in the drain without creating a vacuum. If stuck in the open position the auto vent can allow grey odors to enter the motorhome. Some auto vents can double as “clean outs” in the event the line needs to be snaked out.

COLD WEATHER CONDITIONS

Extended use in below freezing (32° F/0° C) weather will require operation of the furnace to protect interior water lines, fixtures, water storage tanks and pumps. Exposed drains may freeze quickly. If in doubt about what temperature the motorhome will tolerate, winterize with potable antifreeze. Cold temperature can adversely affect water systems below the floor level because the furnace does not provide heat to these components. A 12 Volt DC bay heater and thermal snap disc are located in the water service bay. The System Heat switch on the monitor panel operates the (Optional) bay heater and a heat pad on the fresh water tank, and should be turned on when ambient temperatures approach 44º F (+/-6º F) and freezing temperatures occur.

System Heat Operation (Optional):

1. Turn the Systems Heat switch **ON** when cool or freezing temperatures may occur.



2. When the bay temperature reaches 40º F (+/-6º F) the snap disc thermostat closes. The bay heater and systems heat Active light turns on. The heater continues to operate until bay temperature reaches 55˚ F (+1 - 6˚ F). The bay heater and Active indicator light will turn **OFF**.

Requirement for Operation:

- House battery disconnect switch must be on.

NOTE:
The bay heater consumes about 20 Amps when operating. House battery power can be quickly consumed. It is recommended to hook shore power when using Systems Heat.

Cold Weather Storage

If the motorhome is stored where freezing temperatures may occur, drain the domestic fresh water loop. Begin draining the fresh water tank by opening the low point drain for the fresh tank and allowing the water to drain.

NOTE:
Icemakers, 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.

WINTERIZATION

Water, plumbing and sewer systems require winterization when the motorhome is placed in storage. The recommended method of winterizing the motorhome is using air pressure to remove liquids that may freeze and cause damage to the various systems and appliances. The lines can then be left empty or filled with an FDA approved RV antifreeze. When plumbing lines are drained, antifreeze is not necessary, and the decision to use antifreeze is left to the motorhome operator.

NOTE:
ONLY FDA approved RV antifreeze should be used to winterize the water systems in the motorhome.

Using Air Pressure

Access to an air compressor and an adapter to connect the air line regulator to the water system is necessary. Air adapters used for winterizing are available at RV supply locations. **Air pressure should not exceed 40 PSI. Higher pressure can damage the water lines.**

WARNING:
It is recommended that a qualified RV service technician familiar with motorhomes, such as an authorized dealer, perform the winterization procedure.

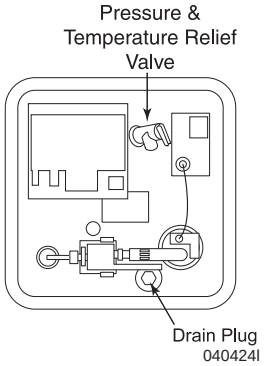
NOTE:
Freeze damage is not covered under warranty.

1. Empty and flush the holding tanks.
2. Disconnect the water line connections on either side of the water filter bowl head. Connect the bypass hose to the water lines. Unscrew filter bowl, remove old cartridge and empty any remaining water in the bowl. DO NOT screw filter bowl back onto filter head (see "Water Filter").
3. Drain the fresh water tank by opening the main fresh water tank drain valve located in the compartment next to the roadside water service center.
4. Open the fresh water tank shut-off valve. Open the main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve. All are located in the roadside water service center.

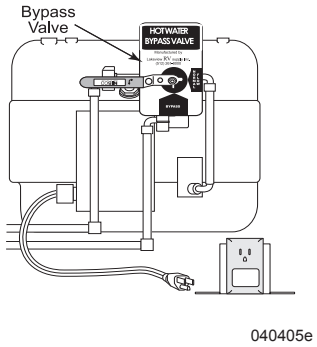
CAUTION:
Some appliances, such as ice maker, require special winterizing instructions not covered in this section. Refer to the specific appliance OEM manual for instructions and recommendations.

5. Turn the water pump on for approximately 30-60 seconds and allow it to run so that all the water is cleared out of the water pump and fresh water tank.
6. Turn the pump off.
7. If applicable, disconnect water line to icemaker.
8. Close fresh water tank shut-off valve.
9. Leave open main cold water low point drain valve, hot water low point drain valve, secondary cold water low point drain valve, and main fresh water tank drain valve.

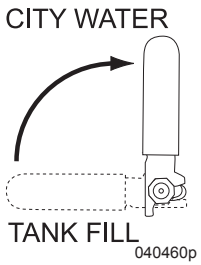
10. Open the water heater exterior access panel. Open the high temperature/pressure relief valve to vent water heater. Remove water heater drain plug to allow water heater to drain. When water has finished draining, close pressure relief valve.



11. Locate bypass valve at back of the water heater and move valve to BYPASS position.



12. Connect an air hose with regulator to the City/Fresh Water Fill connection. Position the City/Fresh Water Control lever to the "City Water" position. Set regulator to 40 PSI and turn on air compressor. Do not exceed 40 PSI in the water lines and faucets.



13. When water stops flowing from low point drain valves, open all faucets including outside faucet and shower, one at a time until air comes out to clear water from supply lines. **DO NOT** forget to drain the exterior shower faucet.
14. Hold toilet mechanism open (flush toilet) until the water has stopped running.
15. Shut off the air compressor and disconnect the air hose.
16. One gallon of FDA approved 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 3 pints into the bath sink drain. This will protect the P-traps with some of the antifreeze going into grey tank to protect the drain valve. Open the toilet bowl valve. Pour another 4 pints into the toilet, letting the antifreeze run into the black tank to protect the valve located there.
17. Use a soft cloth to wipe out the sinks and shower (after the antifreeze is poured in) to protect the surfaces from stains.
18. Leave open main cold water low point drain valve, hot water low point drain valve, secondary cold water low point drain valve, and main fresh water tank drain valve. Open the fresh water tank shut-off valve. Also leave open water heater drain. When motorhome is to be used again, install water heater drain plug. Close main fresh water tank drain valve, main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve, Fresh water tank shut-off valve stays open.

WARNING:
Ensure the water is not hot when draining the low point water drain lines. Hot water from the lines can burn or injure skin.

WARNING:
Clean up antifreeze spills immediately to prevent permanent staining.

Using Non-Toxic Antifreeze

Approximately five to eight gallons of FDA approved antifreeze will be required to winterize the motorhome.

WARNING:
It is recommended that a qualified RV service technician familiar with motorhomes, such as an authorized dealer, do this procedure.

WARNING:
Use only specially designed, non-toxic FDA Approved RV antifreeze for potable water system. NEVER use automobile engine antifreeze. If ingested, antitfreeze can cause serious injury or death.

NOTE:
Freeze damage is not covered under warranty.

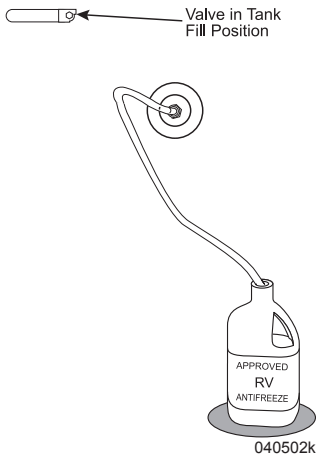
1. Empty and flush the holding tanks.
2. Disconnect the water line connections on either side of the water filter bowl head. Connect the bypass hose to the water lines. Unscrew filter bowl, remove old cartridge and empty any remaining water in the bowl. **DO NOT** screw filter bowl back onto filter head (see "Water Filter").
3. Drain the fresh water tank by opening the main fresh water tank drain valve.
4. Open the fresh water tank shut-off valve. Open the main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve.

CAUTION:
Some appliances, such as an ice maker, require special winterizing instructions not covered in this section (due to the wide variety of manufacturers and models). Refer to the specific appliance OEM manual for instructions and recommendations.

5. Turn the water pump on for approximately 30-60 seconds and allow it to run so that all the water is cleared out of the water pump and fresh water tank. Turn water pump off.
6. Open the water heater exterior access panel. Open the high temperature/ pressure relief valve to vent water heater. Remove water heater drain plug to allow water heater to drain.
7. After the water is drained place water heater bypass valve to BYPASS position.
8. Replace the water heater drain plug and close the pressure relief valve.
9. Close the fresh water tank shut-off valve.
10. Close the main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve. Close the main fresh water tank drain valve.

CAUTION:
Ensure the fresh water tank is COMPLETELY drained because antifreeze will not enter the fresh water tank.

11. Position the City/Fresh Water Control lever to the "Tank Fill" position.
12. Connect a hose to the City/Fresh Water connection and place the other end into the container of antifreeze.



13. Turn ON the water pump.
14. Open all faucets, one at a time, hot and cold starting with the faucet farthest from the pump, including shower faucet. Turn faucets off when a small amount of antifreeze appears.
15. Hold the toilet flush mechanism open (flush toilet) until a small amount of antifreeze appears.
16. Use a soft cloth to wipe out the sinks and shower to protect surface from antifreeze stains.
17. Exterior faucet and shower should be opened and closed using the same procedures as the interior faucets.
18. One gallon of FDA approved 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 3 pints into the bath sink drain, with some of the antifreeze going into grey tank to protect the drain valve. Open the toilet bowl valve, pour another 3 pints into the toilet, letting the antifreeze run into the black tank to protect the valve located there. Pour the last pint of antifreeze into the toilet after the toilet bowl valve has been closed.
19. Use a soft cloth to wipe out the sinks, shower, and toilet to protect surface from antifreeze stains.
20. Turn water pump off.
21. Disconnect the power supply line affecting water pump operation.

WARNING:
Ensure the water is cool when draining the low point water drain lines. Hot water from the lines can burn or injure skin.

NOTE:
Clean up antifreeze spills immediately to prevent permanent staining.

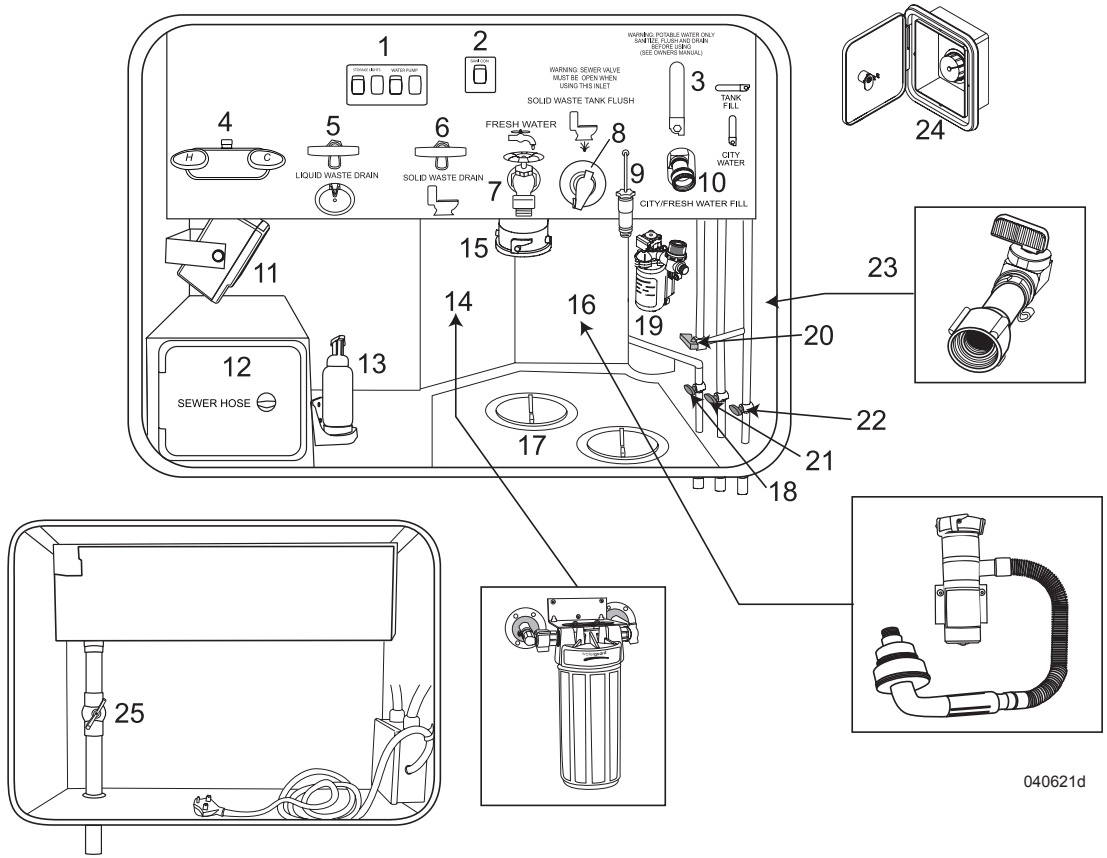
De-Winterization

1. Open the main fresh water tank drain valve. Open the fresh water tank shut-off valve, main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve.
2. Close the main water tank drain valve. Close main cold water low point drain valve, hot water low point drain valve, and secondary cold water low point drain valve.
3. Leave open fresh water tank shut-off valve.
4. Fill fresh water tank with water.
5. Reconnect the power supply line for the water pump.
6. Install new water filter (see "Water Filter").
7. Turn water pump on and operate all faucets, one at a time, until clear water is present.
8. If applicable, cycle ice maker several times until fresh water is present and reconnect valve outlet line.
9. Fill water heater with water.

CAUTION:
Discard the first two trays of ice from the icemaker. They may contain contaminants.

NOTE:
Depending on length of storage, the fresh water tank may need to be sanitized.

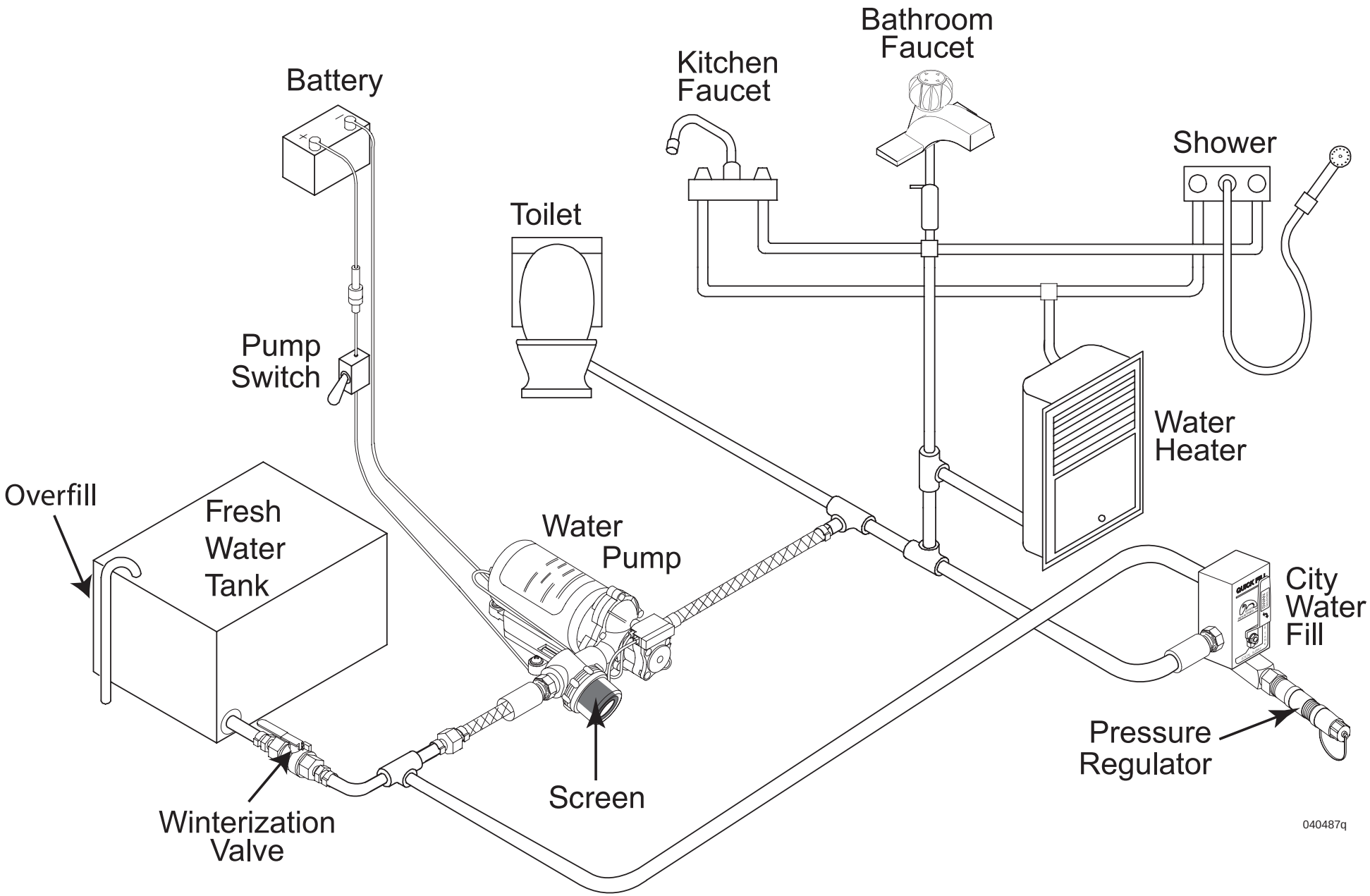
WATER SERVICE CENTER



1. Storage Lights/Water Pump Power Switch
2. Sani-Con Power Switch (Optional)
3. Tank Fill/City Water Lever
4. Exterior Shower
5. Grey Tank Drain Valve
6. Black Tank Drain Valve
7. Fresh Water Faucet
8. Black Tank Flush Connection
9. Pressure Regulator
10. City /Fresh Water Connection
11. 12 Volt Bay Heater (Optional)
12. Sewer Hose Storage
13. Soap Dispenser
14. Water Filter
15. Termination Drain
16. Sani-Con Macerator Pump & Discharge Nozzle (Optional)
17. Deck Plate
18. Secondary Cold Water Low Point Drain Valve
19. Water Pump
20. Fresh Water Tank shut-off valve
21. Hot Water Low Point Drain Valve
22. Main Cold Water Low Point Drain Valve
23. Systems Tech Port (For Qualified Technicians Only)
24. Gravity Fill
25. Main Fresh Water Tank Drain Valve

NOTE:
Layout of Water Service Center and location of components will vary with floor plans, options, and changes to the motorhome.

WATER SYSTEM DIAGRAM (TYPICAL)



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PROPANE SYSTEMS — SECTION 7

PROPANE SYSTEMS

This section contains safety information and operating instructions for the propane system and related equipment in the motorhome. Some items discussed may not be applicable to all motorhomes. More detailed information with **CAUTION** or **WARNING** instructions for various equipment other than items within this section, can be found in the OEM manuals in the owner's information box.

NOTE:
Some appliance displays and appliance manuals may refer to LP-Gas as a fuel source; however, the actual fuel source used and required for these appliances is propane. The phrase "LP-Gas" is synonymous with not only propane, but butane and propane/butane mixtures. Since propane is the actual fuel required, the term "Propane" will be used throughout this manual except for references to third party appliances (such as the refrigerator) that include the term "LP-Gas" on their displays or other literature.

The propane tank mounted in the motorhome contains propane that is under high pressure. As fuel is used, the liquid vaporizes and passes through the primary tank valve to a regulator that reduces pressure. Low-pressure gas is then distributed to components through a pipe manifold system.

Component ignition problems are commonly caused by air in the manifold system or incorrect gas pressure. **DO NOT** attempt to adjust the regulator. Adjustments must be made by a dealer or an authorized service personnel with the proper equipment. In higher elevations or extreme cold weather (10° F/-12° C or lower) a shortage of propane may be experienced. If propane is going to be used in higher elevations or cold climates for a long period of time, have authorized service personnel adjust the propane regulator for these conditions.

Have the propane system tested by an authorized dealer or service center at least once a year and before every extended trip. The test will include having the system checked for leaks and the regulator pressure checked and tested for functionality. Although the manufacturer and the dealer test the system carefully for leakage, travel vibrations can loosen fittings.

WARNING:
When storing portable propane tanks that are not connected to a propane system, install an approved plug in the tank outlet hole to prevent leaks. DO NOT store or transport empty propane tanks, portable tanks, gasoline or other flammable liquids in the interior area of the motorhome. Keep open flame and spark producing materials away from the propane area. Shut off all appliances and the primary propane tank valve when the motorhome is in storage. If this warning is ignored, a fire or explosion could result.

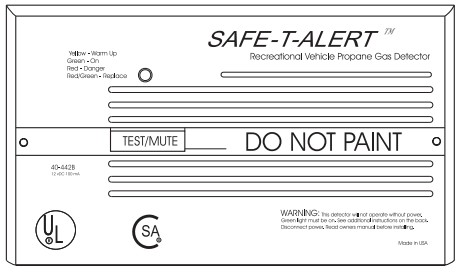
Leaks (identified by the odor of rotten eggs or sulfur) can be easily found by applying a leak detector solution on all connections. Never light a match, have an open flame or use any spark producing equipment or appliance to test for leaks. Leaks can usually be repaired by tightening the fittings. If not, shut off the primary gas valve at the tank. Hand-tighten the primary valve only. **DO NOT** use a wrench or pliers as over tightening may damage valve seats and cause leaks. If a leak is suspected, immediately see an authorized dealer or service center for repairs.

WARNING:
Propane is highly volatile and extremely explosive. DO NOT use matches or a flame to test for leaks. Only approved propane leak testing solution for leak detection should be used. Unapproved solutions can damage copper tubing and brass fittings. A liquid dish soap solution of 10 parts water may be used. Shake the solution until bubbles form and then apply the mixed solution to fittings and accessory control valves. All fittings tested should be thoroughly rinsed and dried after testing. Never attempt to adjust propane regulators. Only qualified service personnel should perform maintenance or repairs to the propane system.

NOTE:
It may be illegal to travel in some states and Canadian provinces with the primary propane valve open. Failure to comply with these state and Canadian province requirements may result in fines and/or pose a safety hazard.

PROPANE DETECTOR

The propane detector is required safety equipment in RVs. **American National Standards Institute (ANSI) A119.2 - Fire & Life Safety 3-4.8 LP-Gas Detectors** states *"A propane detector must be installed in any RV that contains an propane appliance and an electrical system. The propane 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."*



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Propane is heavier than air and will settle to the lowest point in the motorhome. The propane detector is also sensitive to other fumes such as hair spray, most of which contain butane as the propellant. Butane, like propane, is heavier than air and will settle to the floor level. Sulfated batteries (rotten egg odor) will also sound the alarm. When this occurs, reset the detector to stop the alert sound.

About the propane detector:

Be aware of the difference between a leak versus propane escaping from an unlit, open burner. Pure propane vapors from a leaking pipe or fitting are heavier than air and will build up heaviest concentration at the leak and float down to mix with air. If a burner is left on, the area around the burner, range and adjoining counter space is combustible and can cause injury and damage when ignited. This condition will exist for an extended time period. Eventually, the propane will reach the detector's location and cause the alarm to sound.

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

The propane detector is not designed to detect other types of gas. However, some products may cause the detector to alarm, such as alcohol, liquor, kerosene, gasoline, deodorants, colognes, propellant used in spray cans and cleaning solvents. In some cases, vapors from glue and adhesive 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 ventilate the motorhome with fresh outside air. Take precautions to ensure one of these cases has not masked an actual propane alarm condition.

The propane detector draws less current than one instrument panel lamp and will detect gas until the battery is drained down to 7.0 Volts. A voltage higher than 7.0 Volts is needed for the detector to operate properly. If the power source is disconnected, or if the power is otherwise interrupted, the detector will not operate.

The propane detector has a self-check circuit running 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.

The propane detector is wired to the house batteries. This allows reliable protecting by alerting the build up of potentially dangerous levels of propane.

WARNING:
If the motorhome is unplugged from shore power, the house battery disconnect switch must be ON for the propane detector to operate.

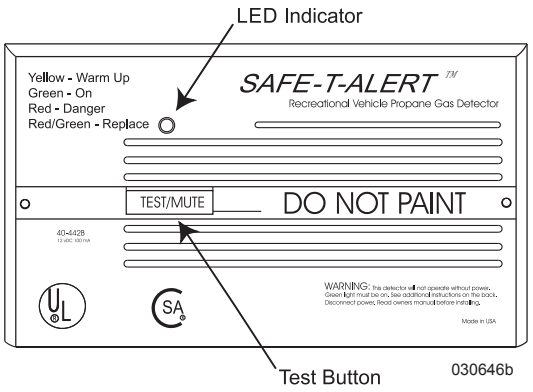
Propane Detector Operation:

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 propane it will immediately sound an alarm. The propane detector operates on 12 Volt DC, with a current draw of less than 1/10th of one amp.

CAUTION:
The detector will not sound an 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 will turn red and an alarm will sound. Release the switch. This is the only way to test full operation of the detector.



⚠ WARNING

TEST THIS ALARM'S OPERATION AFTER EACH STORAGE PERIOD, BEFORE EACH TRIP AND AT LEAST ONCE PER WEEK DURING USE.

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Alarm

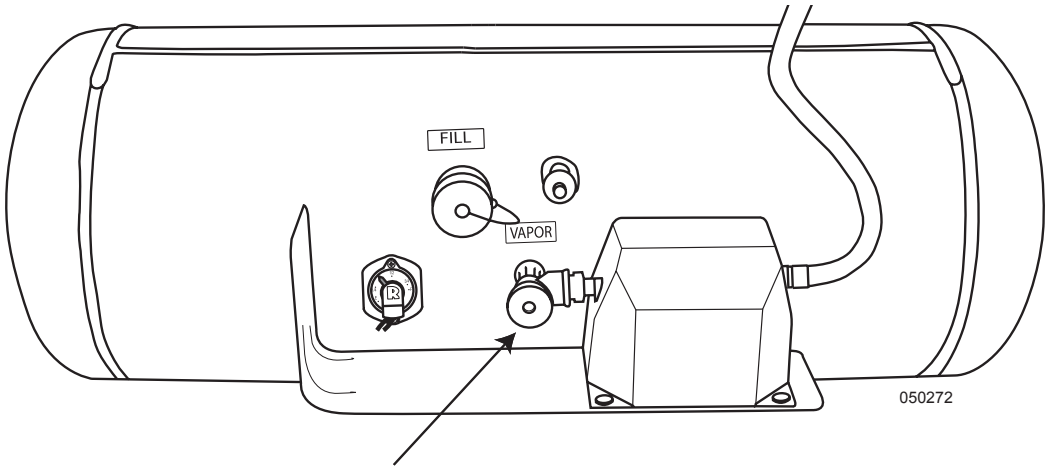
The red LED will flash and the alarm will sound whenever dangerous levels of propane or natural gas are detected. The detector will continue to alarm until the gas clears or the **Test/Mute switch** is pressed.

Alarm Procedures:

1. Turn off all propane appliances (stove, water heater, furnace, refrigerator) and extinguish all flames and smoking material. Evacuate immediately. Leave doors and windows open.
2. Turn off primary valve on the propane tank.
3. Determine and repair the source of the leak. If necessary, contact a qualified professional for service.

WARNING:
DO NOT operate any electric switch. This can produce a spark and ignite the gas.

CAUTION:
DO NOT re-enter until the problem is corrected.



POTENTIAL SOURCES OF PROPANE LEAKS WHEN OPERATING THE MOTORHOME	
◆ Cooktop burners	◆ Defective propane Connection
◆ Oven	◆ Defective Regulator
◆ Refrigerator	◆ Portable Propane Powered Appliances/Accessories
◆ Water Heater	◆ Furnace

Alarm Mute:

Press the **Test/Mute switch** when the detector is in alarm.

1. The red LED will continue to 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

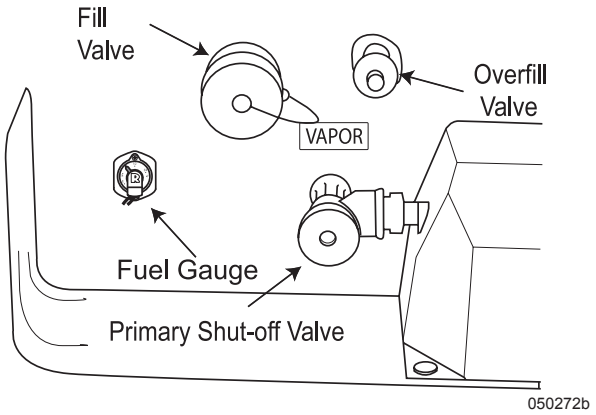
1. Vacuum the dust off the detector cover weekly (more frequently in dusty locations) using the soft brush attachment of a vacuum.
2. **DO NOT** spray cleaning agents or waxes directly onto the front panel. This action may damage the sensor, cause an alarm or cause a detector malfunction.

PROPANE EMERGENCY PROCEDURES CHECKLIST

If you smell gas (a rotten egg or sulfur smell) at any time, perform the following steps immediately:

- Shut off propane appliances.
- Manually turn off the primary shut-off valve at the propane 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 all ignition sources out of the area.
- Contact a qualified service technician to find the source and repair the gas leak.

WARNING:
A fire or explosion from ignited gas or gas fumes can cause serious injury or death.

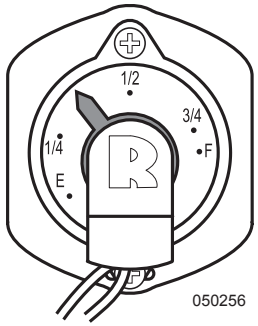


PROPANE TANK
Measurement

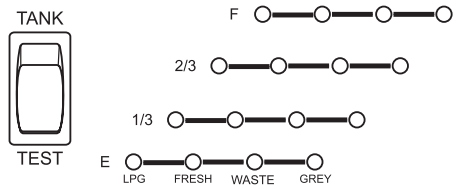
Two methods can be used to monitor the amount of fuel in the propane tank. A small gauge is located on the propane tank. This non-adjustable gauge provides a quick view of the tank capacity.

The Systems Monitor panel, located in the main living area, also measures the propane level of the tank The switch marked “TEST” is a momentary switch which requires being held down. Lights on the panel will turn on indicating the level of the tank.

Propane and Fresh Tank	Waste and Grey Tanks
Red = Empty	Green = Empty
Amber = 1/3 Full	Yellow = 1/3 Full
Yellow = 2/3 Full	Amber = 2/3 Full
Green = Full	Red = Full



Sensor mounted on propane Tank



Interior Monitor Panel 040436g

Tank Capacity

Propane Tank Capacity
*20 Gallons
**Actual filled propane 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. Floor plans introduced thereafter may not be reflected in the chart.

NOTE:
Propane tank capacity is estimated based upon calculations provided by the tank manufacturer and represents approximate capacity. The actual "usable capacity" may be greater or less than the estimated capacity. Actual full liquid capacity is 80% of full tank capacity.

Tank Filling

Woodall's Campground and Trailer Guide, and other similar publications, list refueling stations. Many travel parks sell propane. Before filling the propane tank, shut off pilot lights, appliances and igniters to prevent a fire or explosion. Have a trained service person fill the propane tank.

WARNING:
Before entering a refueling station, turn off all pilot lights and propane operated appliances. Most propane appliances used in motorhomes are vented to the outside. Fuel vapors can enter an appliance vent on a motorhome that is parked close to a gasoline pump, resulting in an explosion or fire.

WARNING:
Extinguish all sources of heat, sparks, flames and smoking materials within a 50' radius during the fueling process.

The propane tank fill is located in a curbside compartment. The tank must be filled to the proper level to allow for expansion. An overfilled tank may cause the safety valve to release pressure emitting a strong rotten egg odor near the tank and/or a hissing noise may be detected.

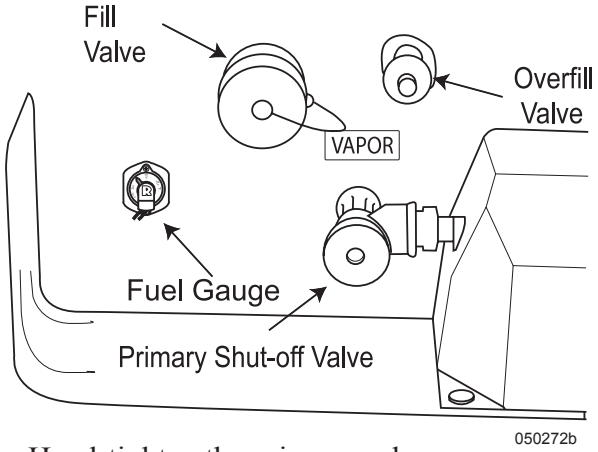
WARNING:
Small amounts of propane can escape and evaporate during the fueling process. Protect bare skin. Instant freezing will occur if exposed to propane.

Propane exists in both liquid and vapor form within the 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 have a safety pressure relief device to release excess pressure. When the tank is full, the gauge on the tank will only read ¾. However, the interior monitor panel is adjusted to indicate "full" at this point.

NOTE:
If the tank is new and being filled for the first time, inform the service technician to purge any air from the tank prior to filling.

Tank Operation

- Manually open the primary shut-off valve located on the propane tank.
- Turn off the primary valve on the propane tank when the tank is being filled, when driving, in between trips and when in storage.



- Hand-tighten the primary valve only. **DO NOT** use a wrench or pliers. This will over-tighten the valve. The primary valve is designed to be closed by hand. Over-tightening may permanently damage the valve seat.

NOTE:
In some states and Canadian provinces, it may be illegal to drive the motorhome while primary valve on the propane tank is open.

PROPANE FUNDAMENTALS

#Capacity	Gallon Capacity	BTU Capacity
5	1.18	107,909
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

The above capacities allow for 20% vapor space on each cylinder.
Data taken from the National Fire Prevention Association (NFPA). Pamphlet #58-1998.

NOTE:
The information is not a complete guide for the use of propane tanks or appliances. In cold climates keep propane level above 50% to keep vaporization of propane at the highest level.

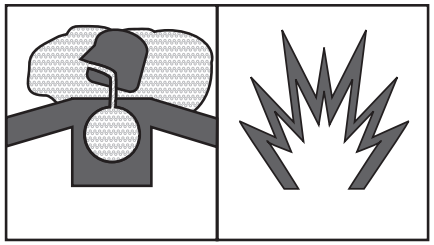
PROPANE STATISTICS	
Pounds Per Gallon	4.24
Specific Gravity of Gas	1.50
Specific Gravity of Liquid	.504
Cubic Feet Gas Per Gallon of Liquid	36.38
Cubic Feet Gas Per Pound	8.66
BTUs Per Gallon	91,502
BTUs Per Gallon	21,548
Dew Point in Degrees Fahrenheit	-44˚ F
Vapor Pressure at 0˚ F	31
Vapor Pressure at 70˚ F	127
Vapor Pressure at 100˚ F	196
Vapor Pressure at 110˚ F	230
Flash Point	842˚ F

CONVERSIONS	
Gallons to Liters	(1 Gallon = 3.785 Liters)
Fahrenheit to Celsius	(F˚ - 32 ÷ 1.8 = C˚)
11 in. Water Column = 6 1/4 OZs. per sq. in. pressure	
27.7 in. Water Column = 1 lb. per sq. in. pressure.	

BASIC FACTS ABOUT PROPANE

- Propane detectors are a federal requirement on all propane equipped recreation vehicles.
- Propane is a by-product produced by refining oil.
- Oil is added to Propane after the refining process.
- Each liquid gallon of propane produces 91,502 BTUs (British Thermal Units).
- Temperature affects pressure of propane. Internal tank pressure can exceed 200 psi.
- Tanks or valves contain pressure relief valves. The relief valve opens at 125% above tank rating.
- Propane stops vaporizing at -44˚ F.
- Standard propane 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.

⚠ WARNING



Hazardous vapors, explosive and flammable gas.
Can cause suffocation severe injury or death.

PROPANE REGULATOR

Propane 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.

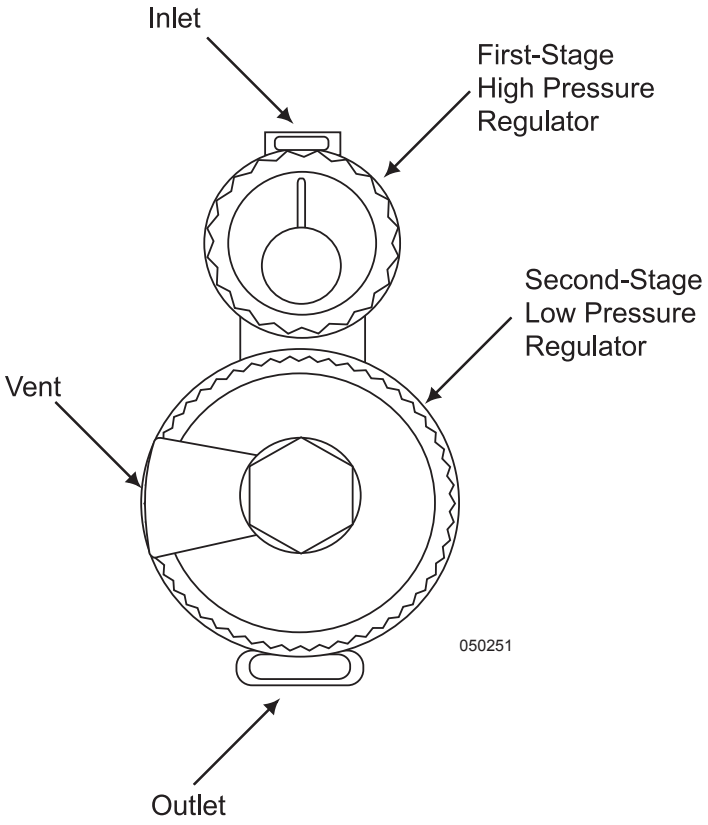
Temperature affects the vaporizing action of the liquid. If temperature of the liquid is - 44º F, the liquid remains stable with tank pressure, about 0 psi. If liquid temperature is 100º F, the liquid quickly vaporizes with tank pressure, about 200 psi. Vapor pressure must remain relatively consistent, regardless of temperature, for the appliance heat output to remain stable. Vapor pressure regulation is performed by the regulator.

The two-stage regulator reduces vapor pressure so that it is safe for use. 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.). A vent is installed to allow 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 the propane tank may cause erratic pressure regulation. If there is any corrosion, contact a qualified propane 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, a propane regulator will not freeze, nor will the propane. Vapor passing through the regulator will expand and cool, condensing moisture in the gas. The moisture will freeze, build up and block the vent. The possibility of freeze up is greatly reduced with the two-stage regulator.

To Prevent Freeze Up:

- Ensure the propane 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:

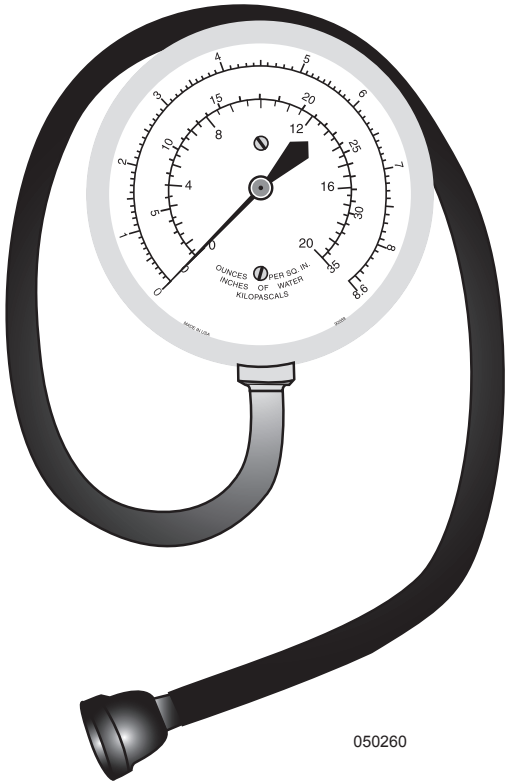
- Have a propane distributor purge the tank.
- Have the propane distributor inject methyl alcohol in the tank.

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. Vaporizing liquid can freeze the diaphragm. High tank pressure on a frozen diaphragm can cause a rupture and result in erratic pressure regulation. This is why it is important to have the propane pressure checked for proper pressure and accurate regulation during appliance operation. Erratic pressure regulation dramatically affects refrigerator operation on propane.

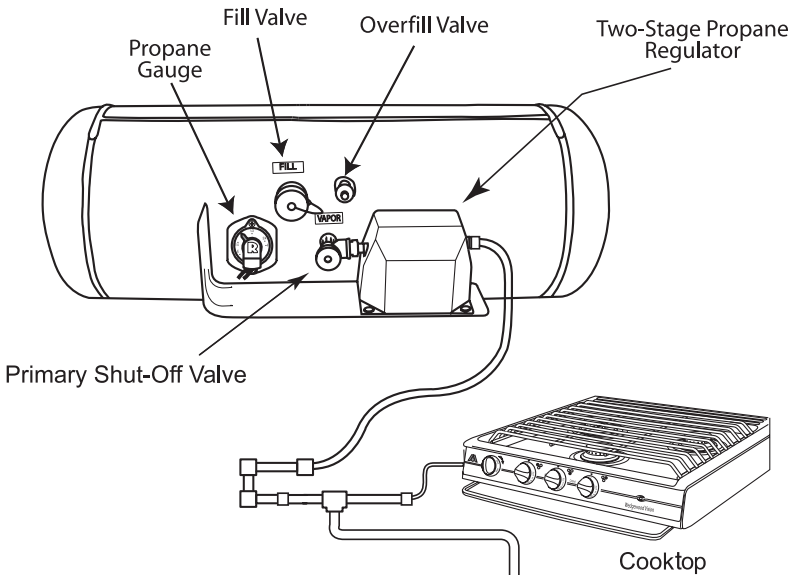
WARNING:
DO NOT attempt to adjust the regulator. Adjustments require special equipment. Failure to follow these instructions may result in a fire or explosion, and can cause severe personal injury or death. DO NOT operate propane appliances until the propane pressure is checked and a leak down test is performed.

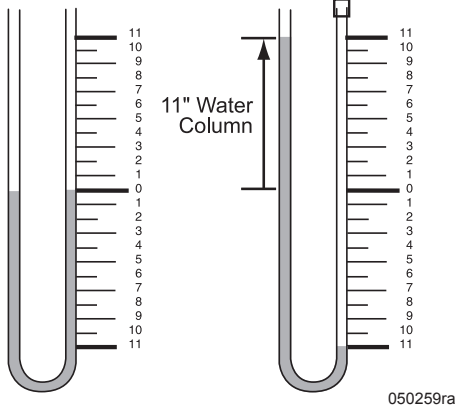
Manometers:

The manometer is the best way to accurately determine propane pressure. There are two different styles of manometers: Gauge and U-tube. 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.



Manometer Gauge





U-Tube Testing Layout

PROPANE HOSE INSPECTION

The hose manufacturer suggests that a flexible propane supply hose undergo regular inspection. As a guideline, it is recommended that all flexible propane lines connecting the slide-out, appliances and tanks be inspected in the spring and fall of each year by a qualified RV technician.

Inspection tips:

Hose strength is controlled by the plies of reinforcement. Damage in this area cannot be tolerated. It is important that if a damaged propane hose is found, the source of the damage be determined and corrected prior to the replacement. Small cuts, nicks, or gouges that do not go completely through the cover are not cause for replacement of the hose. Inspection should be performed when the hose is not under pressure.

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.

Cause for hose replacement:

- Damage to the textile reinforcement or wire braid; wire braid reinforced hose, which has been kinked or flattened so as to permanently deform the wire braid in the un-pressurized state.
- Blistering or loose outer cover.
- Slippage evidenced by the misalignment of the hose and coupling and/or the scored or exposed area where slippage has occurred.

NOTE:
Only a qualified RV service technician should complete replacement of propane components.

Additional suggested maintenance:

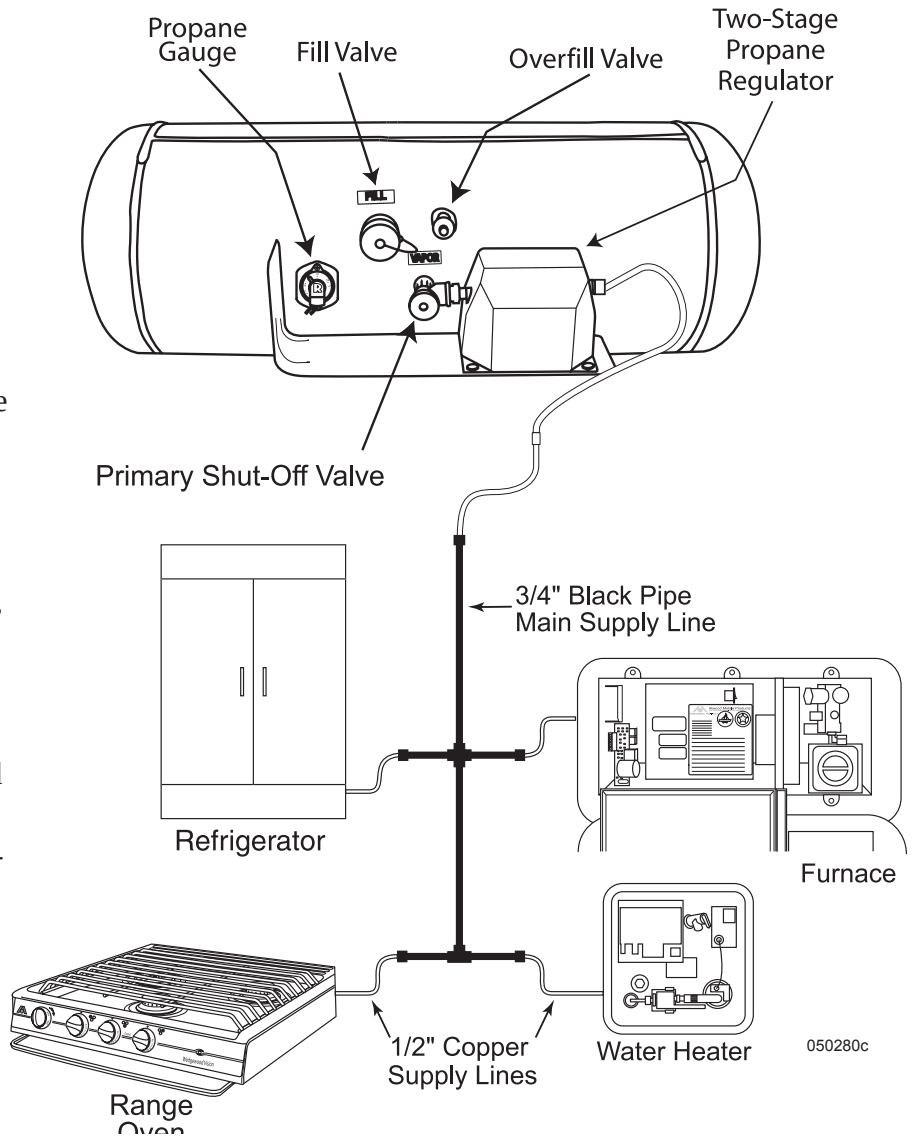
After performing extensive testing the manufacturer of the flexible propane supply hoses has determined that the hoses be replaced every ten (10) years as the failure rate may increase after this period of time. The motorhome manufacturer recommends following this guideline to assure continued safety and dependable use.

PROPANE DISTRIBUTION LINES

A primary manifold black steel pipe running throughout the motorhome distributes propane to secondary lines. All secondary lines leading to gas appliances are made of copper tubing with flared fittings. It is recommended that gas distribution work be performed by an authorized dealer or an authorized service technician.

INSPECTION:
Inspect the rubber flexible lines twice a year for abrasions, tears, kinks or other signs of damage.

If a gas leak is suspected, have the system inspected and repaired by a qualified service technician as soon as possible.



PROPANE CONSUMPTION

Each gallon of propane produces 91,502 BTUs 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 typically uses the most propane.

Determine Fuel Consumption:

To determine approximately how many hours an propane appliance will operate on one gallon of propane, use the following formula:

- Propane 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 BTUs.
- One gallon of propane produces 91,502 BTUs.
- Divide the amount of BTUs of one gallon of propane (91,502) by the rating on the appliance in this example 10,000. Net continuous operation time for one gallon of propane 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 propane will last. Generally, propane appliances do not continuously operate. An example would be the typical cycling of the refrigerator.

Determining how long a tank of propane 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 propane tank by 91,502.
- Divide the total of BTUs of the propane tank by the total number of BTUs the appliances consume, equals the approximate number of hours of operation before refueling.

Typical Appliance BTU Ratings

Cooktop

Large - 9,500 BTU

Small - 6,500 BTU

Refrigerator (Norcold)

4-door - 2,200 BTU

WARNING:

Propane is highly volatile and extremely explosive. Never use matches or open flame to test for leaks. Use only approved propane leak testing solution to test for leaks. Unapproved solutions can damage copper tubing and brass fittings. Never attempt to adjust the propane regulator without the use of proper equipment. Improper propane regulator adjustment will affect the performance of propane operated appliances. Incorrect flame or explosion can occur. Only qualified personnel should perform any maintenance or repair to the propane system.

PROPANE SAFETY TIPS

Propane is one of the safest and most reliable fuels available on the market when handled properly. Propane, 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 propane appliances. Use of propane requires the responsibility to enforce extra safety measures.

The motorhome is equipped with many propane operated appliances because it is a convenient and efficient source of fuel. Propane 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 users about the convenience of propane with safety and peace of mind. For information on the **NPGA Gas® Check program**, call **(202) 466-7200** or visit **www.npga.org**.

Maintenance and Safety Tips for the propane Refrigerator and Furnace:

- Have the refrigerator and furnace systems inspected annually by an authorized server center.
- Have the venting system checked for blockage before using the refrigerator or furnace for the first time each season. 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. 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, which indicates 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 propane ranges or ovens for heating purposes.
- Ensure children understand never to turn or play with the knobs on the front of the propane range.

Maintenance and Safety Tips for the propane Water Heater:

- Have the water heater venting system inspected annually or before first use of the season.
- Keep flammable substances away from the water heater. **DO NOT** store items close to it as this may block the airflow the water heater needs to operate completely.
- At the first indication of incomplete combustion (yellow flame instead of a blue flame or soot is present) call a service technician immediately. Improper combustion can cause Carbon Monoxide buildup, which is potentially fatal.

MONARCH 08

ELECTRICAL SYSTEMS - HOUSE — SECTION 8

HOUSE ELECTRICAL - INTRODUCTION

This section contains guidelines, procedures and information that assist in understanding the electrical system and the operation of various components. Refer to the OEM manuals included in the Owner's Information File box for their respective, in-depth, individual component operating instructions.

General Overview:

The motorhome can utilize various sources of electrical power: shore power, generator, chassis batteries and house batteries. All of these electrical power sources, while independent of each other, can be combined in a variety of ways to provide a highly efficient electrical operating system.

For the motorhome with 30 Amp shore power two types of electrical systems are used: 120 Volt AC and 12 Volt DC. For the motorhome with 50 Amp shore power two types of electrical systems are used: 120/240 Volt AC and 12 Volt DC.

Shore power is the most efficient and should be used whenever possible. The generator can be used when shore power is unavailable. Two different sources supply the main AC circuit breaker panel with power: the shore power cord or the on-board generator. The AC power source used is automatically selected by a switching device known as a transfer switch.

WARNING:
The electrical system is engineered and tested for safety. Circuit breakers and fuses protect the electrical circuits from overloading. When planning modifications or additions to the electrical system, ensure safety of the electrical system. Please note that any modifications may void the warranty.

WARNING:
Water is electrically conductive. DO NOT use any electrically powered item or outlet that may be exposed to a water source. Such use can result in a serious shock causing injury or death.

The motorhome has two 12 Volt DC systems: chassis and house. These two systems, for the most part, are separate from one another. The house system does not operate engine functions; the engine system does not operate house functions. However, within the two systems there are some inner connections. **For example:** While the motorhome is driven the alternator on the engine will charge the house batteries. Likewise, while the motorhome is plugged into shore power, or the generator is running, the engine batteries are being charged. Each system will supply 12 Volt DC power to the 12 Volt DC distribution panels.

The chassis and house systems have their own sets of batteries. The chassis batteries supply 12 Volt DC power to the front distribution panel located outside in the front roadside bay. This panel contains mostly engine system circuits and wiring such as headlights, taillight, dashboard functions, gauges, etc. The house batteries supply 12 Volt DC power to the distribution panel located in the bedroom. This panel contains fuses for the house interior lighting and appliances. Become familiar with these panels and the items they operate.

With all the technological advancements taking place in the past several years manufacturers have now incorporated electronics into these systems. It is important to keep the 12 Volt DC systems in good working order. These systems, with their incorporated electronics, are voltage sensitive. Some items can be damaged if the DC voltage is not maintained within the designed specifications.

A majority of the lighting and appliances are designed to operate from 12 Volt DC (direct current) power. This is why the batteries play such an important role in the function of the motorhome. There are exceptions with appliances such as the microwave or television; however, indirectly they still operate from 12 Volt DC power, as they can be operated from the inverter. The chassis functions (engine, transmission, dash air, etc.) are also 12 Volt DC.

Shore Power:

The motorhome is equipped with a shore power cord to connect the motorhome to outside electrical services. Shore power service is the most efficient source of electrical power. Depending on floor plan, the plug end of the shore cord is 30 Amp 120 Volt AC or 50 Amp 120/240 Volt AC. Electrical adapters may be necessary to allow a proper and safe connection to the electrical service supply when this type of power source is not available.

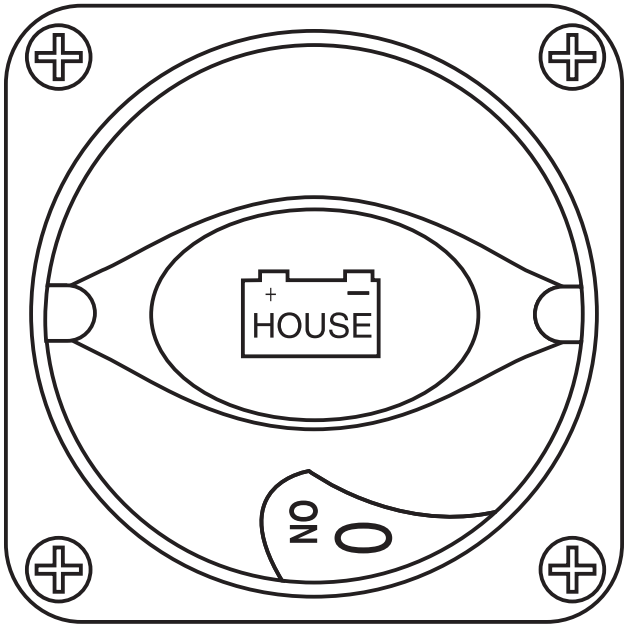
NOTE:
When 30 Amp shore service or the 50 Amp shore service is not available, care will have to be used when operating the appliances and using the outlets to avoid overloading the shore power service.

Generator:

The generator can be selected for use when shore power is unavailable. The maximum amount of generator output power, measured in watts, is calculated at an elevation of 500' above sea level. This figure decreases slightly at higher altitude. Ambient temperature also effects total maximum output. The amount of AC electrical load applied to the generator determines fuel consumption.

BATTERY DISCONNECT - HOUSE

The main house battery disconnect switch turns the house battery power supply on or off by disconnecting 12 Volt DC power to the house fuse panel in the bedroom and the front roadside electrical panel. Turn the house battery disconnect switch off when the motorhome is going to be stored for more than 48 hours or before performing electrical maintenance. If possible, leave the motorhome plugged into an outside electrical service with the house battery disconnect switch on to help prevent the possibility of dead batteries.



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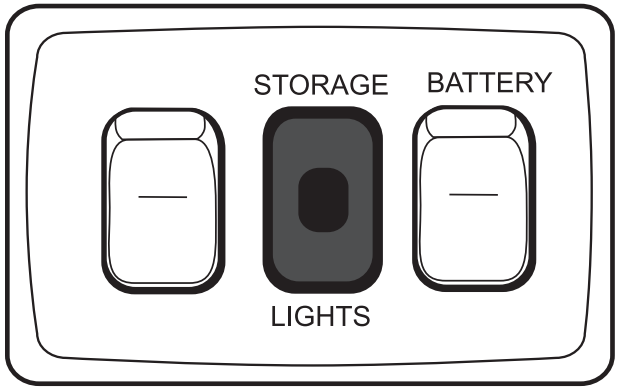
Located in curbside battery compartment.

BATTERY SWITCH

The battery switch is located inside and next to the entry door. This switch controls the 12 Volt DC power to the house fuse panels. When the switch is activated, power is supplied to all the interior DC lighting and DC operated appliances. Some appliances require both DC and AC power to operate, such as the roof air conditioner. This switch is helpful when dry camping to conserve house battery power. Refrigerator operation is unaffected by the operation of this switch. When turned off, this switch will not turn off all parasitic loads on the house batteries and therefore is not a substitute for the main house battery disconnect switch.

CAUTION:
To avoid flash damage to electrical contacts, turn off the interior lighting before activating the battery cut-off switch.



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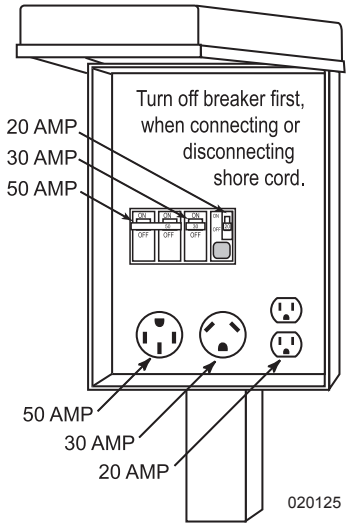
SHORE POWER HOOK-UP

Power Requirement 30 Amp:

On 30' floor plans, the power requirement for the motorhome is 30 Amp 120 Volt AC single phase. The shore cord is stored in the rear roadside compartment. If 30 Amp shore power service is available, connect the supplied shore power cord. If 30 Amp service is not available, electrical adapters will be required.

Power Requirement 50 Amp:

On 33'-35' floor plans, the power requirement for the motorhome is 50 Amp 120/240 Volt AC single phase. If 50 Amp shore power service is available, connect the supplied shore power cord. The motorhome can be operated from 30 Amp 120 Volt AC, but with limited capacity. If less than 50 Amp service is available, electrical adapters will be required and power consumption must be reduced to avoid tripping the shore power breaker.



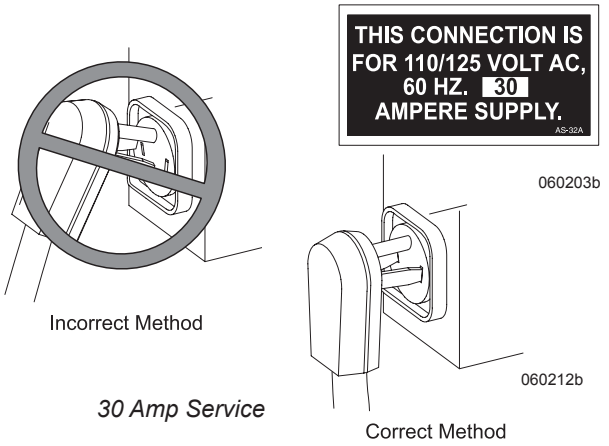
CAUTION:
Avoid flash damage to the electrical system contacts. Before plugging the motorhome into shore power, starting the generator or using the optional inverter make sure all the appliances are off.

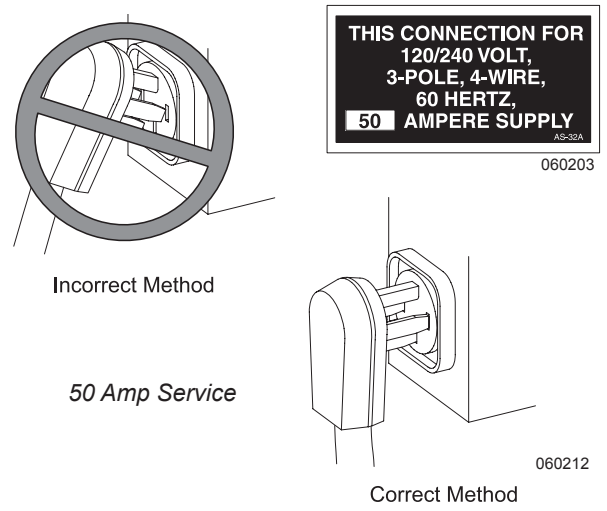
WARNING:
Keep fingers away from metal contacts of the shore plug end. Do not stand in water when making electrical connections. Serious electrical shock and personal injury can occur. To avoid the risk of an electrical shock, turn the circuit breaker off for the power supply outlet before making the 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. Inform the park manager is there is no power to the motorhome. It is the park manager's responsibility to fix problems with the shore power pedestal.

Plugging in the Shore Cord:

- Located in a roadside rear 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.
- Turn all appliances off.
- Check the shore power source amperage. When the shore power amperage does not match the shore cord (30 or 50 Amp), install the proper adapter on the shore cord.
- Always turn **OFF** the shore power breaker at the power supply before connecting or disconnecting the shore cord. This will prevent an accidential shock or flashing of electrical contacts.
- Align cord end with socket terminals. Push cord all the way into socket so the cord blades do not show.
- After the connection is made, turn the shore power breaker on. The transfer switch should make an audible click.





Disconnecting the Shore Cord:

- Turn off all AC appliances.
- Turn off the shore power breaker. This will prevent accidental shock and flashing of electrical contacts when disconnecting.
- Grasp housing of electrical cord. Without touching electrical contacts, work cord out and away from socket.
- Straighten, clean and rewind the cord.
- Stow in compartment.

When Hooked to 30 Amps:

Wait approximately one hour before operating electric appliances. Use caution when operating appliances to avoid overloading the supplied shore service breaker. Operate appliances and outlets in sequence rather than all at the same time.

When Hooked to 50 Amps:

After verifying proper voltage, wait approximately 1 minute before starting air conditioners or other large AC loads.

Power Supply:

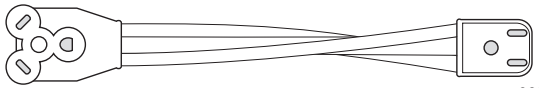
Different amperage supplies vary greatly in the amount of available current.

- 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 (120 Volts AC each), 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 AC service actually provides 80 continuous amps.
- Use care when hooked to anything less than 50 Amp shore services. 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 different electrical adapters to suit a variety of needs. Only UL approved adapters should be used.

A common adapter is a 30 to 20 Amp adapter. This type of connector adapts the 30 Amp shore cord to a 20 Amp shore power outlet. Always install the adapter to the cord prior to making the connection to the outlet.



Typical 30 - 20 Amp Adapter: Adapts 30 Amp Shore Cord to 20 Amp Shore Power Outlet

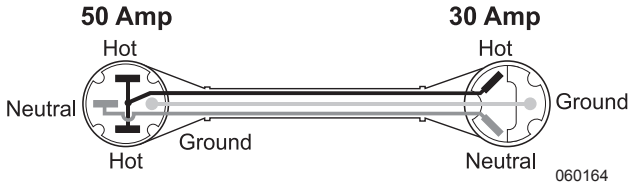
CAUTION:

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!

WARNING:

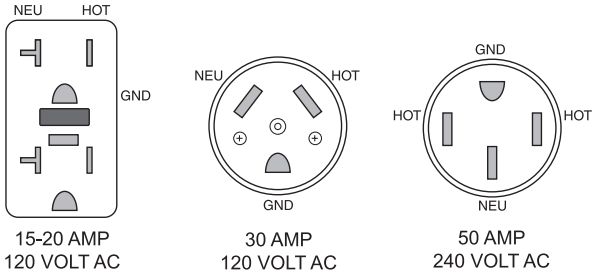
Avoid the risk of electrical shock or component damage by disconnecting from shore power during electrical storm activity. Start the generator if AC power is needed.

Another 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 outlets.



Typical 50-30 Amp Adapter

NOTE:
Three types of shore power outlets most commonly used are shown in the illustration.



15-20 AMP 120 VOLT AC | 30 AMP 120 VOLT AC | 50 AMP 240 VOLT AC

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WARNING:
Before working on the electrical system, disconnect from shore power and turn off the optional inverter. Disconnect the negative 12 Volt DC battery cables at the batteries. Remove rings, metal watch bands and other metal jewelry before working around batteries and connectors. Use caution when working with metal tools. If the tool contacts a battery terminal or metal connected to it, a short circuit could occur causing personal injury, explosion or fire.

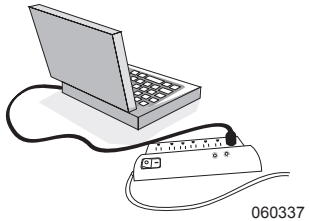
TRANSFER SWITCH

The transfer switch will automatically transfer AC power from the shore power cord or generator through the transfer switch to the 30 Amp 120 Volt AC breaker panel or the 50 Amp 120/240 Volt AC breaker panel (depending on floor plan).

In the event both shore and generator power are available, generator power will override shore power after a 30 second delay. This allows the generator time to warm up before applying an AC load.

Once the generator is shut down, shore power will be available after a two second delay. Plug sensitive electronic equipment (such as laptops) into a surge protector.

CAUTION:
The transfer switch does not have a surge protection or high/low voltage cutout.



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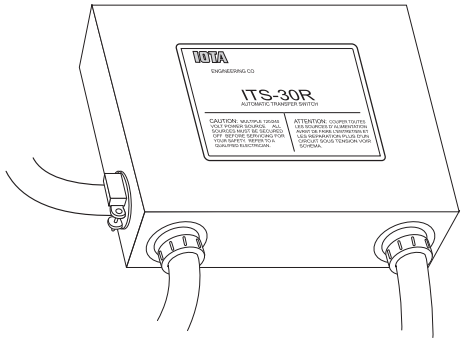
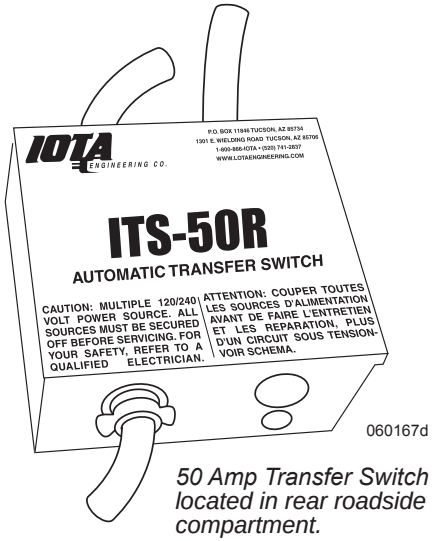
Use of a surge protector is recommended to protect sensitive equipment.



30 Amp Transfer Switch located in rear roadside compartment. 060167h



060167d

50 Amp Transfer Switch located in rear roadside compartment.

NOTE:
The shore cord is NOT electrically connected to the generator. When the generator is operating, the electrical contacts of the unplugged shore cord are not electrically energized.

NOTE:
To prevent damage to transfer switch contacts, discontinue appliance operation and turn off auxiliary electrical loads operated by outlets before connecting/disconnecting shore power or starting/stopping the generator.

GENERATOR - 120 VOLT AC

Depending on floor plan, the generator is either 4.0 KW or 5.5 KW. The generator is located in a curbside or roadside compartment. The generator can be started from the following locations:

- Generator remote switch on the dash.
- Generator control panel located on the generator.

Requirement for Operation:

- House battery disconnect switch must be ON.

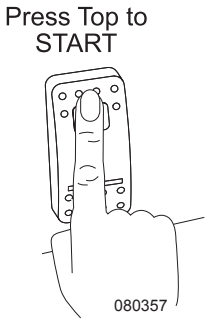
Prior to the first start of the day perform a general inspection including oil and coolant levels. Keep a maintenance log on number of hours in operation since the last service. Perform any service or maintenance that may be due.

Before Starting the Generator:

- Clear people and animals from hazards of electrical shock and moving parts.
- All appliances and other large AC electrical loads must be **OFF**.

NOTE:
The generator may require priming. Hold control switch in OFF position to prime. Repeat if necessary. The generator fuel pick-up tube is cut to approximately ¼ tank to prevent the main engine from running out of fuel.

Starting the Generator



Push and hold the control switch in **START** position until the generator starts. Release switch. The control switch may flash up to 15 seconds, indicating engine preheat.

WARNING:
Excessive cranking can overheat and damage the starter motor. DO NOT crank the engine for more than 30 seconds at a time, in two minute intervals. If the generator fails to start, refer to the manufacturer's manual.

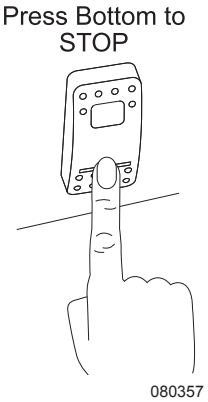
WARNING:
When the motorhome is parked, position the dash air conditioner vent control in the OFF position to prevent exhaust gases from entering the motorhome during generator operation.

Engine exhaust contains Carbon Monoxide, an odorless and colorless gas that 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 around the motorhome or nearby vehicles. Operate the generator only when safe dispersion of exhaust can be assured. Monitor outside conditions to ensure the exhaust continues to safely disperse.

WARNING:
When parking near high grass, be sure that the hot exhaust gases or the exhaust pipe does not contact the grass and ignite, resulting in a fire.

CAUTION:
An exhaust extension adds weight and stresses the generator exhaust system. Damage to the exhaust piping or exhaust manifold can result, allowing Carbon Monoxide gases to accumulate under or leak into the motorhome.

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 to allow the engine to cool. Momentarily push the control switch to the **STOP** position. Release the switch.

Powering the Equipment

The AC output of the generator powers the motorhome air conditioners, the converter, AC inverter, all appliances and items plugged into electrical outlets. The number of 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.

Compensation for temperature and elevation may also be necessary. The generator's maximum output is rated at 500 ft. above sea level. Beyond this point, the generator will lose approximately 3.5% of its rated power for every 1000 ft. gained in elevation. High and low temperatures can also affect generator output. Power decreases 1% for every 10° F above 85° F. Counteract these effects by operating appliances in sequence rather than at the same time.

NOTE:
The generator may shut down when 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.

INFORMATION
The generator may shut down for reasons other than an overload. If a blink code appears on the control switch, refer to the manufacturer's manual to obtain an explanation for the code.

Generator Fuel

There is always a possibility fuel may be contaminated. Any contamination of fuel will greatly reduce the total output of the generator, and may cause erratic AC output.

NOTE:
The motorhome manufacturer does not cover damage to the generator caused by fuel contamination, or to appliances due to erratic AC voltage.

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 helps promote better starting, more reliable operation and longer engine life. This procedure drives off moisture, lubricates the internal engine parts, replaces the old stale fuel with a fresh supply and helps prevent the carburetor from varnishing and jet clogging. It also promotes removing oxides from the electrical switches and contacts.

Average Fuel Consumption	4,000 Watts (gal./hrs.)	5,500 Watts (gal./hrs.)
No Load	.3	.3
Half Load	.5	.6
Full Load	.7	.9

NOTE:
Avoid short run periods of the generator. Run the generator set under a load for a minimum of one-half hour.

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 much load.

NOTE:
The generator will continue to run after a circuit breaker trips.

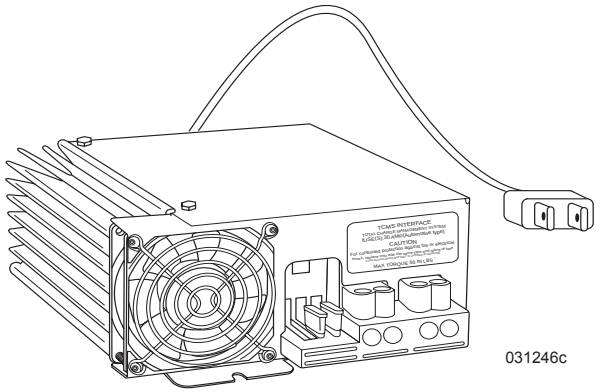
If a circuit breaker trips, disconnect or turn off as many loads as possible. To reset the circuit breaker, switch the circuit breaker to **OFF**, then switch back to **ON** to reconnect the circuit. If the circuit breaker immediately trips, the electrical distribution system has a short or the circuit 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 re-connecting loads.

NOTE:
An appliance or load may have a short if it causes a circuit breaker to trip after re-connecting. DO NOT continue to reset breaker. Have the problem corrected before resuming operation.

CONVERTER - 60 AMP

The power converter automatically charges and maintains the house batteries when either the generator or shore power is engaged. The converter converts AC power to 12 Volt DC power for charging batteries. Tests can be performed to ensure the power converter is functioning properly.

- Units with converters have two house batteries.
- Output on terminals should read 13.6 Volts DC +/- .3 Volts.
- **Inspect** fuses to ensure they are not blown.
- Power requirement for the converter is 120 Volts AC.
- Good air flow required. **DO NOT** store anything on converter.



Typically located roadside rear comparment..

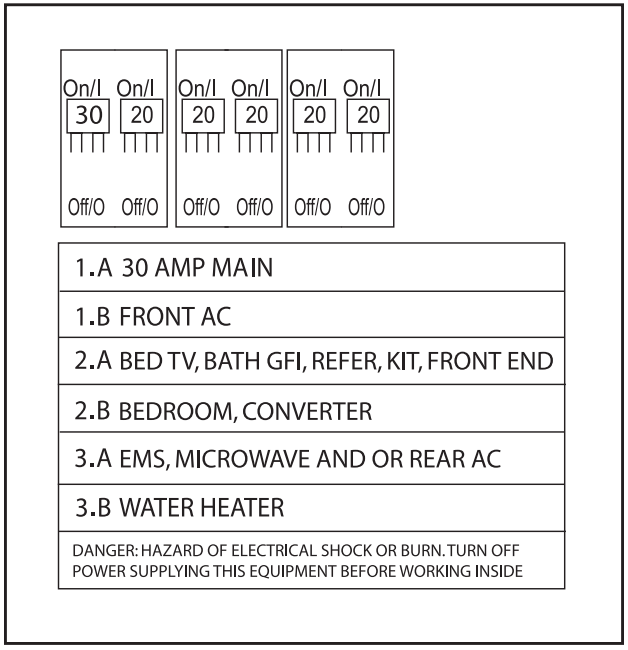
Troubleshooting:

- If 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.

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.

DISTRIBUTION PANEL - 30 AMP

The AC distribution panel is located in the bedroom. The 120 Volt AC 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 MAIN breaker first, followed by power being fed into the individual branch circuit breakers.



30 Amp Panel 060269c

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 and the generator is not running. Certain testing procedures can require AC power to be on. Only qualified personnel with electrical background should attempt any testing procedures.

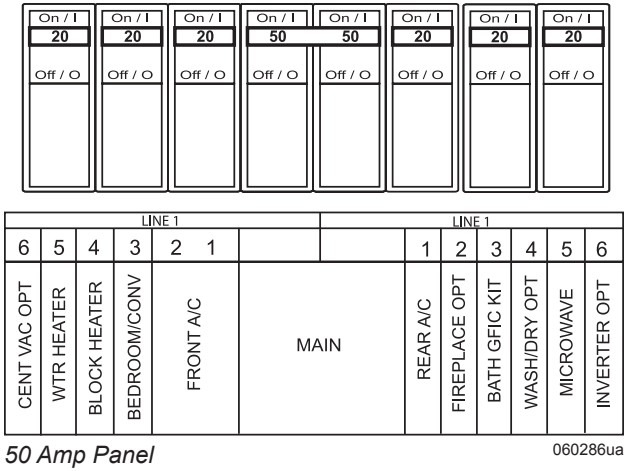
The panel label describes the breaker layout and the item, outlet or appliance to which they pertain.

NOTE:
Typical 30 Amp panel. Panel may vary with options and changes to the motorhome.

DISTRIBUTION PANEL - 50 AMP

The AC distribution panel is located in the bedroom. The main 120/240 Volt AC panel receives power from the transfer switch, which is supplied by either shore power or the generator. The AC power is supplied to the 50 Amp main breaker first. Then the power is supplied to the individual branch circuit breakers. The panel label describes the breaker layout and the item, outlet or appliance to which they pertain.

NOTE:
Typical 50 Amp panel. Panel may vary with options and changes to the motorhome.



50 Amp Panel 060286ua

WARNING:
The 120/240 Volt AC 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 and 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.

Energy Management System (N/A On All Units)

The optional Energy Management System is easily identified by the remote display panel located near the entry door.

The 50 Amp Smart EMS consists of two elements: the display panel and the bedroom distribution panel. 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, must be a 50 Amp unit that act as a 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, determining 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, the EMS controls the operation of 6 possible loads as indicated on the 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 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.

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.

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 GEN SET 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. 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. 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, turning the loads off and calculating 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 the shedding table, again calculating the amount of current that was removed and placing 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 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."

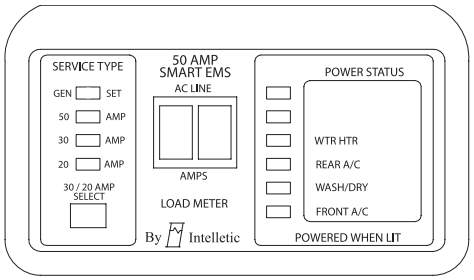
The 50 Amp Smart EMS now waits until the total current is lower than the service limit and enough current is available (as compared with the amount in memory for the last load shed) before turning that load back on. This assures that there is sufficient current to operate the load.

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 average current demand over a three hour period exceeds 24 amps when hooked to a 30 Amp service, the system will automatically shed a load in order to keep average current demand below 80% (24 amps) of the 30 Amp shore service to avoid the possibility of overloading the shore power breaker. If the user selects the 20 Amp service mode this limit translates to 16 Amps. Because the EMS calculates a running three hour average, if the average load current drops below the limit the system restores 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 illuminates.



060303b

Display Panel: The display panel connects to the distribution panel located in the bedroom. Six power status LEDs indicate 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.

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, namely: Gen Set 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.

Circuit Breaker

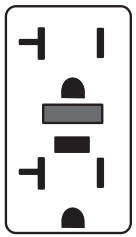
The internal configuration of the circuit breaker is designed to trip when excess current causes the breaker to heat up. The trip action of the circuit breaker can occur within milliseconds due to the speed at which electricity can travel. Breakers are designed to operate at a continuous load of 80% 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 decrease. 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. For example: The electrical item is rated at 1370 watts. Divide that by the operating voltage of 115 Volts AC which equals 11.913 Amps. Use this formula to calculate the amount of load and compare to the available power supply.

GFCI Breakers & Outlets


060072

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, offers two types of protection. One type of protection is from over-current or shorts to guard against hazardous ground fault currents that can result in injury or death. Ground fault currents are currents that flow from the "hot" or power terminal through a person to the ground. For example: touching a faulty appliance while making contact with an electrical ground such as a water fixture or the earth.

The GFCI offers 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 a small amount of 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 4 to 6 milliamps or less).

NOTE:
One milliamp is 1/1000 of one Amp.

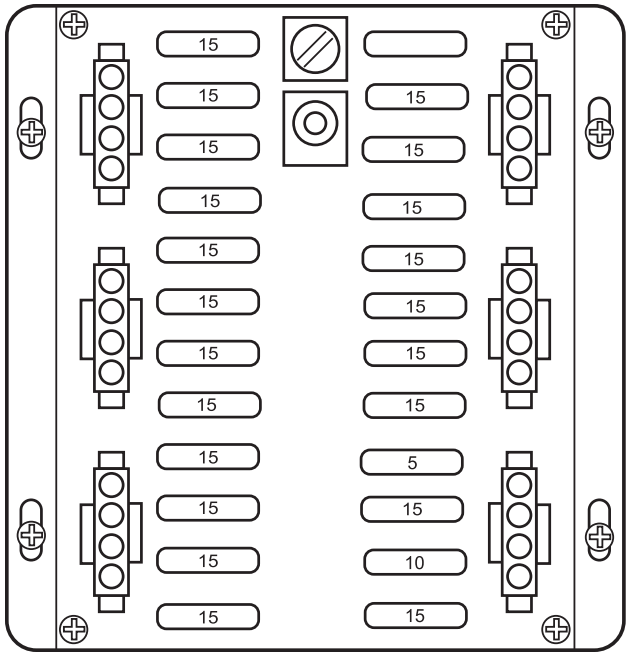
Electrical shocks resulting from ground faults can be felt, but such a shock is considerably less than one without ground fault protection. People with medical conditions that make them susceptible to shock, can still be seriously injured. A GFCI outlet or breaker will not protect against shock from a normal current flow. For example: a shock from touching both metal prongs of an electrical cord or appliance while plugging it in.

WARNING:
If a breaker or outlet continually trips, 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 ensure it is operating. 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.

DISTRIBUTION PANEL
House 12 Volt DC

The 12 Volt DC distribution panel contains fuses that protect the electrical circuits. The DC distribution panel is located in the bedroom. These fuses are a standard automotive type.



060273

Typical panel. Actual panel will vary with options and changes to the motorhome.

FUSE	CIRCUIT	AMP	COLOR	GA
F1	CENTER LITS OR PASS BATH	15	BLU	14
F2	PORCH, CURB VAL/OH LTS	15	YEL	14
F3	BEDROOM	15	GRN	14
F4	FRONT FANS, ROAD VAL/OH LTS	15	VIO	14
F5	CEILING LTS. FRONT	15	RED	10
F6	REAR CEILING FANS	15	VIO/BLK	14
F7	ACC LITS HUTCH/CEILING LTS GAL	15	BROWN	14
F8	REAR RADIO (OPT.)	15	GRY/BLK	14
F9	CENTER LTS OR DR BATH	15	ORG	14
F10	GALLEY LIGHTS/CEILING LTS	15	RED/BLK	14
F11	CENTER LTS OR REAR BATH (OPT)	15	BLU/BLK	14
F12	REAR LIGHTING (OPT)	15	GRN/BLK	14
F13	FURNACE/ROOF A/C	15	GRY	14
F14	MONITOR PANEL/WATER PUMP	10	RED	12
F15	OPEN	15		14
F16	DASH RADIO SWITCH (OPT.)	5	GRY	16
F17	AUTO GEN START (OPT.)	15	ORG	14
F18	EMS (OPT)	15	BRN	14
F19	REAR S/O BED/SOFA	15	GRN	14
F20	REAR S/O WARDROBE	15	BLK	14
F21	EXT RADIO (OPT.)	15	VIO/BLK	14
F22	110V WTR HTR SYSTEMS PANEL	15	BLK	14
F23	KITCHEN FURNACE (OPT.)	15	GRY/BLK	14
F24	OPEN			

060286n

Typical Fuse Label. Actual Label will vary with options and changes to the motorhome.

FUSES

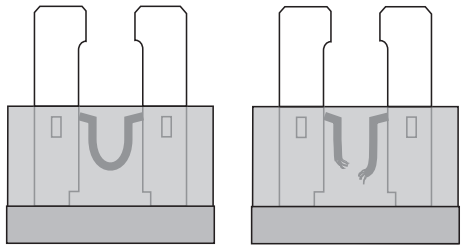
The 12 Volt DC fuses service the interior house lighting, ventilation fans and monitor panel. A blown fuse is evident by the broken metal strip located in the center of the fuse.

Replacement fuses should be of the same amperage. Installing a higher rated fuse 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.

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, as 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.

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



060086b

BATTERIES - HOUSE

House batteries are designed for use with 12 Volt DC operated lights and appliances.

House Battery Types:
- Liquid Lead Acid (LLA)

Deep Cycle Batteries:
Deep cycle batteries are a type of Liquid Lead Acid (LLA) battery. Deep cycle batteries are best suited for use with 12 Volt operated lights, appliances and inverter/converters. Deep cycle batteries are designed to have a majority of their capacity used before being recharged.

NOTE:
Tap water contains minerals which can alter battery chemistry and ruin the battery. Use only distilled water when refilling the LLA battery.

CAUTION:
Many types of petroleum based products or battery by-products can damage the paint finish. DO NOT allow these types of chemicals to get on the paint finish. If the chemicals splatter on to the painted surfaces, immediately rinse the surface using plenty of water and a mild detergent.

Battery Maintenance

Liquid Lead Acid (LLA) battery cells should be checked at least once a month. The level should be above the top of the plates, but not overfull. 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 rapidly boil out the water once the plates have been exposed to air.

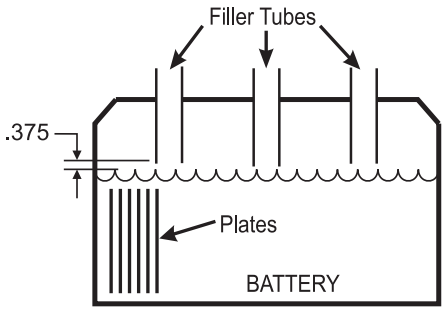
Periodically check the batteries for corrosion and cracks. Replace vent plugs that are cracked or missing. Keep the top of the batteries clean. The accumulation of electrolyte and dirt may permit small amounts of current to flow between the terminals, which can drain the battery.

IMPORTANT!

IMPORTANT!
This motorhome is equipped with Non-sealed Liquid Lead Acid (LLA) house batteries which require regular maintenance. Lack of maintenance will result in a shortened battery life.

NOTE:
Read your owners manual for storage, dry camping and battery maintenance.

MONACO CUSTOMER SERVICE: 1-877-4-MONACO



Battery State of Charge	Spec. Gravity	Voltage
100%	1.265	12.7
75%	1.225	12.4
50%	1.190	12.2
25%	1.155	12.0
Discharged	1.120	11.9 or Less

NOTE: The distilled water level in battery should be 3/8" below the filler tube. 020034

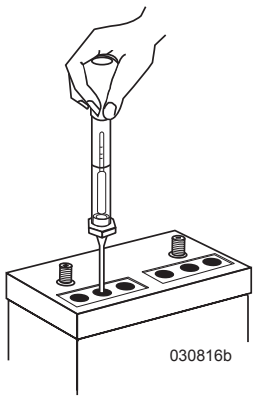
Check the battery connections for tightness and corrosion. If corrosion is found, disconnect the cables (mark cable locations) and carefully clean them with a mild solution of baking soda and water, or an aerosol product specifically designed for battery maintenance. **DO NOT** allow cleaning solution to seep into the battery and 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. The battery cable to battery terminal connections should be metal to metal. Coat the terminals with petroleum jelly or an anti-corrosion grease.

WARNING:
Liquid lead acid batteries produce hydrogen gas while charging. This is highly explosive. DO NOT smoke around batteries and keep all sources of ignition or flames away from batteries. The hydrogen gas may explode resulting in fire, personal injury, property damage or death.

Testing the Battery

A battery can be tested and monitored several ways. The Systems Control Center, located in the hallway area, shows the status of the house batteries.

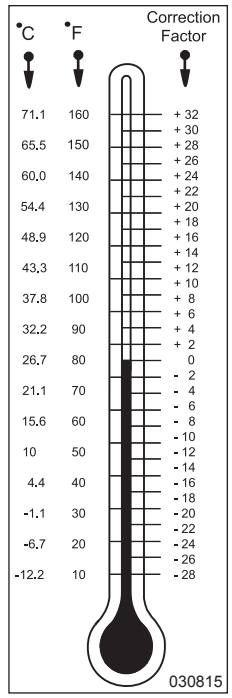
Checking the Electrolyte Solution



The most 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 here) 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.



Temperature Correction Chart

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.

Placing a load on the Battery:

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 batteries 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.

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 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 20 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 20 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 80º 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 DC to operate the 120 Volt AC 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 AC. 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 13 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 maintain the batteries in their proper operating range.

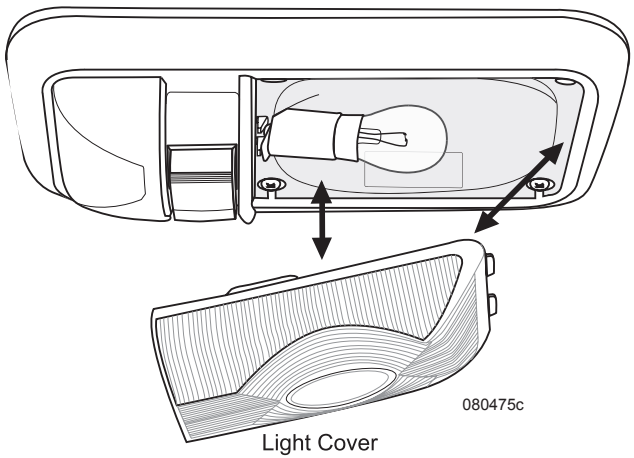
LIGHTS

A wide variety of light types and styles are used in the motorhome depending on floor plan.

To Replace a Bulb:

1. Carefully squeeze the lens cover then gently pull the cover out. The cover has tabs that lock the cover in place.
2. Using a clean cloth or piece of tissue carefully grasp the bulb and rotate to the unlock position.
3. Remove bulb from the socket.
4. The bulb replacement is 1141 12V 21CP.

NOTE:
Replacement bulb number is accurate at time of printing. Confirm replacement bulb number before ordering or obtaining a replacement.



Light Cover

5. Using a clean cloth or piece of tissue grasp the new bulb and align the prongs on the bulb with the slot on light socket.
6. Push bulb in and rotate to lock position.
7. Gently squeeze lens cover and insert tabs on cover into fixture.

CAUTION:
DO NOT touch the incandescent bulbs while it is on. Allow bulb to cool down before replacing because a hot bulb can cause a burn.

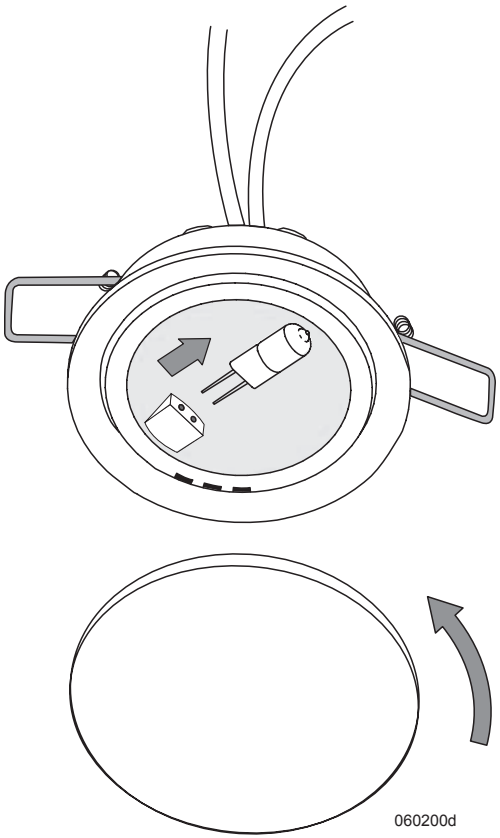
Interior Halogen

To Remove:

1. Grasp light fixture and pull down slightly then tilt fixture to one side. This will allow one spring clip to come out.

CAUTION:
Push spring clip inward with a finger as clip is being eased out. If this is not done spring clip can snap back on fingers.

2. Tilt fixture to other side and ease the other spring clip out.



3. Unscrew the light lens counterclockwise and remove.
4. Carefully grasp bulb and pull from socket. Replace with the same type of bulb.
5. 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 result in immediate bulb failure.
6. Align contacts of bulb with terminals in fixture base. Insert bulb until contacts are firmly seated.

To Reinstall:

7. Align tabs on light lens with slots in fixture base. Rotate lens clockwise until light lens locks into place.
8. Fold up both spring clips and insert light fixture into opening. Once in opening the spring clips will expand and lock light fixture 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, allow it to cool and clean the bulb with alcohol.

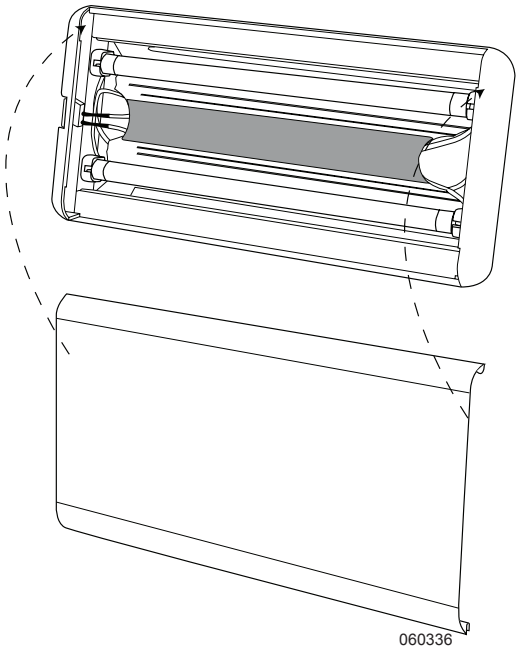
Fluorescent Light

Operation: Turn the fixture On/Off by pressing the power switch on the side.

To Remove a Fluorescent Tube:

- Make sure light fixture is Off.
- Carefully squeeze both sides of lens cover. The cover has a groove on each side that fits into guide rail. Remove lens cover.
- Grasp the fluorescent tube with both hands and rotate so that the prongs are facing straight up in the socket slot.
- Carefully remove tube.
- Replace with Philips TL 8W/33T fluorescent tube.

NOTE:
Replacement tube number is accurate at the time of printing. Confirm replacement tube number before ordering or obtaining replacement.



To Replace a Fluorescent Tube:

- Align the prongs on the fluorescent tube with socket slot.
- Insert tube and using both hands rotate to seat.

WARNING:
Fluorescent bulb must be fully seated for proper operation.

- Insert one groove on the lens cover into the guide rail.
- Carefully squeeze lens cover to insert other groove into guide rail.

CAUTION:
DO NOT touch fluorescent tubes while they are on. Make sure tubes are cool before handling.

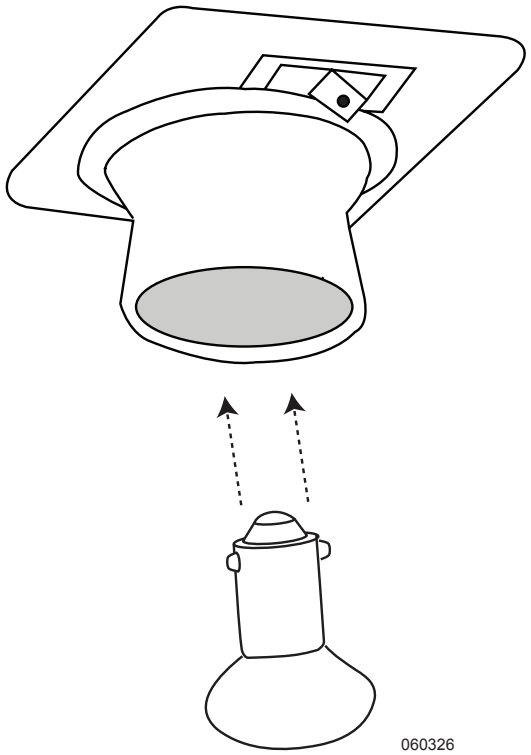
Map Light

Operation:

Turn the map light on by pressing the On/Off switch on the map light. The map light pivots left and right to allow illumination of different areas.

To Replace a Bulb:

1. Carefully push in on the bulb and turn counterclockwise.
2. Pull bulb from the socket.
3. Replace with a 12 Volt 12 Watt, #11391F bulb. To re-install align the two pins on the bulb with the two channels on the socket. Insert the bulb and turn clockwise.



If Map Lights Fail to Operate:

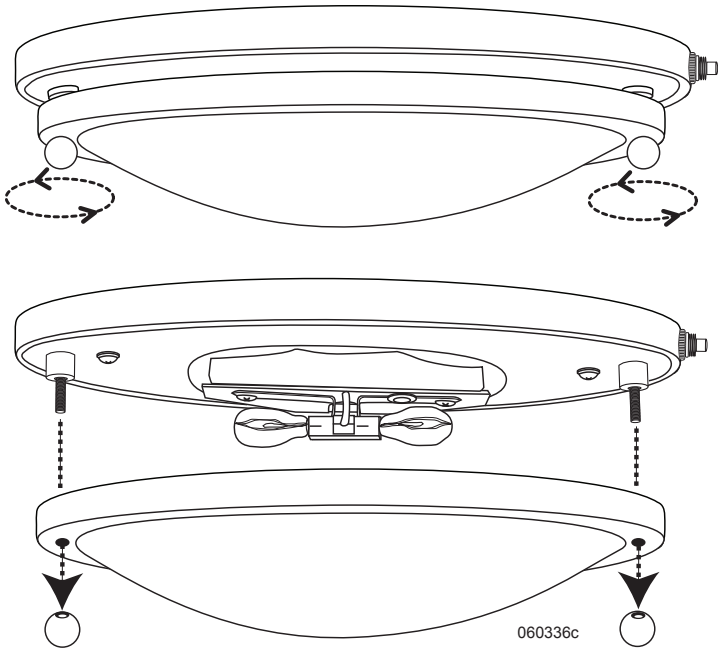
- Ensure battery switch (by entry door) is turned on.
- Check fuse in roadside front electrical bay.

NOTE:
Replacement tube number is accurate at the time of printing. Confirm replacement tube number before ordering or obtaining replacement.

Decorative Incandescent Light

To Replace a Bulb:

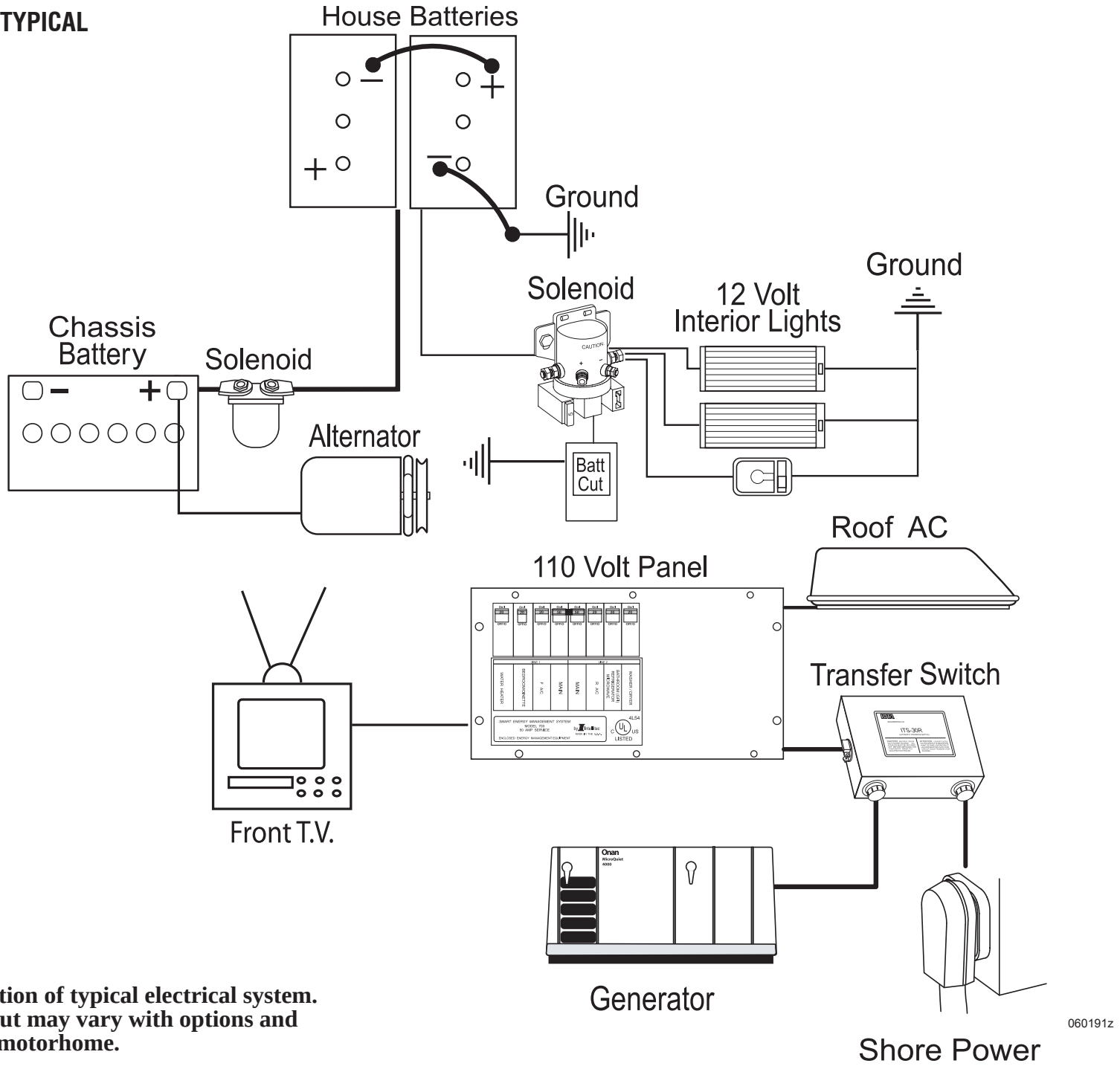
1. Unscrew two side round bolts.
2. Carefully remove glass dome and frame from side screws.
3. Carefully grasp bulb and pull from socket.
4. Replace with the same type of bulb. Bulb replacement is Type #921.
5. Carefully push bulb into light socket. Ensure bulb is firmly seated.
6. Insert frame and glass dome into side screws.
7. Holding glass dome, screw two round bolts into side screws.



CAUTION:
DO NOT touch the incandescent bulbs while hot. Allow bulbs to cool down before replacing to avoid being burned.

NOTE:
Replacement bulb number is accurate at time of printing. Confirm replacement bulb number before ordering or obtaining a replacement.

ELECTRICAL LAYOUT - TYPICAL



NOTE:
Representation of typical electrical system. Actual layout may vary with options and changes to motorhome.

MONARCH 08

ELECTRICAL SYSTEMS - CHASSIS — SECTION 9

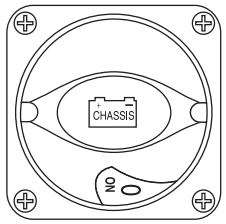
CHASSIS ELECTRICAL - INTRODUCTION

This section contains guidelines, procedures and information that will assist in understanding the chassis electrical system and the operation of various components. Refer to the OEM manuals included in the Owner's Information File box for their respective, in-depth, individual component operating instructions.

A majority of the chassis electrical functions are designed to operate from 12 Volt DC (direct current) power. This is why the chassis battery plays such an important role in the function of the motorhome. Therefore, it is important to keep the 12 Volt DC system(s) in good working order. These systems, with their incorporated electronics, are voltage sensitive. If DC voltage is not within specification, some electronic items may be damaged.

The two different systems, chassis and house, have their own batteries. The chassis battery supplies 12 Volt DC power to the front distribution panel located in an outside compartment by the roadside front wheel. This panel contains mostly engine system fuses and wiring such as headlights, taillight, dashboard functions, gauges, etc. The house batteries supply 12 Volt DC power to the distribution panel located in the bedroom area or near the entry door (depending on floor plan). This panel contains fuses for the house, interior lighting and appliances.

BATTERY DISCONNECT
Chassis



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The chassis battery disconnect switch is located in either a front roadside compartment or the engine compartment. The switch controls the DC power to the front electrical bay. Most chassis and engine functions are interrupted when the chassis battery disconnect switch is turned off. Some electronic components of the engine and transmission require a constant power source and will continue to draw power when the disconnect is engaged.

Turn the chassis battery disconnect switch off when the motorhome is going to be stored or when performing electrical maintenance. If possible, leave the motorhome plugged into an AC source with the chassis battery disconnect switch on to help prevent the possibility of dead batteries.

If an AC source is not available, and the motorhome is going to be stored more than 48 hours, it is recommended to turn the chassis battery disconnect switch off.

WARNING:
When 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.

DANGER:
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.**
2. **Cover electronic control components and wiring to protect from hot sparks.**
3. **Disconnect the terminal plugs from the engine Electronic Control Unit. Refer to OEM manual for location of engine Electronic Control Unit.**
4. **Disconnect all the plugs from the transmission Electronic Control Unit. Refer to OEM manaual for location of transmission Electronic Control Unit.**

BATTERY - CHASSIS

The chassis battery is designed for high output cranking power. The chassis battery is equipped with thin plates (as opposed to the thick plates of deep cycle batteries) to allow a high output of current for a short period of time. This is measured in Cold Cranking Amps (CCA) which represents the amperage output that can be sustained for 30 seconds at 0º F without falling below a manufacturer-specific voltage. The thin plates of the chassis battery will warp if the battery is discharged and reduce battery capacity. Turn off the chassis battery disconnect switch if storing the motorhome for more than 48 hours to help prevent battery discharge.

The chassis battery is located in the engine compartment. Keep the tray and mounting hardware tight and corrosion free.

NOTE:
Replacement batteries should have the same cold cranking amp (CCA) rating.

FUSES & CIRCUITS
Front Distribution Panel

The front distribution panel is located in the front roadside compartment and contains the fuses, self resetting supply circuit breakers, solenoids and relays. Automotive fuses and emergency flashers are located in this panel. Fuses are the standard plug-in type (ATO/ATM). 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 or rating will defeat the circuit protection provided by the fuse, which could result in damage to the motorhome's electrical system. If a fuse has been replaced and it blows repeatedly, that 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 cover. Remove three wing nuts and turn the cover over to view.

NOTE:
For information regarding Workhorse fuses and circuit breakers refer to the Workhorse OEM manual.

NOTE:
For information regarding Ford fuses and circuit breakers, refer to the Ford OEM manual

FUSE NO.	DESCRIPTION	MAX FUSE SIZE
C401(F)	CHASSIS	
4-1	STEP MOTOR	25
5-2	STEP SWITCH	7.5
6-3	STEP MOT 2ND DR OPT	25
3-4	STEP SWT 2ND DR OPT	7.5
2-5	SPARE	15
1-6	SPARE	15
C402(D)		
4-7	NAVIGATION	15
5-8	SPARE	15
6-9	SUNVISORS	5
3-10	CB RADIO/COMPASS	5
2-11	POWER WINDOW DRVR	15
1-12	DAYTIME RUNNING LTS	15
C403(D)	IGN#1	
4-13	DASH A/C	20
5-14	JACK/ANT WARNING	5
6-15	TV/LEVEL LOCKOUT	7.5
3-16	MIRROR HEAT	15
2-17	MIRROR MOTORS	2
1-18	AIR HORNS	20
C415(F)	RELAY FUSE	
1-59	PATIO AWNING	CB-15
2-60	ENTRY DR AWNING (OPT)	CB-15
3-61	SIDE DOCK (TOY)	15
6-62	N/A	15
5-63	N/A	15
4-64	N/A	15
65	MARKER LIGHTS	10

FUSE NO.	DESCRIPTION	MAX FUSE SIZE
C404(F)	IGN#2	
4-19	STEP/ISO SENSE	7.5
5-20	LEVELING JACKS	15
6-21	SPARE	3
3-22	SLIDE-OUT RELAY	15
2-23	SPARE	15
1-24	FIREPLACE (OPT)	15
C405(D)	ACC#1	
2-25	REAR VISION	5
1-26	SPARE	5
4-27	WIPER PWR (SIMBA ONLY)	CB-15
7-28	NAV ACC-PWR	15
8-29	ACCESSORY	15
9-30	TRAILER CHARGING	CB-15
6-31	US GEAR BRAKE CONT.	15
3-32	FOG LAMPS (N/A SIMBA)	15
C412(F)	NON SWITCHED HOUSE 12V	
4-66	RADIO MEMORY	10
5-67	REFER	10
6-68	SPARE	15
3-69	LP/CO DETECTOR	3
2-70	SYST. HEAT/SNAP DISC	5
1-71	SPARE	3
	CIRCUIT BREAKERS	
	INTERIOR FUSE PANEL	50

FUSE NO.	DESCRIPTION	MAX FUSE SIZE
C406(F)	SWITCHED HOUSE 12V	
4-33	DRV POWER SEAT	CB-15
5-34	PASS POWER SEAT (OPT)	CB-15
6-35	STORAGE LIGHTS	15
3-36	SERVICE LIGHT	7.5
2-37	SPARE	CB-15
1-38	SPARE	CB-15
C407(F)		
2-39	SPARE	20
1-40	BAY 12V/CPTR RECEP.	15
4-41	DASH RADIO	5
7-42	SIDE DOCKING LTS MAIN PWR(TOY)	15
8-43	SPARE	3
9-44	SPARE	15
6-45	STEP WELL LIGHTS (MAIN)	15
3-46	STEP WELL LIGHTS(OPT)	15
C408(F)		
4-47	SPARE	3
5-48	SPARE	15
6-49	DRVRS S/O PWR #1	15
3-50	PASS S/O PWR	15
2-51	DRVRS S/O PWR #2	15
1-52	PASS S/O PWR	15
C409(D)		
4-53	MAP LIGHT	7.5
5-54	12V COMUTER RECEPT.	15
6-55	BATT. BOOST/TV BOOST	5
3-56	DASH FANS	15
2-57	HOME THEATER AMP	15
1-58	AUX 12V PWR (OPT)	15

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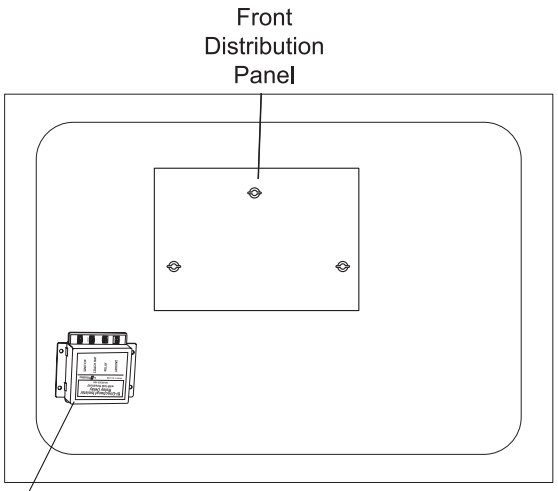

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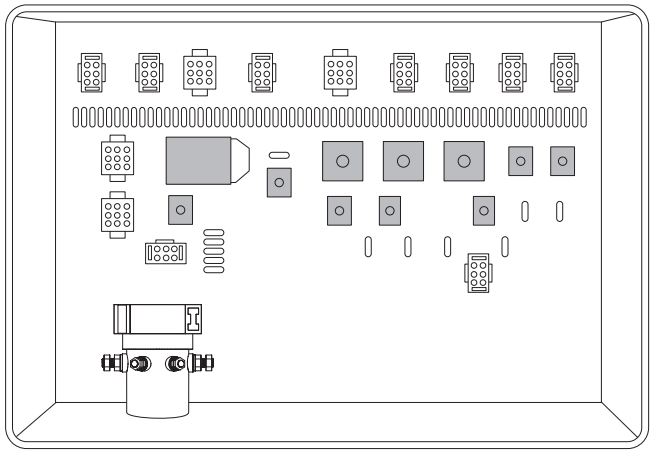

Typical Front Electrical Panel Layout

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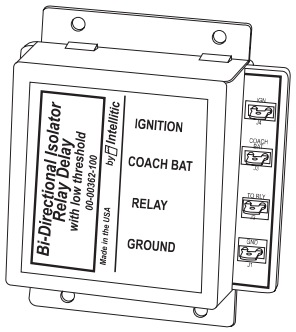
NOTE: Representation of front electrical panel. Components and location of components will change with options or changes to the motorhome.

BI-DIRECTIONAL ISOLATOR RELAY DELAY



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Located in front roadside compartment

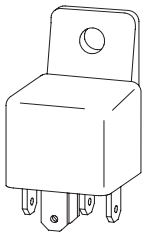
The BIRD (Bi-Directional Isolator Relay Delay) constantly senses voltage of the house and chassis batteries.

With engine running, the alternator on the engine will maintain chassis and house battery voltage. When the motorhome is plugged into shore power or operating from the generator, both the house and chassis batteries are charged from the converter. If neither battery is being charged, the batteries are fully isolated.

The battery maintainer also senses heavy loads on either battery to prevent the wrong battery from being inadvertently discharged.

Relays

The motorhome uses various relays to operate 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.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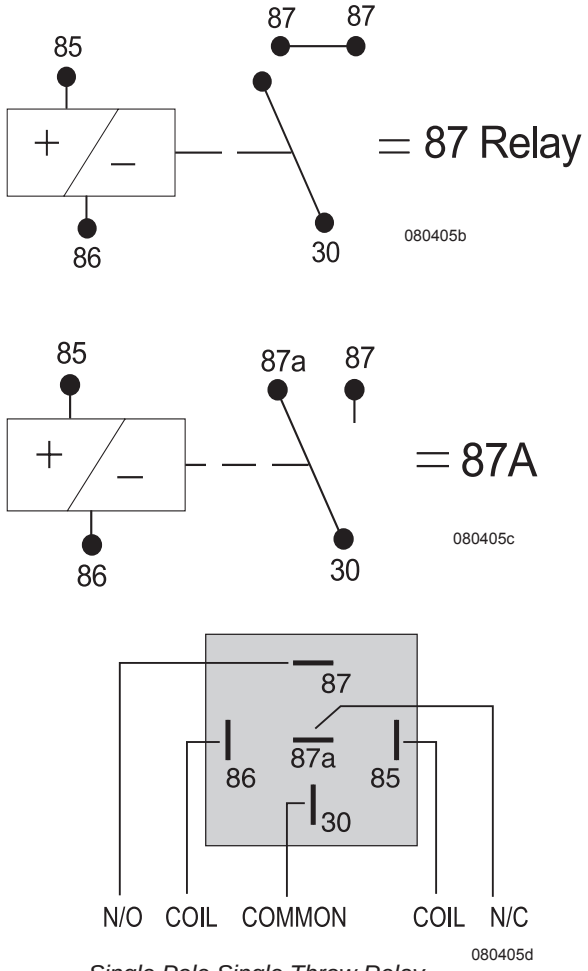
Relays can look the same in appearance, but differ in function. Note that on the side of the relay is a schematic drawing identifying if the relay is 87 or 87a relay. These current ratings differ, and if mixed, will create problems. Ensure the replacement relay is of the current rating to assure proper operation.

Another indicator to the type of relay is the post or legs. Turn the relay over and look at the post.

Note the differences between the numbered posts:

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 the 30 post becomes common to the 87 post located on the outside of the relay.

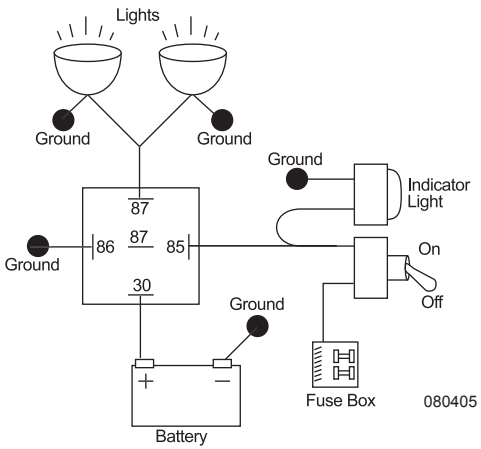


Single Pole Single Throw Relay.

A Single Pole Single Throw relay (SPST) is an electro-magnetic switch consisting of a coil (terminals 85 & 86), one common terminal (30), one normally closed terminal (87a), and one normally open terminal (87).

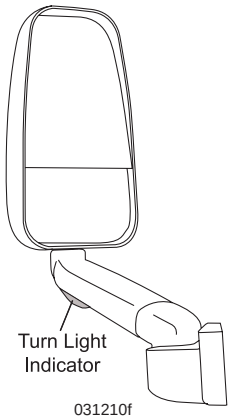
When the coil of the relay is at rest (not energized) the common terminal (30) and the normally closed terminal (87a) have continuity. When the coil is energized, the common terminal (30) and the normally open terminal (87) have continuity.

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.



TURN SIGNAL

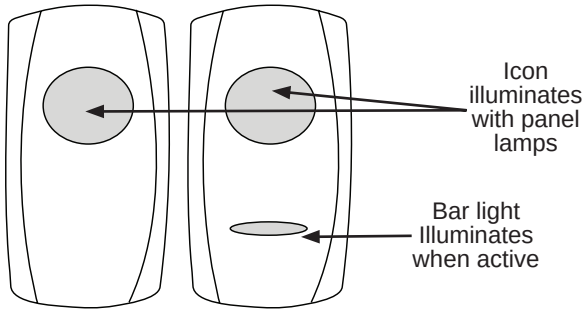
A turn signal indicator is found under each mirror. Upon activation of a turn signal the indicator will blink.



DASH & CONSOLES

For information on how to operate dash gauges and switches not listed, consult the Workhorse OEM manual or the Ford OEM manual.

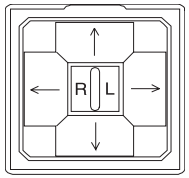
Two types of switches are used: lighted and non-lighted. The function each switch performs is printed on the switch.



Typical switch configuration.

DASH:

MIRROR ADJUST: To adjust 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 of the mirror position. The outside mirrors have been placed so that they can be easily adjusted with the Allen wrench. After taking delivery of the new motorhome it will be necessary adjust both the driver and the passenger side mirrors.

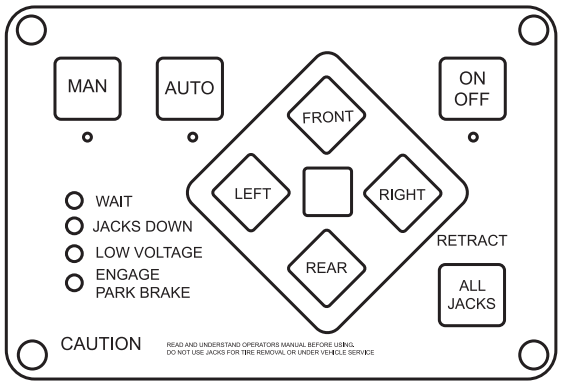


MIRROR HEAT: Turns on the heaters in outside rear view mirrors. The mirror heaters should be used when defogging or deicing is needed. Mirror heat should not be left in the ON position unless continuous fogging conditions occur.

FOG LIGHTS: Operates the fog lights with the ignition key on and the headlights in the low beam position. The fog lights will go off when the headlights are switched to high beam.

DRIVER CEILING MAP LIGHT: Rotating the thumbwheel on the dash turns ON/Off a map light on the ceiling above driver. The battery switch (by entry door) must be on for map light to function.

LEVELING CONTROL PANEL: The four-point hydraulic leveling system is operated from the control panel to level the motorhome. The control features a multiple warning system with flashing lights and an alarm to alert of a jack down. See Section 5 for further leveling instructions.



TV ANTENNA: Dash warning lamp that indicates TV antenna is raised. Lower antenna before moving motorhome.

DRIVER SHADE (Optional): Operates the power sun visor located on driver's side.

PASS SHADE (Optional): Operates the power sun visor located on the passenger side.

BATTERY BOOST: The Battery Boost switch is used if the motorhome chassis battery is too weak to start the engine. Use Battery Boost to momentarily "jump" the house batteries to the chassis batteries.

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 rapidly flashing. Depending on ambient temperature when preheat cycle may last up to fifteen seconds.

To Start the Generator: Press and hold the switch to START. The light flashes 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 and is operating smoothly.

To Stop the Generator: Momentarily press the switch to STOP. It is not necessary to hold the switch until the generator has stopped.

RADIO: Turns power on to the radio. The dash radio ON/OFF switch must also be on in order for the radio to operate.

CENTER CONSOLE:

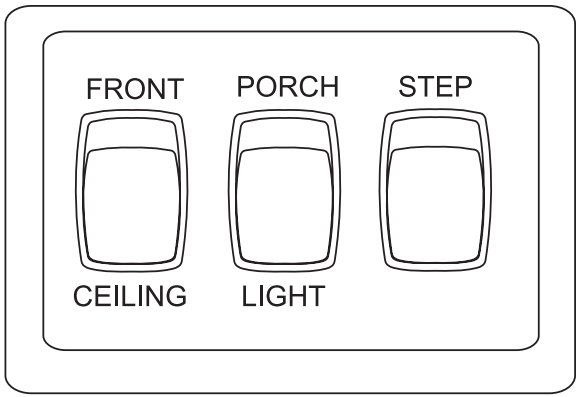
BACKUP MONITOR: Used with the back up camera and will display the rear view of the motorhome. The system can also display the (optional) side cameras.

PASSENGER CONSOLE:

PASS SHADE (Optional): Operates the power sun visor located on passenger side.

MAP LIGHT: Turns ON/OFF map light on the ceiling above passenger. The battery switch (by entry door) must be on for map light to function.

BY ENTRY DOOR:



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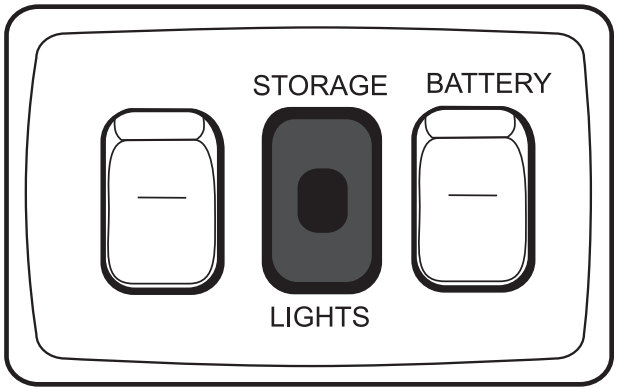
FRONT CEILING: Turns interior front ceiling lights ON/OFF.

PORCH LIGHT: Turns exterior porch light above the door ON/OFF.

STEP: Provides power to the exterior entry step enabling steps to operate.

BY ENTRY STEP:



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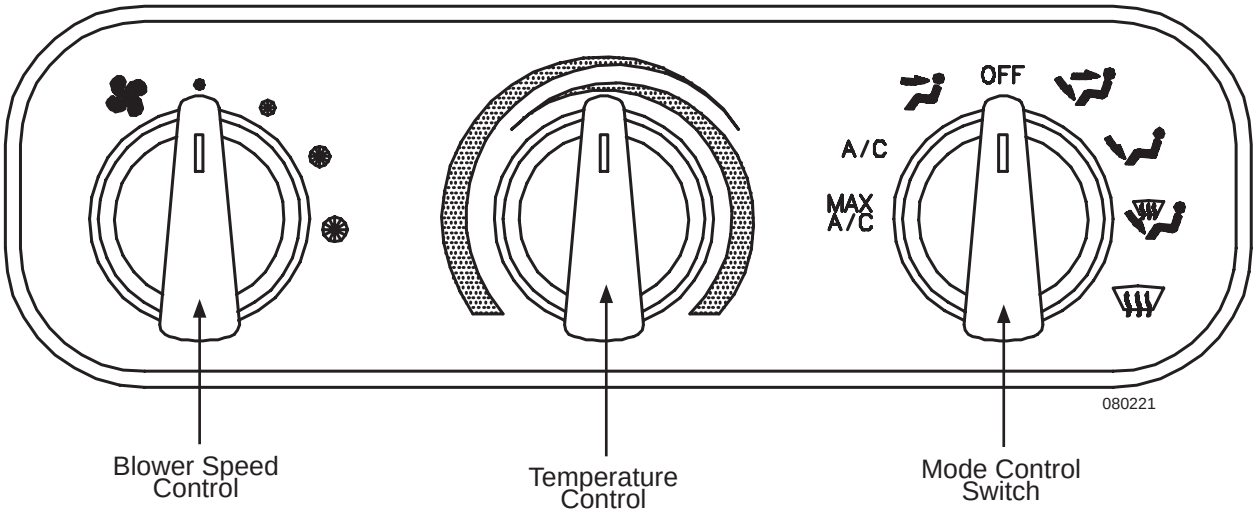
STORAGE LIGHTS: Central switch location to turn lights ON/OFF within the compartment bays. Indicator light will glow when switch is activated. Storage lights must be turned for this switch to function.

BATTERY: Controls the 12 Volt DC power to the domestic fuse panels.

AIR CONDITIONER & HEATER CONTROLS



Dash AC and Heater Control: Designed to 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: Controls the four speeds of the blower motor. This is one of the most effective ways of controlling temperature. The mode control switch must be in the **OFF** position for the blower to activate.

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: 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.

NOTE:
The air conditioning compressor is activated when using MAX A/C, A/C, MIX and DEFROST.

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.

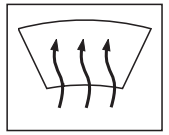
OFF - The blower motor does not operate. The fresh air inlet door will close, minimizing outside air infiltration into the motorhome.

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.

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.



A/C Operation: When the Mode Control Knob is positioned in the A/C mode, fresh air is drawn through the front air intake of the unit through the A/C coil. The Mode Control Knob in the MAX A/C position closes off a damper door to outside air and recirculates air from inside the motorhome. Select this position when maximum cold air is desired or to keep outside air from entering the motorhome.

NOTE:
Activate the A/C system monthly to keep internal components of the compressor lubricated.

Heat and Defrost Operation:
- Set the Mode Control Switch to the desired position.
- Set the Temperature Control Switch to the red zone.

Operating Tips & Hints

Air intake and discharge temperatures are greatly affected by ambient temperatures and relative humidity. A large amount of cooling capacity is used to dehumidify as well as cool air. After three to five minutes of A/C operations, discharged air temperature should be approximately 20º to 30º F cooler than the fresh or recirculated air entering the A/C system.

At the beginning of the day, activate the compressor with the engine at idle. This will avoid sudden high speed activation resulting in possible damage from lack of internal compressor lubrication.

Winter Use:
- De-ice the windshield using the DEFROST mode.
- Air will heat up faster with a slower blower speed until normal operating temperature ranges are reached.

Summer Use:
- Close all windows and vents to hot, humid outside air.
- MAX A/C and HI blower provides quick cool down.
- Use a lower blower speed to produce cooler air.
- Temperature Control switch must be set to the blue zone for cool air.

Heater: The heater warms 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. When open, the water valve will allow the coolant to flow through the heater core. The heater core is much like a miniature radiator. 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 airflow is felt at the discharge vents.

Electric Water Valve: The water valve controls the water flow to the heater core. A control module compares the output voltage from the thermostat 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 thermostat 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.

System 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 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.

Receiver-Drier - Freon leaves the condenser, enters the receiver-drier 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.

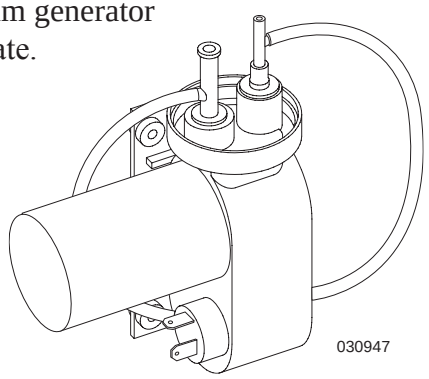
Expansion Valve - The expansion valve suppresses the refrigerant into the evaporator according to the cooling requirements. The pressure is reduced in the restrictive effort of the expansion valve. A part of the valve is the capillary tube assembly. The capillary tube is the sensing bulb at the outlet 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 pressure.

Blower and Motor - 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.

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. The vacuum generator creates 15 inches of vacuum that 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. When the ignition is on and the A/C is operating, the vacuum generator will operate.



Vacuum Generator: Located at front firewall.

Troubleshooting

The dash A/C and 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

No Cooling:

1. Check that the blower is operating, A/C switch is in **A/C** or **MAX A/C** 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.

NOTE:
An ultraviolet or UV Blue Light cube is used for leak detection when dye is introduced to the A/C System.

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.

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.

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. Is the vacuum generator being powered and producing a vacuum?
2. Check the vacuum line entering the unit for vacuum.
3. 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.
4. Check the mode switch.
5. Check wiring.
6. Check for a pinch in the vacuum line leading to the vacuum motor that operates the damper door in question.

MONARCH 08

CHASSIS INFORMATION — SECTION 10

CHASSIS - INTRODUCTION

This section contains information regarding the motorhome chassis. Optional equipment may be discussed, so not all information will be applicable to the motorhome. Complete instructions and further information can be found in the Workhorse or Ford OEM operators manual included in the Owner's Information File Box.

CHASSIS - UNDER HOOD

Workhorse Chassis

Engine Oil - Check oil level when engine is off and cool. Oil should be within crosshatched area on dipstick. **DO NOT** fill above **MAX** mark. **SAE 5W-30** with API certification recommended for all temperatures. **Refer to OEM manual for details.**

Automatic Transmission Fluid -
Check with engine running at normal operating temperature. Fluid should be within crosshatched area of dipstick. **Refer to OEM manual for information on recommended automatic transmission fluid to use.**

Engine Oil Fill Cap - SAE 5W-30 with API certification recommended for all temperatures.

Engine Coolant Reservoir -
Level with **COLD FILL RANGE** when cold.

NOTE:
DO NOT mix different types of antifreeze.

WARNING:
Remove coolant cap only when safe and engine is cool. Use only recommended engine coolant. See Workhorse OEM Manual for recommended coolant.

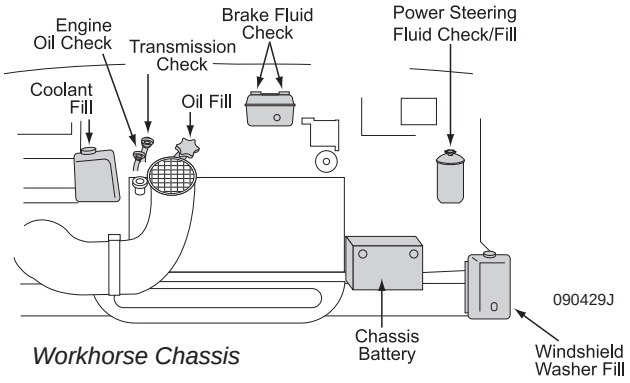
Windshield Washer Reservoir - Fill with windshield washer fluid, not water.

Brake Fluid Reservoir - Clean filler cap before removing; use only **DOT 3** fluid from a sealed container.

Power Steering Fluid - Check with engine **OFF** and cold; fluid level on dipstick should be between arrows in **FULL/COLD** range. Refer to OEM manual for details.

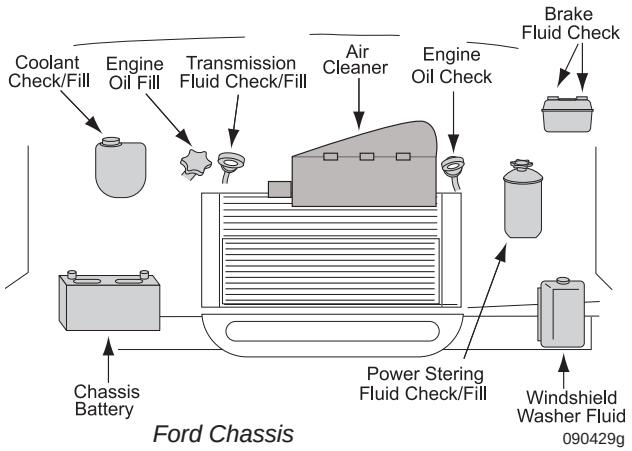
Battery - See **ELECTRICAL SYSTEMS.**

NOTE:
Use only the recommended fluids as specified by the Workhorse OEM manual.



Workhorse Chassis

Ford Chassis



Ford Chassis

Engine Oil - Check oil level when engine is off and cool. Oil should be within crosshatched area on dipstick. **DO NOT** fill above **MAX** mark. **SAE 5W-20** with API certification recommended for all temperatures. **Refer to OEM manual for details**

Automatic Transmission Fluid -
Check when engine is running at normal operating temperature. Fluid should be within crosshatched area of dipstick. Refer to OEM manual for recommended automatic transmission fluid.

Power Steering Fluid -
Check when engine is off and cold. Fluid level on dipstick should be between arrows in **FULL/COLD** range. Refer to OEM manual for recommended power steering fluid

Engine Coolant Reservoir - Level with **COLD FILL RANGE** when cold. Refer to OEM manual for recommended coolant.

WARNING:
Remove coolant cap only when safe and engine is cool. Use only recommended engine coolant. See Ford OEM manual for more information.

NOTE:
If the coolant system runs dry, the Fail Safe Cooling System will shut down half of the cylinders (alternating) and the Service Engine Soon warning light (see instrument panel) illuminates. If the temperature rises too high, engine automatically shuts off to help prevent further damage; service cooling system as soon as possible. Cooling fan clutch will increase engine noise when engaged. This is normal. Refer to OEM manual for details.

NOTE:
DO NOT mix different types of antifreeze.

Brake Fluid Reservoir - Clean filler cap before removing. Check the chassis OEM manual for correct fluid type or check the brake fluid reservoir for information stamped in the cap. Use only new fluid from a sealed container.

Windshield Washer Reservoir - Fill with windshield washer fluid, not water.

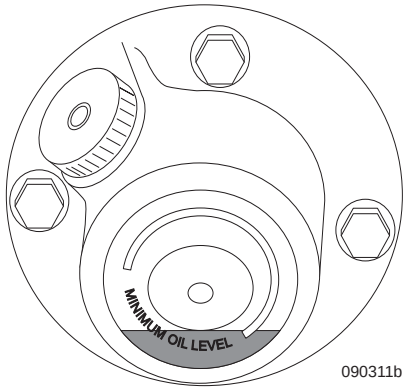
NOTE:
Use only the recommended fluids as specified by the Ford OEM manual.

FRONT AXLE - WORKHORSE ONLY
Oil Filled Bearings

All front axles use oil to lubricate the wheel bearings. **Inspect** the oil level before every trip and every 5,000 miles. The oil is drained and refilled without removing the wheel end assembly. Remove hubcap to access the bearing cover and drain plug.

To Inspect the Oil Level:
- Wait 30 minutes after driving so oil level can stabilize.
- 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.

The recommended oil change interval is based on the operating conditions, speeds and loads. Limited service applications may allow the recommended interval to be increased. Severe applications may require the recommended interval to be reduced.



Workhorse Hub

Recommended Change Interval:
- Change the fluid whenever the seals are replaced, the brakes are relined or at 30,000 miles (48,000km). However, check the lubricant twice a year (spring and fall) for contamination. Change as needed.

Lubricant Type:
- See the Workhorse OEM manual for recommended lubricant type.

To Drain:
- Place a suitable container below the bearing cover and remove the drain plug.
- Fill bearing assembly to the full level with the recommended lubricant.

NOTE:
Dispose of old oil properly and in accordance to all laws and requirements, ordinances, rules, specifications and instructions on labels.

SPECIFICATIONS

Tank Capacities

Tank Capacities (Approx. Gallons)	
Water Heater	6 gal
Grey Water	40-54 gal
Black Water	42-54 gal
Fresh Water	60 gal
LP-Gas*	20 gal

**Actual filled LP-Gas Tank Capacity is 80% of listing due to safety shutoff required on tank.*

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 then the estimated capacities.

Engine Specifications

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

WORKHORSE	
Engine Type	V8 Gas Fuel Injection
Engine Size	8.1L V8
Cubic Inch Displacement	496
Tire Size	245 70R 19.5F or 235/80R 22.5G
Fuel Tank (Approx Gal)	75
Alternator (amp)	145
Rear Axle Ratio	5.13:1 or 5.86:1

FORD	
Engine Type	Ford V10 Gas Fuel Injection
Engine Size	6.8L V10
Cubic Inch Displacement	415
Tire Size	235 80R 22.5G or 245/70R 19.5F
Fuel Tank (Aprox Gal)	75
Alternator (Amp)	130
Rear Axle Ratio	5.38:1

NOTE:
The motorhome is equipped with either Michelin or Goodyear tires at the time of printing. The motorhome manufacturer will not be responsible for substitution of an incorrect tire size or load range. Verify tire brand, size and load range before obtaining replacement tires.

Battery Specifications Charts

Application	AH (20 HR)	RC (75A @ 80° F) Minutes
6 Volt Domestic* U2200 (2 each)	225	75 Amp @ 80° F = 230 Min.

**Two batteries connected in a Series configuration.*

Approximate Hours of Ampere Load					
U2200	5 AMPS	10 AMPS	15 AMPS	20 AMPS	25 AMPS
	55	55	12.5	9	7.5

Battery State of Charge vs Voltage/Specific Gravity			
Voltage	Specific Gravity	State of Charge	Depth of Charge
12.65	1.265	100%	0%
12.45	1.225	75%	25%
12.25	1.190	60%	50%
12.05	1.145	25%	75%
11.90	1.100	0%	100%

Voltage Reading: Battery fully charged at rest for one hour.

MAINTENANCE RECORDS

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
1											
2											
3											
4											
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LUBRICATION SERVICE RECORD

KEY TO SERVICES

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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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BATTERY RECORD						
MAKE	TYPE	DATE INSTALLED	REPAIRS	DATE REPLACED	SERVICE	
					MONTHS	MILES

TIRE RECORD							
MAKE	TYPE	PLY	DATE INSTALLED	REPAIRS	DATE REPLACED	SERVICE	
						MONTHS	MILES

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:____________________

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TOTAL GROSS VEHICLE WEIGHT

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REAR:__________+__________=__________
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REAR:__________+__________=__________
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TOTAL GROSS VEHICLE WEIGHT

DATE:______________________________
PLACE:______________________________
FRONT:__________+__________=__________
LEFT RIGHT TOTAL
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LEFT RIGHT TOTAL
= __________
TOTAL GROSS VEHICLE WEIGHT

DATE:______________________________
PLACE:______________________________
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LEFT RIGHT TOTAL
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TOTAL GROSS VEHICLE WEIGHT

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