

OWNER'S NAME
STREET ADDRESS
CITY AND STATE (OR PROVINCE IN CANADA)
MOTOR HOME SERIAL NUMBER
VEHICLE CHASSIS IDENTIFICATION NO. (VIN)
DATE OF DELIVERY TO FIRST RETAIL PURCHASER
VEHICLE MILEAGE AT TIME OF DELIVERY
SELLING DEALER NAME AND ADDRESS

EMERGENCY INFORMATION

YOUR WINNEBAGO INDUSTRIES DEALER

Name _____

Address _____

Contact Person _____

Phone _____

CHASSIS DEALER/SERVICE CENTER

Name _____

Address _____

Contact Person _____

Phone _____

INSURANCE POLICY

Company _____

Policy Number _____

Phone _____

2005 NEW VEHICLE LIMITED WARRANTY WINNEBAGO INDUSTRIES, INC.



WARRANTY COVERAGE TO OWNER

Winnebago Industries, Inc. of Forest City, Iowa warrants each new Winnebago Industries motor home to the owner for use in the U.S.A. and Canada as follows:

WARRANTY PERIOD

The Warranty Period for all coverages begins on the date the vehicle is delivered to the first retail purchaser or first placed in service as a demonstrator or company vehicle.

BASIC COVERAGE

The basic Warranty Period is 12 months or 15,000 miles (24,135 kilometers), on the odometer, whichever occurs first. Winnebago Industries does not authorize any person to create for it any other obligations or liability in connection with this vehicle. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE APPLICABLE TO THIS VEHICLE IS LIMITED IN DURATION TO THE DURATION OF THIS WRITTEN WARRANTY AS HEREINBEFORE OR HEREINAFTER PROVIDED. THE PERFORMANCE OF REPAIRS IS THE EXCLUSIVE REMEDY UNDER THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY. WINNEBAGO INDUSTRIES SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR LOSS OF TIME, INCONVENIENCE, OR OTHER CONSEQUENTIAL DAMAGE INCLUDING EXPENSE FOR GASOLINE, TELEPHONE, TRAVEL, LODGING, LOSS OR DAMAGE TO PERSONAL PROPERTY, OR LOSS OF REVENUE RESULTING FROM BREACH OF THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY. Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

ITEMS NOT SUBJECT TO WARRANTY COVERAGE.

Chassis, Drivetrain and related components*

Wheels*

Tires*

Service Items, such as Windshield Wiper Blades, Lubricants, Fluids & Filters

Adjustments

*These items are covered under the manufacturer's individual warranty.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

Also, this warranty shall not apply to failures, damage or malfunctions resulting from normal wear, misuse, abuse, negligence, alteration, accident, fire, improper repair of the vehicle or failure to follow recommended maintenance requirements.

36 MONTHS/36,000 MILE STRUCTURAL WARRANTY

At the expiration of the Basic Coverage and for the remainder of the period of 36 months or 36,000 miles (57,924 kilometers), on the odometer, whichever occurs first, Winnebago Industries warrants the following:

1. Body Thermo-Panel® Lamination of the sidewalls and backwall against delamination. Body Thermo-Panel® Lamination is the bonding of the exterior skin and the interior paneling to an insulating core material. Delamination (separation of layers) caused by other factors such as physical damage or failure to properly maintain sealants is not covered by this warranty.
2. The slide-out room assembly for defects in material or workmanship.
3. Structural defects of the subfloor and floor. Floor lamination failure and lamination failure of the subfloor panels and risers are covered by the structural warranty.

WINNEBAGO INDUSTRIES' RESPONSIBILITY

Any part of the vehicle subject to warranty which is found to be defective in material or workmanship, will be repaired or replaced at Winnebago Industries' option upon notice of the defect without charge to the customer for parts or labor. While any Winnebago Industries motor home dealer can perform warranty service, we recommend you return to the dealership that sold you your vehicle. If you are touring or have moved, contact any Winnebago Industries motor home dealer in the United States or Canada for warranty service.

CUSTOMER RESPONSIBILITY WHEN REPAIRS ARE NEEDED

If a part of the system covered by this warranty fails to function or requires service during the warranty period:

1. Promptly take the vehicle to the selling dealer for repair or inspection.
2. Written notice of defects must be given to the selling dealer or manufacturer no later than 10 days after the expiration of the warranty.
3. If the dealer is incapable of making the repairs, request that he contact Winnebago Industries, Inc.
4. If, after the above steps are completed and the repair is not made, the customer should contact Winnebago Industries, Inc., P.O. Box 152, Forest City, Iowa 50436, Attention: Owner Relations Department (800-537-1885) and furnish the following information:
 - The complete serial number of the vehicle
 - Date of retail purchase
 - Selling dealer's name
 - Nature of the service problem, and a brief explanation of the steps or service the dealer has performed, and the results obtained. The customer may be directed to another dealer or service center for repairs to be completed, if such a dealer or service center is better able to complete the repair.

Winnebago Industries may, at its option, request the vehicle be returned to Forest City, Iowa for repair. If the customer refuses to allow repairs to be performed at the Forest City, Iowa facility, the warranty on that repair will be voided.

5. If after the above steps are completed and the repairs are not satisfactory, the customer may contact the Service Administration Manager of Winnebago Industries, and request a customer relations board meeting to resolve the problem. This action, however, is not mandatory.
6. Certain components are covered beyond the 12 months/15,000 miles basic warranty coverage by the individual manufacturer's warranty. Please refer to the component's information supplied in the owner's information InfoCase for any additional warranty coverage after the basic warranty has expired.

DEALER'S REPRESENTATIONS EXCLUDED

Winnebago Industries, Inc. does not undertake the responsibility to any purchaser of its products for any undertaking, representation, or warranty made by dealers selling its product beyond those herein expressed.

INSTALLATION NOT COVERED

Winnebago Industries, Inc. cannot, however, and does not accept any responsibility in connection with any of its motor homes for additional equipment or accessories installed at any dealership or other place of business, or by any other party other than Winnebago Industries, Inc. Such installation of equipment or accessories by any other party will not be covered by the terms of this warranty.

CARE AND MAINTENANCE

It is the owner's responsibility to perform the care, maintenance and proper load distribution described in the owner's manual which

accompanies your motor home. Any damage which results to your vehicle as a result of your failure to perform such duties, is not covered.

Damage to appearance items such as fiberglass, metal, paint, fabrics and trim, may occur during manufacturing or transporting. Normally, any factory defect or damage is corrected at the factory. In addition, dealers are obligated to inspect each vehicle upon delivery to them and prior to delivery to you. You should also immediately inspect appearance items and advise your selling dealer of any discrepancies. Damage and normal deterioration due to use and exposure is not covered by this warranty.

CHANGES IN DESIGN

Winnebago Industries, Inc. reserves the right to make changes in design and changes or improvements upon its products without imposing any obligation upon itself to install the same upon its products theretofore manufactured.

NEW YORK:

If your motor home has been repaired three or more times for the same nonconformity, defect, or condition, or if your motor home has been out of service by reason of repair for twenty-one days, Section 198-a of the General Business Law of the State of New York requires you to provide written notice by certified mail, return receipt requested, to Winnebago Industries or its authorized dealer before making any claim under that section of the law. If you do have problems with your motor home, you should provide written notice to Winnebago Industries at the following address:

Winnebago Industries, Inc.
P.O. Box 152
Forest City, Iowa 50436
Atten: Owner Relations

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SECTION 1 SPECIFICATIONS

TANK CAPACITIES



Chassis Fuel Tank - All Models.....75 gal.



LP Gas Tank

Model 31W 18 gal.* (23 gal. w.c.)

Models 33V, 35A, 35D, 36M & 38J23 gal.* (28 gal. w.c.)



Fresh Water Tank

Model 31W76 gal.

Model 33V & 35D80 gal.

Model 36M73 gal.

Model 35A81 gal.

Model 38J82 gal.



Water Heater

Standard6 gal.

Optional10 gal.



Black Water (Sewage) Holding Tank

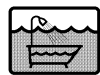
Model 31W (Toilet & Lavatory).....45 gal.

Model 33V & 35D (Toilet)55 gal.

Model 36M (Toilet).....41 gal.

Model 38J (Toilet).....51 gal.

Model 35A (Toilet)55 gal.



Gray (Waste) Water Holding Tank

Model 31W (Galley & Shower).....50 gal.

Model 33V & 35D (Galley, Shower & Lavatory)44 gal.

Model 36M (Galley, Shower & Lavatory).....61 gal.

Model 38J (Galley, Shower & Lavatory).....54 gal.

Model 35A (Galley, Shower & Lavatory)75 gal.

**LP Gas tank capacity shown is the usable “full” LP gas capacity, which is 80% of the tank manufacturer’s listed water capacity (w.c. shown in parenthesis). An LP tank must have at least 20% of tank volume free to allow for expansion and proper vaporization of the liquid fuel. The tank is also equipped with mandatory safety shut-off equipment that prevents filling above this level.*

NOTE: Capacities shown are approximate volumes based on computer design calculations. Usable capacities may vary according to fabrication and installation of tanks and compartments.

BODY & CHASSIS SPECIFICATIONS						
	F31W	F33V	F35A	F35D	F36M	F38J
Length (Bumper to Bumper)	31' 4.8"	33' 5.2"	35' 8.3"	35' 4.8"	36' 3.8"	38' 7.6"
Interior Width	96.5"	96.5"	96.5"	96.5"	96.5"	96.5"
Exterior Width	8' 5.5"	8' 5.5"	8' 5.5"	8' 5.5"	8' 5.5"	8' 5.5"
Interior Height	6' 8"	6' 8"	6' 8"	6' 8"	6' 8"	6' 8"
Exterior Height*	12' 3"	12' 2"	12' 3"	12' 2"	12' 4"	12' 3"
Exterior Storage (cu. ft.)	85.2	82.0	112.0	90.4	121.3	118.1
Ford						
GCWR (lbs.)	26,000	26,000	----	26,000	26,000/ 26,000	----
GVWR (lbs.)	20,500	20,500	----	20,500	20,500/ 22,000	----
GAWR - Front (lbs.)	7,000	7,000	----	7,000	7,000/7,500	----
GAWR - Rear (lbs.)	13,500	13,500	----	13,500	13,500/ 14,500	----
Workhorse						
GCWR (lbs.)	26,000	26,000	26,000/ 30,000	26,000	26,000/ 26,000	30,000
GVWR (lbs.)	20,700	20,700	22,000/ 24,000	20,700	20,700/ 22,000	24,000
GAWR - Front (lbs.)	7,500	7,500	8,500/9,000	7,500	7,500/8,500	9,000
GAWR - Rear (lbs.)	13,500	13,500	15,000/ 15,500	13,500	13,500/ 15,000	15,500
Wheelbase	190"	208"	228"	220"	228"	228"

**NOTE: The height of each model is based on the curb weight of a typically equipped unit and is measured to the highest standard feature on the roof. The actual height of a vehicle may vary by several inches depending on equipment variations.*

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SECTION 2 INTRODUCTION

IMPORTANT: Before driving your vehicle, be sure you have read the entire operator's manual and that you understand your vehicle's equipment completely and how to use the equipment safely.

NOTE: The descriptions, illustrations, and specifications in this manual were correct at the time of printing. We reserve the right to change specifications or design without notice, and without incurring obligation to install the same on products previously manufactured.

Congratulations! We welcome you to the exciting world of motor home travel and camping. You will find it convenient and enjoyable to have all the comforts of home and still enjoy the great outdoors wherever you choose to go.

Your motor home has been carefully designed, engineered and manufactured to provide dependability as well as safety. Before sliding into the driver's seat, please become familiar with operations and features. This manual was prepared to aid you in the proper care and operation of the vehicle and equipment. We urge you to read it completely. In addition, spend some time with the dealer when you take delivery to learn all you can about your new motor home.

Read and understand all instructions and precautions in this manual before operating your new motor home.

ABOUT THIS MANUAL

This manual describes many features of your motor home and includes instructions for its safe use. This manual, including photographs and illustrations, is of a general nature only. Some equipment and features described or shown in this manual may be optional. Because of Winnebago Industries' continuous program of product improvement, it is possible that recent product changes and information may not be included. The instructions included in this man-

ual are intended as a guide, and in no way extend the responsibilities of Winnebago Industries beyond the standard written warranty as presented in this manual.

Please read this operator's manual completely to understand how everything in your coach works before taking it on its "maiden voyage."

This manual is a guide to safe operation of the features, equipment and controls in this coach. Some equipment, such as the vehicle chassis and certain electronic systems or appliances, have their own comprehensive, manufacturer supplied manuals or information sheets which describe the operation of these products in great detail. This manual will refer you to the manufacturer's information included in your Owner InfoCase whenever necessary.

We also urge you to read the complete Chassis Operating Guide provided by the chassis maker and all other operating information provided by our equipment suppliers and manufacturers. This is contained in your Owner InfoCase.

This manual should be kept in the vehicle at all times for personal reference. The operator's manual, InfoCase and chassis operating guide are to be considered permanent components of this vehicle. They should remain in the vehicle when sold to provide the next owner with important safety, operating and maintenance information.

SAFETY MESSAGES USED IN THIS MANUAL

Throughout this manual, certain items are labeled Note, Caution, Warning or Danger. These terms alert you to precautions that may involve damage to your vehicle or a risk to your personal safety. Read and follow them carefully.



DANGER

DANGER indicates a directly hazardous situation which, if not avoided, will result in death or serious personal injury.



WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious personal injury.



CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, could result in damage mainly to equipment or property, but in some cases may also result in minor or moderate personal injury.

NOTE: A 'Note' is not necessarily safety related but indicates a recommendation or special point of information that could assist in understanding the use or care of a feature item.

CHASSIS OPERATING GUIDE

Throughout this manual, frequent reference is made to the vehicle chassis operating guide. The chassis guide is the operator's manual provided by the manufacturer of the chassis on which this motor home is built (e.g., Workhorse or Ford). Consult the chassis guide for operating safety and maintenance instructions pertaining to the chassis section of the motor home.

OWNER INFOCASE

The materials in your **Owner InfoCase** contain warranty information and operating and

maintenance instructions for the various appliances and components in your motor home. Warranty registration cards for these items should be filled out and mailed as soon as possible after you take delivery of your motor home. If you do not have operating instructions for a particular appliance, contact your dealer.

OPTIONS AND EQUIPMENT

This model is available in several sizes and floorplans, so accessories and components may differ slightly between models. Some equipment described in this manual may not apply to your coach.

PRE-DELIVERY INSPECTION

This motor home has been thoroughly inspected before shipment. Your dealer is responsible for performing a complete pre-delivery inspection of the chassis and all motor home components.

As a part of the pre-delivery inspection procedure, the dealer is responsible for road testing the motor home; noting and correcting any problems before delivery.

FRONT AXLE TIRE ALIGNMENT

We recommend that you have the front suspension and steering alignment checked and adjusted after you have fully loaded the vehicle according to your needs. Thereafter, have alignment inspected periodically to maintain vehicle steering performance and prevent uneven tire wear.

BEFORE DRIVING

Before sitting in the driver's seat, always check around your vehicle to be sure you have proper clearance for maneuvering. If necessary, have a passenger help guide you out of a difficult parking space.

Although your coach features automotive conveniences like power steering and power

brakes, driving a motor home is different from driving a car. A motor home is larger and heavier than an automobile, so it requires more stopping and passing distance, and more parking and maneuvering space than does a car.

Always be aware of the size of your motor home. The added height of roof air conditioners, TV antennas or luggage boxes may cause clearance problems around some tunnels, canopies and hanging signs. Know the height of your unit so you can observe posted clearance limits. Also, remember that some bridges, old ones in particular, may not support the weight of your motor home. Know the weight of your unit and observe any posted weight limits.

Remember: Always use your seat belt and be sure your passengers do so as well. We also advise making frequent rest stops while traveling to relieve stress on yourself, your passengers and your vehicle.

SERVICE AND ASSISTANCE

Your dealer will be glad to provide any additional information you need, as well as answer any questions you might have about operating the equipment in your motor home. When it comes to service, remember that your dealer knows your vehicle best and is interested in your satisfaction. Your dealer will provide quality maintenance and any other assistance that you may require during your ownership of this vehicle.

If you need warranty repairs while traveling you may take your motor home to any authorized Winnebago or Itasca dealership and request their assistance.

See the dealership directory in your Owner InfoCase.

WARRANTY

Your new vehicle is covered by a factory warranty against defects in material and workmanship. This warranty should be validated immediately and returned to the factory by your dealer. For additional information, see your “New Vehicle Limited Warranty” included at the front of this manual.

REPORTING SAFETY DEFECTS


If you believe that your vehicle 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 Winnebago Industries, Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Winnebago Industries.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

VEHICLE CERTIFICATION LABEL

This label contains vehicle identification and other important reference information. If your vehicle has a driver door, this label is affixed to the lower inside panel of the door or on the door jamb. If your coach does not have a driver door, the label is affixed to the armrest panel or wall to the left of the driver seat.

MANUFACTURED BY		INCOMPLETE VEHICLE MANUFACTURED	
		BY <u>1</u>	<u>2</u>
GAWR: <u>3</u>		GVWR <u>4</u> LB	KG
FRT	LB <u>5</u> KG	SUITABLE TIRE AND RIM CHOICE	COLD INFLATION PRESSURE
RR	LB <u>5</u> KG	TIRE <u>6</u>	RIM <u>7</u> PSI <u>8</u> KPA <u>9</u>
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
SERIAL NO. <u>10</u>	VIN <u>11</u>		
TYPE <u>12</u>	MODEL <u>13</u>	COLOR <u>14</u>	

Explanation of Data

1. Chassis manufacturer.
2. Chassis manufacture date.
3. Month and year of manufacture at Winnebago Industries.
4. Gross Vehicle Weight Rating: Total permissible weight of the vehicle, including driver, passengers, total cargo carried (including all liquids) and equipped with all options.
5. Gross Axle Weight Rating: Total permissible weight allowed for the front and rear axles (listed in pounds and kilograms).
6. Suitable Tire Choice: Tires recommended to meet handling and safety requirements. When replacing any of the tires on your vehicle, always replace with a tire that meets these specifications.
7. Suitable Rim Choice: Wheel rims recommended to meet handling and safety requirements. When replacing any of the rims on your vehicle, always replace with a rim that meets these specifications.
8. Cold Inflation Pressure: Inflation pressures at Gross Axle Weight Ratings recommended (while Cold) for the tires originally equipped on your vehicle. These pressure levels must be maintained to assure proper handling, safety and fuel economy.
9. Rear Axle Wheel Configuration: Single or Dual.
10. Serial Number: This is the serial number assigned to the completed vehicle by Winnebago Industries.
11. Vehicle Identification Number (VIN): This number identifies the chassis on which the motor home is built. The 10th digit of the VIN designates the chassis model year. (4=2004, 5=2005, etc.). This information is useful when ordering chassis repair parts.
12. Type: States the NHTSA designated usage classification for your motor home. MPV signifies a Multi-purpose Passenger Vehicle.
13. Model: Lists the Winnebago product model number of your vehicle. This number is referred to frequently in this manual concerning features and specifications.
14. Color: Signifies the color code number of the decor used throughout the vehicle. This number is necessary for ordering replacement cushions, curtains, carpet, etc.

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SECTION 3 GETTING TO KNOW YOUR MOTOR HOME

Read and understand all instructions and precautions in this manual before operating your new motor home.

GENERAL WARNINGS

- Only seats equipped with seat belts are to be occupied while the vehicle is moving.
- Make sure all passengers have seat belts fastened in a low and snug position so the force exerted by the belt in a collision will be spread across the strong hip area. Pregnant women should wear a lap-shoulder belt whenever possible, with the lap belt portion worn low and snug throughout the pregnancy.
- All moveable or swiveling seats should be placed and locked in forward facing positions while the vehicle is moving.
- Never let passengers stand or kneel on seats while the vehicle is moving.
- Sleeping facilities are not to be utilized while vehicle is moving.
- Examine the escape window and be familiar with its operation.
- Inspect the fire extinguisher monthly for proper charge and operating condition. This should also be done before beginning a vacation or any extended trip.

DRIVING

- Do not attempt to adjust the driver's seat while the vehicle is moving.
- Do not adjust tilt steering in a moving vehicle.
- Do not operate the cruise control on icy or extremely wet roads, winding roads, in heavy traffic, or in any other traffic situation where a constant speed cannot be maintained.
- Use care when accelerating or decelerating on a slippery surface. Abrupt speed changes can cause skidding and loss of control.
- Driving through water deep enough to wet the brakes may affect stopping distance or

cause the vehicle to pull to one side. Check brake operation in a safe area to be sure they have not been affected. Never operate any vehicle if a difference in braking efficiency is noticeable.

- Adverse weather conditions and extremes in terrain may affect handling and/or performance of your vehicle. Refer to your chassis manual for related information.

FORMALDEHYDE INFORMATION



WARNING

Some components in this vehicle contain formaldehyde based adhesives which may release formaldehyde fumes into the air for an unknown period of time until total dissipation occurs. Individuals who are allergic to formaldehyde gas fumes may experience irritation to eyes, ears, nose and throat. Reaction in infants may be more severe. Although long range effects are not well understood, testing to date has not revealed any serious health effects in humans at the level of emission from these products.

CARBON MONOXIDE WARNING



WARNING

Avoid inhaling exhaust gases, as they contain carbon monoxide, which is a colorless, odorless and poisonous gas.

The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust and ventilation system. It is recommended that the exhaust system and body

be inspected by a qualified motor home service center.

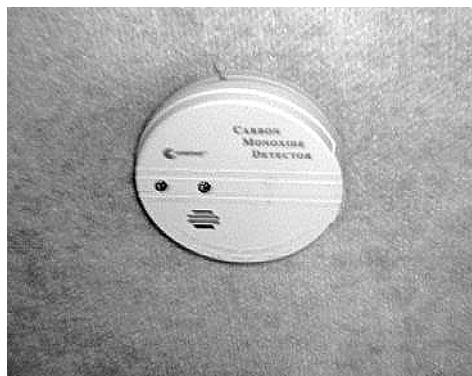
- Each time the vehicle is serviced for an oil change.
- Whenever a change in the sound of the exhaust system is noticed.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

To allow proper operation of the vehicle's ventilation system, keep front ventilation inlet grill clear of snow, leaves or other obstructions at all times. **DO NOT OCCUPY A PARKED VEHICLE WITH ENGINE RUNNING FOR AN EXTENDED PERIOD.**

Do not run engine in confined areas, such as a garage, except to move vehicle into or out of area.

CARBON MONOXIDE ALARM

Your coach is equipped with a carbon monoxide (CO) alarm located on the ceiling in the bedroom area. The CO alarm is powered by a 9-volt battery and has a sensor that is designed to detect toxic carbon monoxide gas fumes resulting from incomplete combustion of fuel. It will detect CO gas from any combustion source such as the furnace, gas range/oven, water heater, refrigerator, chassis engine, and electric generator engine.



Carbon Monoxide Alarm

Monthly Testing

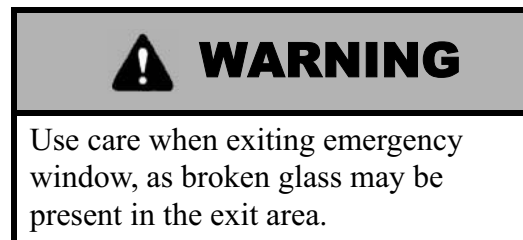
Press the TEST button on the face of the alarm at least monthly to check the function of the alarm and condition of the battery. If the alarm begins to beep every few seconds, the battery may be weak and needs replacement. (Press the TEST button to be sure before replacing the battery. If the alarm sounds, the battery may still be okay. If the alarm still beeps every few seconds, check the smoke detector also. The "low battery" warning beep is similar on many alarm devices, so the origin of this electronic sound can be deceiving.)

Further Information

Please read the information provided by the manufacturer, which is included in your Owner InfoCase. It includes information on precautions, operational testing, and battery/sensor replacement.

EMERGENCY EXITS

Instructions for operation are also located on a label on the glass for quick reference and for passengers who may not be familiar with the exit. Never remove or destroy this label.



Swing-Out Side Escape Window

The bedroom side escape window is secured by two red safety latches at the bottom of the window.

To open, lift both latches up and toward the center of the window, then push outward near the bottom of the window.

Instructions for opening are also located near the latches for quick reference and for passengers who may not be familiar with the exit. Never remove or destroy this label.




Lift latch handles upward to open.
Escape Window



We recommend that you become thoroughly familiar with the operating instructions displayed on the side of the fire extinguisher or in the information supplied in your Owner InfoCase.

We also recommend that you inspect the fire extinguisher for proper charge at least once a month in accordance with National Fire Protection Association (NFPA) recommendations as stated on the label.

If the charge is insufficient, the fire extinguisher must be replaced.


 WARNING
This window should be kept closed while driving to avoid drawing dangerous exhaust gases into the vehicle.

Using Slider Windows As Emergency Exits

Most slider windows along the side of the motor home can also be used as emergency exits, should the need arise. To use the windows as exits, first slide the window open, then slide the screen open or push the screen material out, depending on window type.

FIRE EXTINGUISHER

A dry chemical fire extinguisher is located near the main entrance door.

 WARNING
Do not test the fire extinguisher by discharging it. Partial discharge can cause leakage of pressure or contents which would render the unit inoperative when needed. When using the fire extinguisher, aim the spray at the base of the fire.

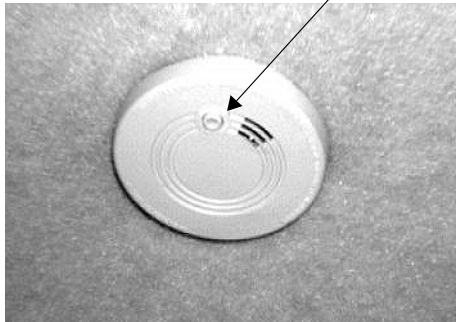
SMOKE ALARM

Your motor home is equipped with a smoke alarm located on the ceiling in the galley area. This alarm meets U.L. Standard 217 and NFPA Standard 74 for operation of smoke detection devices.

The following label is affixed either to the smoke alarm or on the ceiling near the smoke alarm.

⚠ WARNING
TEST SMOKE ALARM
OPERATION AFTER VEHICLE HAS
BEEN IN STORAGE, BEFORE EACH
TRIP, AND AT LEAST ONCE
PER WEEK DURING USE.
FAILURE TO COMPLY MAY
RESULT IN SERIOUS INJURY.

Press button to test



Smoke Alarm

See your Owner InfoCase for further information.

“KEY ONE” LOCK SYSTEM

Your coach is equipped with the Key One™ lock system. A single key will open every door lock in the entire motor home (except the security deadbolt lock on the entrance door).

The key number for your coach is registered in our factory database, so if you ever lose your keys, any Winnebago Industries dealership can easily order a new key for you. They are also equipped with special master keys and can unlock your coach for you if needed.

SEATS

The driver and co-pilot seats may be independently adjusted to suit individual preference.

The seats may be swiveled to provide easy entrance and exit. The swivel feature also allows the seats on most models to be turned toward the living area for additional seating while the unit is parked.

⚠ WARNING
Do not adjust driver’s seat while vehicle is in motion.

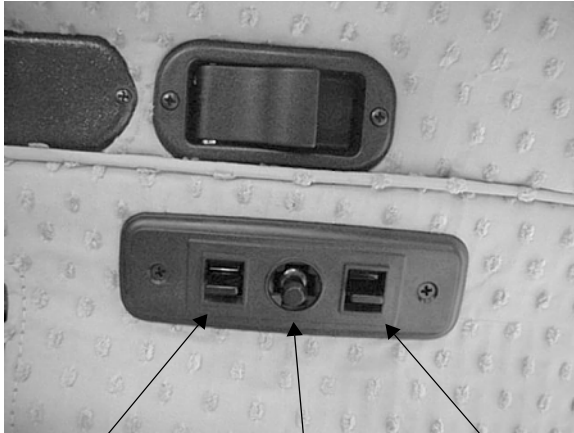
After adjusting seat, always use body pressure to make sure slide and swivel locking mechanism have engaged.

Front Seats



6-Way Power Driver Seat - Optional

The power seat controls are located on the lower right hand side of the driver seat base.



Hip Area
Up/Down

Main Seat
Position
Up/Down
Fore/Aft

Knee Area
Up/Down

Armrest Adjustment

The armrests may be swung upward out of the way for easy exit or access to the front seats



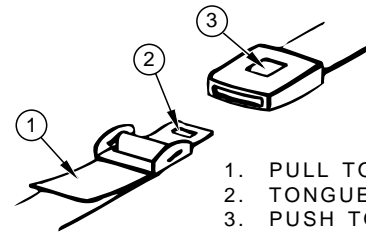
SEAT BELTS

Seats intended for occupancy while the vehicle is in motion are equipped with seat belts for the protection of the driver and passengers.

Lap Belts

The lap belts must be worn as low as possible and fit snugly across the hip area. Always sit erect and well back into the seat. To gain full protection of the safety belt, never let more than one person use the same safety belt at any one time, and do not let the safety belts become damaged by pinching them in the doors or in the seat mech-

anism. After any serious accident, any seat belts which were in use at the time should be replaced.



1. PULL TO TIGHTEN.
2. TONGUE.
3. PUSH TO RELEASE.

Adjustment: To lengthen belt, turn tongue at a right angle to belt and pull to desired length. To shorten, pull loose end of belt.

To Fasten: Be sure belt is not twisted. Grasp each part of the belt assembly and push tongue into buckle. Adjust to a snug fit by pulling the loose end away from the tongue.

To Release: Press button in center of buckle and slide tongue out of buckle.



WARNING

Snug and low belt positions are essential. This will ensure that the force exerted by the lap belt in a collision is spread over the strong hip area and not across the abdomen, which could result in serious injury.

Only seats equipped with seat belts are to be occupied while vehicle is in motion.

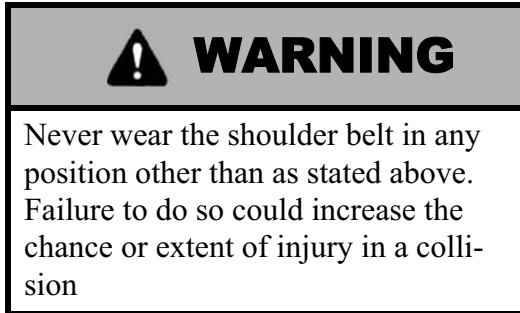
Lap-Shoulder Belts

Fastening: Hold the belt just behind the tongue using the hand nearest to the door. Next, bring the belt across the body and insert the tongue into the buckle until the latch engages.

Unfastening: Press the release button in the buckle. Hold onto the tongue when you release it from the buckle to keep it from retracting too rapidly.

When the lap-shoulder belt is in use, the lap belt must ride low across the hip area and the shoulder belt must ride diagonally over the shoulder toward the buckle.

The shoulder belt is designed to lock only during a sudden stop, sudden body movement or a collision. At all other times it will move freely with the occupant.



Seat Belt Care and Cleaning

- Be careful not to damage the belt webbing and hardware. Take care not to pinch them in the seat or doors.
- Inspect the belts and hardware periodically. Check for cuts, frays, and loose parts. Damaged parts should be replaced. Do not remove or modify the belt system.
- Keep belts clean and dry. If the belts need cleaning, use only a mild soap and water solution. Do not use hot water. Do not use abrasive cleaners or bleach. These products may weaken or damage the belts.
- Replace any belt assembly that was used during a severe impact. Replace the complete assembly even if damage is not apparent.

CHILD RESTRAINTS

A properly installed and secured child restraint system can help reduce the chance or severity of personal injury to a child in an accident or during a sudden maneuver. Children may be injured in an accident if they are seated in a child restraint which is not properly secured.

A child restraint system is designed to be secured in a vehicle seat by a lap belt or the lap belt portion of a lap-shoulder belt. According to accident statistics, children are also safer when properly restrained in rear seating positions than in front seating positions.

A child seat tether anchor loop is located in the floor of the coach directly behind a forward facing dinette seat.

When purchasing a child restraint system:

1. Look for the label certifying that it meets all applicable safety standards.
2. Make sure that it will attach to your vehicle and restrain your child securely and conveniently so that you are able to install it correctly each time it is used.
3. Be certain that it is appropriate for the child's height, weight and development. The instructions and/or the regulation label attached to the restraint typically provides this information.
4. Review the instructions for installation and use of the restraint. Be sure that you understand them fully and can install the restraint properly and safely in your vehicle.

POWER ELECTRIC MIRRORS

The electric mirrors are adjusted using a multi-directional switch located on the driver's side armrest.



Power Mirror Controls

Select the mirror to be adjusted by pushing the switch in the middle of the control to the right or left. Then press the arrow buttons as necessary to obtain the best view.

Press to move mirror in indicated direction



Move L or R to select mirror, or center for “neutral”.

When mirrors are adjusted to preference, place the selector switch back in the middle position to cancel power to the buttons. This prevents accidental misadjustment of mirror settings.

The mirrors also contain heating elements to defog or de-ice the mirror glass during cold weather operation. An ON-OFF switch for the mirror heaters is located near the remote mirror controls.

If you cannot adjust the mirror properly using the control switch, the mirror may need a coarse adjustment by repositioning the mirror head.

LOADING THE VEHICLE

NOTE: Your motor home’s load capacity is designated by weight, not by volume, so you cannot necessarily use all available space when loading your motor home.

- Store or secure all loose items inside the motor home before traveling. Possible overlooked items such as canned goods or small appliances on the countertop, cooking pans on the range, or free-standing furniture items can become dangerous projectiles during a sudden stop or evasive maneuver.
- Be aware of GVWR, GAWR and individual load limit on each tire or set of duals.

When loading the vehicle, distribute the cargo load equally so that you do not exceed either the Front or Rear Gross Axle Weight Rating


(GAWR) or the Gross Vehicle Weight Rating (GVWR). The Gross Axle Weight Rating (GAWR) means the weight value specified by the chassis manufacturer as the load carrying capacity of a single axle system as measured at the tire-to-ground interfaces. This is the total weight a given axle is capable of carrying. Each axle has its own rating.

Have your vehicle weighed to determine the proper load distribution for your vehicle. Also distribute cargo side-to-side so the weight on each tire or dual set does not exceed one half of the GAWR for either axle.

For example, if the Front GAWR is 6,000 lbs., there should be no more than 3,000 lbs. on each tire. (If the left side weighs 3,100 lbs. and the right side weighs 2,700 lbs., at least 100 lbs. of the load should be shifted from the left side to the right side.) The GVWR is listed on the Vehicle Certification Label. (See sample in Introduction Section).

The GCWR (Gross Combination Weight Rating) means the maximum allowable loaded weight of this motor home and any towed trailer or towed vehicle. If trailer towing is not recommended, the GCWR will equal the GVWR.

NOTE: We recommend that you dump all holding tanks before traveling to avoid carrying unnecessary weight.

	CAUTION
<p>The weight of the loaded vehicle (including options, attachments, passengers, water, fuel, luggage and all other cargo) must not exceed the GVWR or GAWR of either axle.</p>	

Weighing Your Loaded Vehicle

To check the weight of your fully loaded coach, locate a commercial weighing scale that is capable of weighing large trucks.

Loading: Load your vehicle completely as if you were going on a long trip, with everything you would carry, including food, clothing, bedding, lawn chairs, etc., a full fuel tank, full LP

tank, and a partial tank of fresh water - but empty holding tanks.

Finding a Scale: In urban areas, the most common places to find a public access scale are commercial truck stops. In rural areas, most grain storage elevators have scales available. If you don't know of a truck scale in your area, look in the Yellow Pages for entries such as Grain Elevators, Scales-Public, Truck Stops, Weigh Stations, etc. If you cannot locate a scale in your area, call your state DOT and ask for recommendations. Most scales charge a nominal fee for weighing a vehicle.

Weighing: There is typically a scale operator to direct you but the basic routine is to take three separate weights - front axle, whole vehicle, and rear axle. You will first drive only your front wheels onto the scale pad, then drive ahead so that the whole vehicle is on the scale, then finally pull off until just the rear wheels are on the pad.



Front GAWR (Front Axle Only)



GVWR (Both Front and Rear Axles)



Rear GAWR (Rear Axle Only)

You will receive a weight 'ticket' that states your current Front Gross Axle Weight, Rear Gross Axle Weight and Gross Vehicle Weight. You can compare these weights to the weight ratings listed on your Vehicle Certification Label to use as a guideline for future loading limits and weight distribution.

The gross weight of the vehicle should not exceed the Gross Vehicle Weight Rating (GVWR) specified on the Vehicle Certification Label. (see section 2). The front and rear axle weight also should not exceed the corresponding Axle Weight Rating specified on the Vehicle Certification Label.

Corner Weighing (Side-to-Side)

Weighing each corner of the coach separately (single L/R front wheels or L/R rear dual sets) is an accurate method to determine how to distribute your cargo to avoid overloading, especially on tires.

To determine the weight distribution on each tire or dual set, you will need to find a scale capable weighing side-to-side, or all four 'corners' of the vehicle, separately. A truck scale may be used if the ground is level with the scale surface and the scale has clearance to drive one side of the coach onto the scale as shown below.

Drive the coach on the level area next to the scale and straddle the scale so that only one side of the coach will be on the scale pad. Pull only the front wheel onto the pad as shown.



Weighing Left Front 'Corner'

When the front wheel has been weighed, pull the coach straight ahead until only the rear wheel/dual set is on the scale pad as shown.



Weighing Left Rear 'Corner'

After the rear wheel set has been weighed, turn the coach around and repeat this process for the other side.

The load on each wheel or dual-wheel set should not exceed one-half of the corresponding GAWR. For example, if the GAWR for the rear axle is 12,000 lbs., then the load on each rear dual set (left rear duals or right rear duals) should not exceed 6,000 lbs.

Tires should be filled to the recommended air pressure for the highest loaded tire set on that axle. For example, on the rear axle, if the left side weighs more than the right, fill the left tires to the pressure required for that weight, then fill the right tires to the same pressure as the left ones.

If your actual weight is considerably less than GAWR rating, you may be able to lower your tire pressure. See a tire dealer for a load/pressure chart.

NOTE: The Hitch Load from a Towed Vehicle or carrier box must also be counted on the Rear GAWR and subtracted from the rear axle cargo capacity.

Be aware that hitch load can affect handling characteristics. The more weight on the hitch, the

lighter the front end will feel at the steering wheel.

ROOF LOADING

The roof is capable of carrying some light-weight articles while the vehicle is in motion. A roof-mounted luggage carrier designed for this purpose is available from your dealer. However, roof load while the vehicle is in motion is not to exceed 10 pounds per square foot or a maximum of 100 pounds.

When the vehicle is stationary, a cargo load of 100 pounds plus the weight of a 225 pound person to load the cargo or to conduct inspection and maintenance is permissible.

Weight added to both the roof and the trailer hitch contribute to the gross vehicle weight, which must not exceed the vehicle's GVWR.

TOOL & LADDER STORAGE

The roof ladder extension and various supplied tools are stored in clips on the walls of one or two of the exterior storage compartments. Actual locations depend on storage compartment configuration of your model. The following photos show typical arrangements.





Ladder Extension

To use the ladder extension:

- Unfold the bumper support and pin into place as indicated in the photo.
- Hold the ladder extension horizontally with the bumper pad pointing downward.
- Slide the open ends of the C-shaped retainers over the lowest ladder rung as shown in the photo.
- Lower the extension into place and push downward while wiggling it slightly to 'set' the retainers.
- The ladder is now ready to use.
- Reverse steps to remove and store.



STORAGE COMPARTMENT DOORS

To ensure that exterior storage compartment doors have latched properly, press firmly on the

bottom edges of the doors with the palms of your hands. If the door is ajar you will hear and feel a loud 'click' when the latches engage properly.

The high-density gaskets used on the exterior storage compartments are designed to provide a more positive seal against dust and weather. Sometimes this seal firmness can inhibit complete latching of the compartment doors if they are simply 'dropped shut' or closing force is applied only to the center of the door.

MOUNTAIN DRIVING

Special techniques must be used when driving in mountainous or hilly country.

Climbing A Hill

The transmission will automatically downshift as needed to climb most hills. If the hill is long or very steep, however, you may need to manually shift to a lower gear to keep the transmission from repeatedly upshifting and downshifting. Select the lowest adequate gear range for the duration of the incline. See your chassis operating guide for specific information.



CAUTION

Observe the engine temperature gauge more frequently than normal. If overheating occurs, pull off to the side of the road and allow the engine to thoroughly cool before refilling the radiator and restarting the engine.

Descending A Hill

When going down a long grade, you may need to manually shift to a lower gear rather than keeping your foot on the brake pedal. A lower gear will allow the engine to provide a degree of braking action. Holding your foot on the brake pedal for an extended period may cause brakes to overheat, which could cause you to lose control of the vehicle. See your chassis operating guide for specific information.

EFFECTS OF PROLONGED OCCUPANCY

Your motor home was designed primarily for recreational use and short term occupancy. If you expect to occupy your coach for an extended period, be prepared to deal with condensation and humid conditions that may be encountered.

HUMIDITY AND CONDENSATION

Moisture condensing on the inside of windows is a visible indication that there is too much humidity inside the coach. Excessive moisture can cause water stains or mildew which can damage interior items such as upholstery and cabinets.

When you recognize the signs of excessive moisture and condensation in your coach, you should take immediate action to minimize their affects.

You can help reduce excessive moisture inside the motor home by taking the following steps:

Ventilate With Outside Air

Partially open one or more windows and a roof vent to circulate outside air through the coach. In cold weather, this ventilation may increase use of the furnace, but it will greatly reduce the condensation inside the coach.

Minimize Moisture Released Inside The Coach

Run the range hood fan while cooking, and open a bath vent while bathing or showering to carry water vapor out of the coach. Avoid making steam from boiling water excessively or letting hot water run. Avoid bringing extra moisture into the coach by way of soaked clothing or snow on shoes. Do not hang-dry wet overcoats or clothing inside the coach.

PREPARING VEHICLE FOR STORAGE

Properly preparing your vehicle for storage will lessen the possibility of damage to your vehicle. Prepare the motor home for vacancy just as you would if you were leaving your house for an extended period:

Clean and Prep Coach for Storage

1. Turn off the LP gas tank.
2. Turn the furnace thermostat switch on the bottom of the thermostat to OFF.
3. **Remove all foods and items that may spoil and/or cause odors from cabinets and refrigerator.**
4. Clean and defrost the refrigerator. Prop the door open slightly to allow any odors to dissipate. Place an open box of baking soda inside the refrigerator to help absorb odors.
5. **Fully charge the batteries. Batteries must have at least 80% charge to survive freezing temperatures and long period of non-use.** We recommend that you connect a battery charger or plug in the shoreline once a month during long-term storage periods to maintain battery charge and to avoid sulfating. If connecting a charger directly to batteries, turn the Aux. Battery switch off to avoid electrical arcing when attaching and detaching charger clamps.
6. After charging batteries, turn the Aux. Battery Switch off to disconnect the batteries and avoid parasitic drain.
7. Have the vehicle chassis completely serviced and lubricated. Be sure radiator antifreeze protection level is sufficient for the lowest anticipated temperatures.
8. Wash and wax the coach.
9. Inspect all seams and seals around doors, windows, vents, and any other joints. Replace or repair any that are damaged. Sealing materials and compounds can be purchased from your dealer. Badly damaged weather seals may need to be replaced by your dealer.

10. Close all windows and roof vents. Protect all appliance vent openings from contamination by animals or insects (e.g. bird nests, wasp nests, etc.)
11. Lubricate all door hinges and locks.
12. Clean the interior of the coach. Dirt and stains are more easily removed when fresh.

NOTE: We do not recommend leaving the shoreline plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use. We recommend following regular battery inspection and maintenance, especially in cold weather. See "Battery Storage and Maintenance" in section 9.

When storing your vehicle through the winter, or in cold climates, extra preparations need to be made to protect systems that can be damaged by freezing temperatures. See "Winterizing" in Plumbing Section.

- seals tightly.
10. Check around all appliances for obstructions and ensure that all vent openings are clear.
11. Start refrigerator and check for proper cooling.
12. Clean paneling and counter surfaces.
13. Replace batteries if necessary and check out electrical system to make sure all lights and electrical components operate.
14. Check tires for proper cold inflation pressure. See Vehicle Certification Label on sidewall near driver's seat.
15. After washing accumulated winter grime from the vehicle, it is important to carefully inspect the seams and sealants for separation or cracks that may have appeared around the window frames, vents and any other joints. Re-sealing is quite simple and the material is quickly and easily applied. Appropriate compounds are available from your dealer. Also inspect weather seals around doors, etc., and if necessary, have a dealer replace immediately.

REMOVAL FROM STORAGE

1. Completely air out the motor home.
2. Have the entire LP gas system checked for leaks.
3. Check window operation.
4. Check cabinet and door hinges. Lubricate with penetrating oil, if necessary.
5. Close all faucets and drain valves that are open. If necessary, reconnect toilet water line and close flush valve.
6. Add a few gallons of water to the fresh water tank and check for leaks especially at junctions. Also make sure all hangers and supports are securely in place. Sanitize the water system as outlined under "Disinfecting the Fresh Water System" in Plumbing Section.
7. Check operation of all faucets to be sure faucet washers have not hardened during storage.
8. Check sealing valve in the toilet for proper operation and lubricate with silicone spray.
9. Add water to the holding tank using the toilet flush pedal. Check to be sure dump valve

Sunrise

SECTION 4 ROADSIDE EMERGENCY

IF YOU GET A FLAT TIRE

When you experience a tire failure, it creates a side force that pulls the vehicle in the direction of the failed tire. Unfortunately, many people make the situation worse by slamming on the brakes and swerving into another traffic lane. You can control the vehicle with smooth, deliberate maneuvers.

- DO NOT panic.
- DO NOT stomp on the brake. This abruptly shifts the vehicle's weight forward, making it nose-dive and pull toward the blown-out side.
- DO NOT jerk your foot off the accelerator. Just ease back on the accelerator slowly and gently to continue momentum. The deflated tire will slow down the vehicle.
- Try to steer the vehicle as straight as possible and avoid quick maneuvers that could cause the vehicle to go into a spin or rollover. You may need to counter-steer to compensate for "pull" created by the failed tire.
- Let the vehicle coast to a stop, gently steering to a safe stopping place. Don't worry about damaging the wheel rim by driving on it. A wheel replacement is cheaper than damaging the vehicle or injuring yourself.
- Activate your hazard flashers to warn other motorists, then exit the vehicle carefully.
- Set out flares or other warning devices

Check your tires for proper inflation before each trip and at least once a month with an accurate tire gauge.

Emergency Road Service

Because of the size and weight of this vehicle and its tires, and the possible complications involved in tire changing, we strongly advise obtaining professional road service to change a flat tire whenever possible. However, if an emergency requires you to change the tire yourself, please exercise extreme caution and read all tire changing information in the chassis manufacturer's operating guide.

NOTE: Chassis with 22.5" wheels do not have a spare tire.

RECOVERY TOWING

When calling a professional towing service, we recommend that you advise them of your coach length and approximate front axle weight. This will allow the towing operator to determine the proper towing equipment to use. (This information is found on the vehicle certification label located to the left of the steering wheel.)

We recommend that you ask for an underlift (wheel lift or frame lift) type towing assembly for safe towing.

Winnebago Industries does not assume responsibility for damage incurred while towing this vehicle.

NOTE: Consult the chassis operating guide for any additional towing instructions or precautions provided by the chassis manufacturer.



CAUTION

Do not lift on bumper. Damage will result to front end body parts.



WARNING

Stay out from beneath the motor home while it is suspended by the towing assembly unless the vehicle is adequately supported by safety stands. Do not allow passengers to occupy a towed vehicle.

JUMP STARTING

If your coach will not start from the automotive batteries, try using the aux. start switch to divert power from the coach batteries to the start.

(See Battery Boost Switch). If you wish to try jump starting the engine using another vehicle or booster system, see your chassis owner's manual for connecting jumper cables to the automotive electrical system.



WARNING

Do not attempt to push-start this vehicle. Damage to the transmission or other parts of the vehicle could occur.

ENGINE OVERHEAT

If you see or hear steam escaping from the engine compartment or have any other reason to suspect an extreme engine overheating condition, pull the vehicle over to the roadside as soon as it is safe to do so, stop the engine and get all passengers out of the vehicle.



WARNING

Operating a vehicle under a severe overheating condition can result in damage to the vehicle and may result in personal injury.

For information on what to do in case of overheating, consult your chassis operating guide.

Sunrise

SECTION 5 DASH / AUTO

INSTRUMENT PANEL GAUGES AND CONTROLS

See your chassis owner's manual for detailed information on the instrument gauges, steering column controls, brakes, and other chassis equipment.

NOTE: Some equipment or controls shown may be optional or unavailable on your model.

MULTI-FUNCTION SIGNAL LEVER

The multi-function signal lever controls the turn signals, high/low beam changing, windshield washer, wipers and wiper delay, and the electronic speed control (cruise) on some models.*

See your chassis operating guide for complete operating information.

*Ford chassis models have the cruise control system integrated into the steering wheel. See your Ford chassis guide for operating instructions.

HEADLIGHT BEAM CHANGE AND TURN SIGNALS

Move multi-function lever upward for right turn signal and downward for left turn signal.

Pull end of handle toward you to switch high beam to low, or low beam to high.

WINDSHIELD WIPERS AND WIPER DELAY

See your chassis operating guide for complete operating information.

HAZARD WARNING FLASHER

The hazard warning flasher provides additional safety when the vehicle must be stopped on the side of the roadway and presents a possible hazard to other motorists. When the flasher is on, it serves as a warning to the other drivers to approach and overtake your vehicle with caution.

The front directional signals and the taillights will flash intermittently when the flashers are in operation. The hazard warning flashers will not operate when the service brake pedal is depressed. The turn signal will not operate when the flashers are on. When it is necessary to leave the vehicle, the flasher system will continue to operate with the ignition key removed.

FOOT-PEDAL PARKING BRAKES (16,000 & 20,700 Lbs. GVWR Work- horse Chassis - All Ford Chassis)

The parking brake foot pedal and release lever are located beneath the left side of the dash.

Step the pedal down fully to apply and pull the brake release knob to disengage.

AUTOMATIC PULL-BUTTON PARKING BRAKES (18,000, 22,000, & 24,000 lbs. GVWR Workhorse Chassis)

These chassis are equipped with parking brakes that apply automatically when the transmission is shifted into Park.

The pull-button parking brake switch is located on the dash to the right of the steering column.



The pull-button knob can be used to apply the park brake when the coach is in any other gear than Park. Pull to apply. Push in to release.

Never drive your vehicle with the parking brake set. It will reduce parking brake effectiveness and cause excessive wear.

GRADE BRAKE

Workhorse Chassis Only

20,700 lbs. or Greater GVWR

This feature will enable the transmission to control the speed of the vehicle on long downhill grades to help avoid brake overheating and unnecessary brake wear.



To Activate the Grade Brake

- Press the Grade Brake switch on the left side of the dash to activate the feature.
- A green icon (shown below) will appear on the instrument cluster when the grade brake system is active.



Grade Brake Symbol

- Press and release the brake pedal once - the grade brake will downshift the transmission a gear to help control the vehicle speed
- Press the accelerator to reset the transmis-

sion to shift normally until the next time you press the brake pedal

- Turn the Grade Brake system off when not on steep or long downhill grades.

The grade brake has a built-in, self protection feature that will not allow the transmission to downshift at high speeds which could damage the transmission or engine if downshifted.

CRUISE CONTROL

The electronic speed control (cruise) allows you to maintain a steady speed and relieve driving strain while traveling long distances.

See your chassis operator manual for complete instructions and precautions on the cruise control.

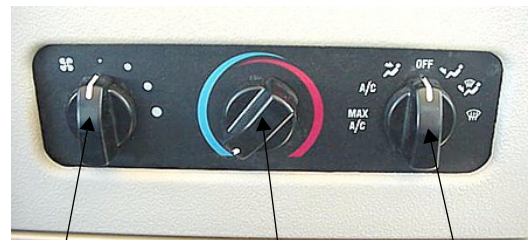


WARNING

Do not operate the cruise control on icy or extremely wet roads, winding roads, in heavy traffic, or in any other traffic situation where a constant speed cannot be maintained.

COMFORT CONTROLS

Controls for the air conditioner, heater, defroster and vent are all combined into one control panel. Refer to the following instructions for use of individual controls.



Fan Switch

Temp Control

Mode Selector

Fan Switch

Smallest dot is lowest air movement; Largest dot is maximum air movement. Fan will run at set speed when mode knob is in any position except Off. When mode knob is set to Off, the fan will not run.

Temp Control

Blue = Cold / Red = Warm

Mode Selector Positions:

Max A/C - Cab air is recirculated (and re-cooled) through air conditioner.

Norm A/C - Directs outside air through air conditioner cooling fins to reduce cab temperature.

NOTE: The dash air conditioner is not designed to cool the entire interior of the coach, but is intended to cool the cab area only.

Vent - Directs outside air through dash vents. Incoming air temperature can slightly be adjusted using temp control knob, although cooling is limited to a few degrees above ambient outside air temperature.

Floor - Directs most air to floor vents and small amount to windshield defrost vents.

Mix - Splits air between floor and windshield defrost vents.

Def - Directs most air to windshield defrost vents and small amount to floor vents.

Off - When no heating, cooling or ventilation are required; closes all air dampers and turns fan off.

Defrost Fan Switch

The two-speed defrost fans are intended to assist the automotive windshield defroster system in clearing fog and frost in cold weather or humid conditions. The middle position on the switch is OFF.



BATTERY BOOST SWITCH

This switch can be used to provide emergency starting power from the motor home auxiliary battery if the automotive battery is dead.



Battery Boost Switch

If engine battery is dead, press and hold while turning ignition key for emergency starting power.

In Dash Radio see Section 11-1.

REARVIEW MONITOR SYSTEM (Optional)

The rearview camera monitor system lets you see what's directly behind your coach for maneuvering assistance and safety.

A microphone is built into the camera to let you hear sounds or verbal directions from an assistant.

If your coach is equipped with the optional GPS navigation system, the optional Sony monitor doubles as the data display screen for the navigation system.



(Optional Monitor Shown)

Refer to the Owner InfoCase for specific instructions provided by the monitor manufacturer.

GPS NAVIGATION SYSTEM (Optional)

The Magellan GPS system can help you confidently navigate your course into the densest concrete forest or out on scattered country backroads with satellite positioning technology. It is displayed on the rearview monitor by turning the input switch to position "B".

See the Magellan Navigation System operation guide in your Owner InfoCase for detailed instructions on using this system. Use the remote to display data on the Sony rearview monitor screen.



Magellan System Remote

CB RADIO WIRING

Your coach is pre-wired for CB radio installation. The wires are located beneath the dash to the left of the steering wheel.

Look for a pair of wires, yellow (+) and white (-), with connectors and flag labels, suspended from the wiring harness.

Be sure to read the wire labels before installing a CB radio. The labels contain important information and cautions.



CB Wires
(in plastic sheath)

SWR Adjustment - If equipped w/Antenna

To adjust CB antenna SWR (standing wave ratio), turn the adjusting ring of the antenna to achieve the lowest SWR reading. This procedure will help optimize transmitting and receiving capabilities of the radio system.



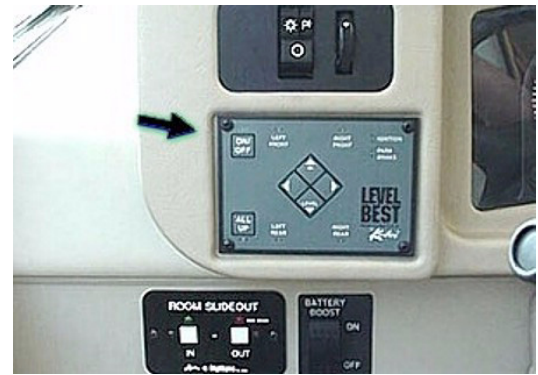
TO ADJUST:

CHECK SWR. ON
CH. 1 & CH. 40.
IF **CH. 1** IS
**HIGHER THAN CH.
40** TURN TUNING
RING **CLOCKWISE**.
IF **CH. 40** IS
**HIGHER THAN CH.
1** TURN TUNING
RING **COUNTER-
CLOCKWISE**.
USUALLY $\frac{1}{4}$ - $\frac{1}{2}$
TURN IS ENOUGH.
REPEAT UNTIL
CH. 1 & 40 ARE
THE SAME.
**DO NOT TRIM
WHIP.**

TUNING
RING



Leveling System
Control Panel



COACH LEVELING SYSTEM - 31' thru 36' Models

The hydraulic leveling system is designed to diminish problems in selecting a parking site, making "set up" easier and faster for you.

See the Leveling System Operator Manual in your Owner InfoCase for complete operating instructions. It also contains additional precautions, technical information, and instructions for manual operation if automatic functions fail.

The leveling system control panel is located on the driver's side dash panel.



NOTE: When parking at an uneven site, always park the front of the motor home to the downhill side. This allows you to level by raising the front end rather than the rear. Since only the rear wheels are locked while in PARK, raising either one or both of the rear wheels off the ground could allow the vehicle to roll off the jacks.

! WARNING

Keep all people clear of the coach while the leveling system is operating.

Do not use leveling jacks to support vehicle for service or tire changing.

Jacks Down Light

The 'Jacks Down' indicator is intended to warn you to retract your leveling jacks before moving the vehicle. The light will come on and a chime will sound when the ignition key is turned to the On or Run positions if the jacks are down.

HYDRAULIC COACH LEVELING SYSTEM - 38' Model

The hydraulic leveling system control pad is located on the lower left side of the dash.

The leveling system makes selecting a parking site easier and faster by reducing the effect of uneven ground. Remote controlled hydraulic jacks raise the affected low corners of the coach to make leveling "set up" faster and easier for you.



See the Leveling System Operator Manual in your Owner InfoCase for complete operating instructions. It also contains additional precautions, technical information, and instructions for manual operation if automatic functions fail.

NOTE: When parking at an uneven site, always park the front of the motor home to the downhill side. This allows you to level by raising the front end rather than the rear. Since only the rear wheels are locked while in PARK, raising either one or both of the rear wheels off the ground could allow the vehicle to roll off the jacks.

NOTE: The leveling system should be cycled once a month or whenever the vehicle is used, to keep the system in operating condition.



! CAUTION

Do not rely only upon the warning lights to indicate when jacks are up. It is the owner's responsibility to check that all jacks are up before moving the coach.

Further Information

See the Leveling System Operator Manual supplied in your Owner InfoCase. It contains detailed instructions, precautions and technical information. It also contains troubleshooting instructions for operating system if any functions fail.

WARNING

- Do not use the coach leveling system as a lift for changing tires or working under the vehicle.
- Never check for hydraulic fluid leaks using your hands and/or any other body part. The leaking fluid is under pressure and is capable of cutting and penetrating your skin, resulting in severe injury.
- When extending the rear stabilizers, do not lift the wheels beyond ground contact. This overrides the braking effect of both the transmission's park and the parking brake. Without this braking, it is possible for the vehicle to roll unexpectedly forward (or backward) off the jacks. This could cause severe injury or death.
- Holding a control switch in the "extend" or "retract" position for a time period longer than necessary to fully extend or retract the hydraulic cylinders, can cause overheating and damage to the pump motor as well as the electrical components.
- Do not use the leveler as an emergency brake. They are not designed for any type of vehicle braking purpose.
- Do not use the levelers on icy or slick surfaces on which the foot pads may slip.

IN THE EVENT OF ACCIDENTAL EXTENSION.

1. Bring the vehicle to a safe and complete stop as soon as possible.
2. Turn the leveling systems power switch on and press the all up switch.
3. Visually inspect the vehicle undercarriage for any problems.

Sunrise

SECTION 6 APPLIANCES & EQUIPMENT

NOTE: Some items described in this section may be optional and, therefore, may not be in your vehicle.

The appliances installed in your motor home are manufactured by reputable RV appliance makers and have been tested by independent laboratories to meet all applicable standards and codes set for RV appliances. These appliances are covered by your New Vehicle Limited Warranty. (Certain items may be covered by individual manufacturer's warranty.) See your New Vehicle Limited Warranty for details.

REFRIGERATOR

The refrigerator in your coach can be operated from either of two power sources available to the motor home:

- 110-Volt AC electric
- LP gas

The refrigerator is an absorption type which uses an ammonia-water solution for cooling. Basically, ammonia vapor is distilled from the solution by heat, produced from either LP gas or electricity and then carried to the finned condenser where it liquefies. The liquid then flows to an evaporator where it creates cold temperatures through evaporation.

Leveling

Always park the vehicle on a level location when operating the refrigerator while parked. Operating the refrigerator off-level for longer than 1 hour can result in a form of 'vapor lock' that could permanently damage the refrigerator. Normal vehicle leveling to provide comfort for the occupants is generally satisfactory for refrigerator operation.

A small round bubble level is provided with your refrigerator. Place the bubble level on the bottom surface of the refrigerator and watch the position of the bubble in relation to the circle in top of the level.



Place bubble level in bottom of refrigerator



If over 1/2 of the bubble is inside the circle in any direction, the coach is level enough for continuous operation of the refrigerator while parked.



CAUTION

To prevent permanent damage to the refrigerator cooling unit, turn the refrigerator off if the vehicle will be parked on an incline of over 3° side-to-side or 6° front-to-rear (such as steep driveways or parking lots, etc.) for more than one hour.

This will be well within the operation limits of 3° off-level side-to-side and 6° off-level front-to-back.

Operating Instructions



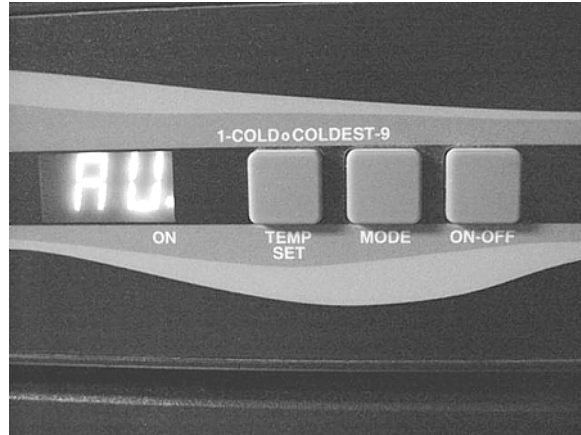
Push door handle downward and pull to open refrigerator. (Lift freezer handle upward.)



Slide tab outward to prop door open for storage ventilation.

Electric Auto Mode Control

The control panel is located between the freezer compartment and fresh food compartment. It contains pressure sensitive touch switches and a digital display. A backlight illuminates the display for 10 seconds whenever any of the control buttons is pressed.



The ON/OFF button turns the refrigerator on or off. If the button is pressed, it will turn the refrigerator on and set the mode to auto. When the refrigerator is on, pressing this button for 2 seconds will turn the refrigerator off.

Pressing and holding the MODE button allows the user to cycle through the three mode choices; one AUTO and two manual modes (AC, LP GAS). The refrigerator will not switch to the new operating mode until the mode button is released.

The TEMP SET (thermostat) button controls the refrigerator and freezer temperature during both gas and electric operation, eliminating the need to reset each time a different power source is selected. Press and hold the TEMP SET button to select the desired temperature setting. The temperature settings are shown in the form of a number (A) in the display window, with the highest number indicating the coldest setting.

Start-Up Instructions - Auto Mode

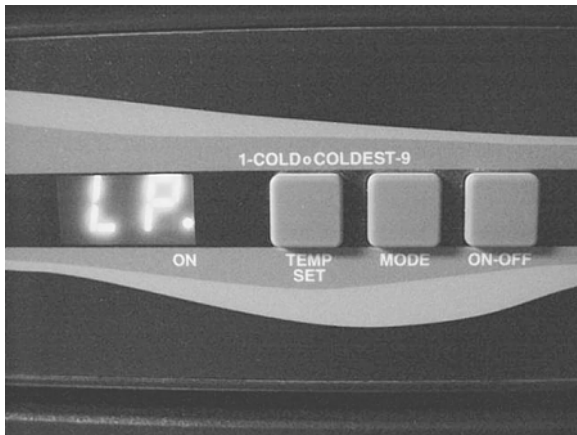
When the AUTO mode is selected, the operating control automatically selects the power source using the following priority scheme:

- First, the auto mode system will 'seek' to find AC power available. At this time 'AU' will appear in the display window.
- When 120 volts AC is available to the refrigerator, 'AC' will appear in the display panel, indicating the refrigerator is operating on AC electric.
- If 120 volts AC is not available, the refrigerator will switch to the gas operation, and 'LP' will appear in the display panel.

During operation in the AUTO mode, when a higher priority power source becomes available, the operating controls will cease using the current power source and will switch to the higher priority power source. For example, if AC electric becomes available while the refrigerator is operating in the AUTO LP GAS mode, the refrigerator will switch to AUTO AC operation.

If an operating mode is not functional, a diagnostic code will appear and the refrigerator will attempt to operate in a lower power priority source. If a lower power priority source is not available, an alarm will sound and the refrigerator will cease operation. Refer to the *Diagnostic Codes and Their Meaning* for corrective actions.

Start-Up Instructions - Manual Mode



To operate in the MANUAL mode, press and hold the MODE button until AUTO disappears and the desired operating mode is displayed. If the power source is interrupted while operating in the MANUAL mode, a diagnostic code will appear, an alarm will sound, and the refrigerator will cease operation. For corrective actions, refer to the *Diagnostic Codes and Their Meaning* on page 10 of the Operator's Guide in your Owner InfoCase.

AUTO and MANUAL Modes - Gas Operation Only

If the gas does not ignite within 30 seconds, which may occur on initial start-up, the refrigerator's gas valve will automatically close and the

operating controls will select an alternate power source (AUTO Mode) or MANUAL mode, will revert to a stand-by mode in which an alarm will sound and code A1 will be displayed in the center window. The alarm and code will remain on until the operating controls are turned OFF and then ON again. If the gas does not ignite after several attempts, check the input gas supply, or consult with your dealer or an authorized service center. A different mode of operation may be selected by pressing and holding the MODE button. The refrigerator will not switch to the new operating mode until the MODE button is released.

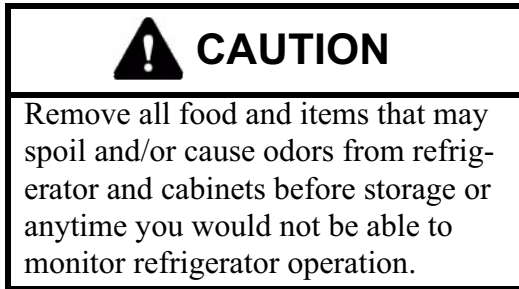
Backup Operating System (BOS)

Your refrigerator features a Backup Operating System which keeps the refrigerator cool in the event of a failure of the refrigerator's operating controls. If a failure occurs, the refrigerator will display Diagnostic Code C5 and will switch automatically to the BOS mode. This mode provides refrigeration until the refrigerator is serviced. The fresh food and freezer compartment temperatures should be monitored to prevent over-freezing or thawing of refrigerator contents when operating in the BOS mode. If the refrigerator temperature is too cold, adjust the thermostat up (warmer) in one bar increments. If the refrigerator temperature is too warm, adjust the thermostat down (colder) in one bar increments. Let the refrigerator operate at the new setting for one hour before rechecking the freezer and fresh food compartment temperatures. (Frequent door opening prevents the temperatures from stabilizing.) Although the refrigerator can operate in this mode, have the refrigerator serviced to restore normal operation as soon as practical.

Operating Tips

- The refrigerator should already be cold before placing items in it.
- Food and beverages should also be cold before placing in RV refrigerator. Never put warm or hot items in a cold refrigerator.
- Do not pack the refrigerator too full. The refrigerator needs room for cold air to circulate.

- Use smaller containers for each item. (e.g. a half gallon container of milk instead of a half-full gallon jug)
- Always put foods, especially liquids, in tightly sealed containers.
- Use crumpled paper between loose items to reduce rattling or “clinking” noises.



Further Information

For further information and operating cautions, see the refrigerator operating instructions included either inside the refrigerator or in your Owner InfoCase.

ICE MAKER

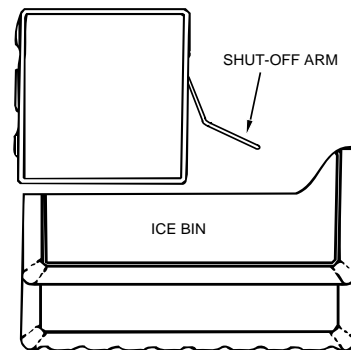
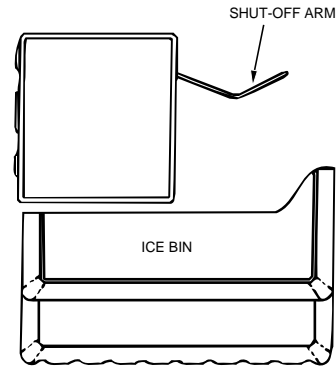
Some refrigerators are optionally equipped with an automatic ice maker system. The ice maker unit is installed in the freezer compartment of the refrigerator.

The ice maker does not freeze the ice. The refrigerator freezer compartment does the actual freezing of the water. The ice maker simply senses when the ice is ready, ejects it into the ice bin, and refills the molds with water for another ice cycle. When the ice bin is full, the amount of ice will raise an automatic shutoff arm which stops the ice maker. Some problems involving lack of ice production - particularly a lack of freezing - may be the fault of the refrigerator rather than the ice maker.

Operating the Ice Maker

1. Connect the coach shoreline to a 110V AC source and switch the refrigerator to AUTO (AC electric) mode. The ice maker motor runs on 110-volt current only.
2. Connect the coach to an external (city water) source or leave water pump switch on continuously to provide a constant water supply.

3. Be sure the ice bin is in place and the ice maker’s automatic shut-off arm (wire) is in the down (automatic) position. If the arm is up, the ice maker will not operate.



4. Start the refrigerator the day before ice cubes are needed. When the refrigerator is started (from room temperature), it is normal to take as long as 24 hours to become cold enough to make the first batch of ice cubes.
5. Always discard the first batch of cubes made in a new ice maker. The new plumbing lines and connections may cause discolored and bad tasting ice. The ice maker will make up to 3 lbs. of ice in 24 hours, if the freezer temperature is 14° F or below.
6. To remove the ice bin, raise the automatic shut-off arm (off). When returning the ice bin to the freezer, remember to lower the shut-off arm (on). If the arm is up, the ice maker will not operate.

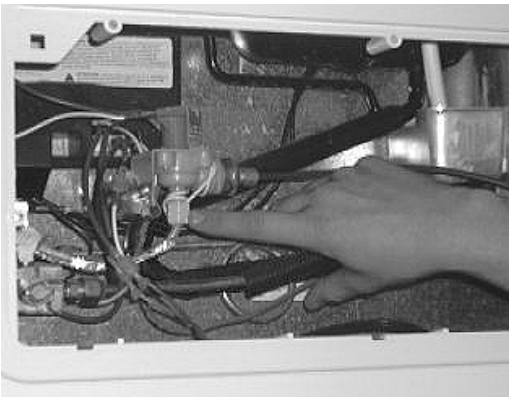
Shut-Down of Ice Maker

To turn the ice maker off, simply raise the shutoff arm (wire).

Winterizing the Ice Maker

When winterizing, make sure the water line is completely drained by following this procedure.

1. Drain coach water lines. See Sect. 10.
2. Unscrew the water supply line from the bottom of the water inlet valve and drain any water left in the line. This connection is located in the refrigerator service compartment on the outside of the coach. (See Refrigerator Service Access Compartment.)



Ice Maker Water Supply Connection

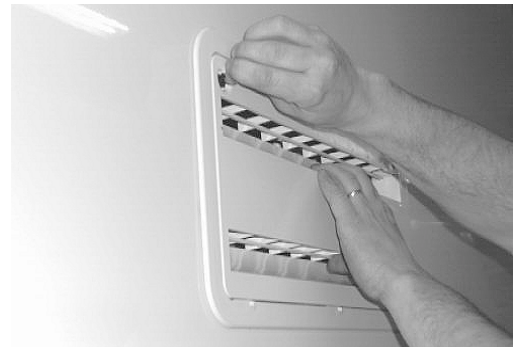
3. Let the ice maker run through a cycle, then raise the shut-off arm.
4. Be sure water has drained from ice maker supply line, then reconnect to inlet valve.

Start-Up (Removing from Storage)

1. Close all drain valves.
2. Turn the water supply on.
3. Be sure the ice bin is in place and the automatic shutoff arm is down.
4. Let the refrigerator cool down to ice making temperature. Remember, this can take up to 24 hours.
5. Let the ice maker cycle and dump the first batch of ice.

REFRIGERATOR SERVICE ACCESS COMPARTMENT (Exterior)

The exterior refrigerator service compartment allows access to the rear of the refrigerator for inspection, maintenance and service.



Turn latches open with coin

To Open:

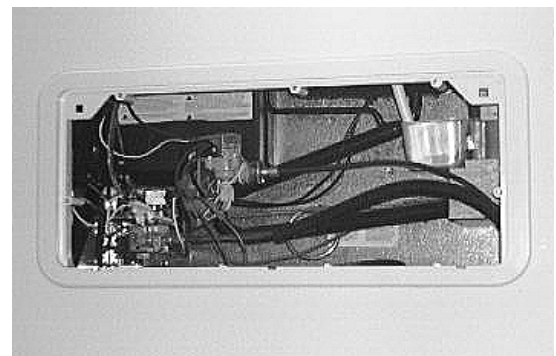
1. Use a screwdriver or coin to turn the latch knobs to the vertical position as shown.
2. Remove the door from the opening.



Refrigerator Access Door Latches

To Close:

1. Replace the door into the opening.
2. Push the latch knobs in while turning to the horizontal position as shown.



Refrigerator Access Compartment

RANGE AND OVEN



The range and oven in your motor home are operated on LP gas and will provide nearly all of the functions that the range in your home does. The range has a “Pilot Off” position on the oven control which allows the oven pilot to be turned off when traveling or refilling the LP tank.

The following warning label has been located in the cooking area to remind you to provide an adequate supply of fresh air for combustion.

⚠ WARNING

IT IS NOT SAFE TO USE
COOKING APPLIANCES
FOR COMFORT HEATING

Cooking appliances need fresh air for safe operation. Before operation

1. Open overhead vent or turn on exhaust fan.
2. Open window

FAILURE TO COMPLY COULD RESULT IN
DEATH OR SERIOUS INJURY.

Unlike large homes, the oxygen supply inside a recreational vehicle is limited due to its size. To avoid danger of asphyxiation, provide proper ventilation when using the gas rangetop or gas oven. It is especially important not to use the gas oven and range top for comfort heating. Danger of asphyxiation is greater when these appliances are used for long periods of time.



WARNING

Portable fuel-burning equipment including wood and charcoal grills and stoves, should not be used inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.

Lighting Range Top Burners

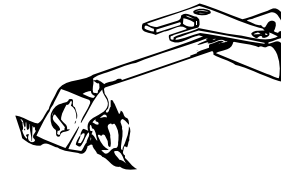
1. Rotate the Top Burner IGNITOR knob clockwise (in direction of ‘Lite’ arrows) to provide ignition spark at burners.



2. While rotating the IGNITOR knob, turn the desired Burner Knob to the LITE position.



3. When the burner lights, release the Ignitor knob and turn the Burner Knob to the desired flame height.



Lighting oven pilot (when pilot is located on left side of burner.)

⚠ WARNING

Do not turn burner control knob to “On” and allow gas to escape before turning ignitor knob.

Lighting Oven Pilot

NOTE: If range has not been operated for a long period of time, a longer waiting period for ignition of the pilot may be necessary due to air in the gas line.

1. Be sure all valves are in the “OFF” Position. The oven control knob should be in “OFF” position.
2. Turn on LP tank supply valve.
3. Press and turn control knob to the “PILOT ON” position. This will allow gas to oven pilot.
4. Open oven door and light oven pilot with a match. Small flame will be noted at the top of the pilot burner.



Operating Oven Control

Push in and turn the oven control knob (counterclockwise) to the desired temperature setting.

There is a delay of about 45 seconds before the main burner ignites. This is normal and there is no gas escaping during this delay. It is also normal for the oven burner flame to cycle off and on at all temperatures except broil (BR).

Shut Down Instructions

When you are done using the oven, turn the knob to “Pilot On” position - not Off.

The Pilot On position will turn off the main oven burner but leave the oven pilot burning. The “Off” position will shut down the pilot light so you would have to relight it before using the oven again.

Turn the knob to the Off position and close the main LP tank supply valve to shut the pilot light down while the vehicle is in motion and during storage periods.

MICROWAVE OVEN/RANGE HOOD

For complete operating instructions, refer to the manufacturer’s information provided in your Owner InfoCase.

The range hood vent is built into the underside of the microwave oven. The range hood fan carries cooking odors and gas fumes to the outside of the coach. A light on the underside of the hood provides illumination for food preparation. The hood fan and light switches are located on the microwave control panel.



See the manufacturer's information in your Owner InfoCase for instructions on replacement of light bulbs and grease filter elements.

SYSTEMS MONITOR PANEL

The Systems Monitor Panel provides a convenient, central location for checking the condition of all utility systems in your coach. It also includes the climate control thermostat and the POWERLINE Energy Management System status panel.

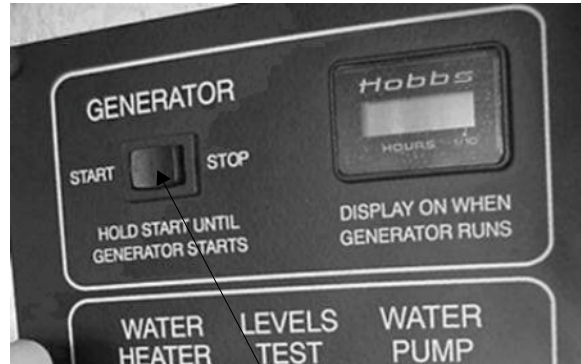
At the touch of a button this panel can display the fresh water and holding tank levels, LP gas tank level, plus the engine battery and coach battery condition. You can start the auxiliary generator or turn on the water pump and water heater. Indicator lights tell you if the water pump is on or if the water heater pilot light is out.



Monitor Panel

Generator Start/Stop Switch

See Section 9, Electrical Systems for generator start-up and shut-down instructions.



Generator Switch and Hourmeter

Generator Hourmeter

See Section 9, Electrical Systems for generator hourmeter information.

Water and Holding Tank Levels

Press and hold the "Levels Test" switch to show approximate level on the monitor lights.

The approximate water levels are measured by sets of electronic sensors on the sides of the tanks, so the water level must be equal with a sensor to register at that level. There is generally more water in a tank than indicated on the monitor panel.

For example, a water level of 1-2" below the FULL sensor, the monitor will show the level to be only 2/3 even though the tank is nearly full. If the water level is below the 1/3 sensor, the monitor will register an empty tank because the water is no longer touching the 1/3 sensor. There may actually be some water left in the tank. However, when the indicator reads FULL, the tank is actually full.



Tank Capacities

See page 1-1 inside front cover of this manual.

LP Gas Level

Press and hold the “Levels Test” switch to show approximate LP tank level.

The LP level is registered by a sending unit on the tank. The gauge mounted on the side of the tank will give a more accurate indication of actual tank level if needed.

Water Pump Switch

When you want to use the self-contained water system, turn on the “Water Pump” switch on the monitor panel. The “Pump On” light will illuminate when the pump switch is turned on. Water will be available as soon as a faucet is opened.

For your convenience, a switch is also located in the water center compartment.



Water Pump
Switch

Battery Charge Meter

Push the “Levels Test” button to check the level of charge (voltage) in the 12-volt coach battery. The colored segments (red, yellow and green) will light from the bottom up to the amount of charge the battery contains.

- * Green - good or adequate charge.
- * Yellow - marginal charge.
- * Red - battery needs charging before use.

To get an accurate reading;

1. Both the chassis engine and the auxiliary generator engine must be shut off and 110 Vac shoreline unplugged.
2. An interior light should be turned on to provide a small load which draws off the battery surface charge.

WASHER-DRYER (Optional)

For complete operating instructions, see the manufacturer’s information provided in your Owner InfoCase.



The washing machine water supply faucets are located inside the cabinet door above the machine. Always turn supply faucets off when not using washing machine to avoid possible water leaks if a hose or hose gasket should fail.



Water Supply
Faucets
Typical



Electric Water Heater Switch
(Typical)

GAS/ELECTRIC WATER HEATER (with Motor Aid water heating system)

The gas/electric water heater has a dual power feature. It can operate from LP gas or 110-volt house current; or it can use both at the same time for quicker recovery at times when you are using a lot of hot water.

Read the Gas Water Heater Operation Manual for complete Safety Warnings, Operating Instructions and Maintenance Information before operating the water heater.

Be sure the water heater is filled with water before starting either electric or LP operation. To fill the water heater, turn the Water Pump switch on and open a hot water faucet anywhere in the coach. When water begins to flow steadily from the faucet, the water heater is full.

For Electric Operation: Turn on the Water Heater electric element switch. The shore-line must be connected or the generator running for electric operation.

For LP Gas Operation: Press the Water Heater switch on the Monitor Panel. The “Pilot Out” light will glow for about 10-15 seconds, then it will go out. The “Heater On” indicator will remain lit. If the “Pilot Out” light comes on during LP operation, it means that the burner has gone into “lockout” mode and must be restarted. If this happens, turn the Water Heater switch off for about 5 minutes, then turn it back on. See the water heater user’s guide in your Owner Info-Case for further information.



For Quick Recovery Operation (Dual): Turn on both Water Heater switches; the gas one on the monitor panel and the electric one. This will help reheat the water heater tank more quickly than a single source would alone. Use this mode when you are using a larger than normal volume of hot water.

Gas Safety Information

- A. This appliance does not have a pilot light. It is equipped with an ignition device that automatically lights the burner. Do Not try to light the burner by hand.
- B. Before lighting, smell around the appliance area for gas. Be sure to smell near floor because LP gas is heavier than air and will settle on the floor.

Operating Instructions

1. Read the safety information provided in the Water Heater Operation Manual in your Owner InfoCase.
2. Turn off water heater power switches.
3. Turn LP gas supply off.
4. Wait five minutes for any gas to clear the area. If you smell gas, then stop and follow item B of the Safety Information above. If you don't smell gas, go to the next step.
5. Turn on LP gas main tank valve.
6. Turn on the water heater switch on the monitor panel. You may hear a clicking noise as the ignition element begins working. If the burner does not light on first try, the system will stop trying to light burner and go to lockout mode.
7. If lockout happens before main burner lights, turn switch OFF, wait five seconds and turn switch back on. This will restart the ignition cycle. The first start-up of the water heater after it has not been used for a long time may require several ignition cycles before all the air is purged from the gas lines and gas begins to flow.

If the burner will not come on, check the following items before calling for service.

1. Is the switch turned on?
2. Does the LP tank have gas in it or is main tank valve turned on?
3. Is the ECO Reset button tripped? (See *Water Heater Operation Manual* in your Owner InfoCase.)

NOTE: If lockout condition persists, contact your dealer.

To Turn Water Heater Off

1. Turn switch on monitor panel to Off position.
2. Turn electric water heater switch off.
3. Turn off LP gas supply (if not to be used for extended period).
4. Drain water heater tank if the coach is to be stored or water heater will be Off during freezing temperatures. (See *Draining and Storage Instructions in Water Heater Operation Manual* in your Owner InfoCase.)

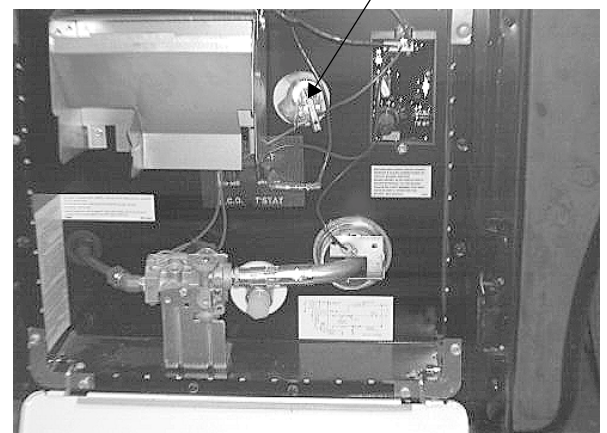
Pressure-Temperature (P-T) Relief Valve

On occasion, water may be seen seeping from the water heater pressure-temperature relief valve. This is no cause for repair or replacement of the valve.




Water Heater Service Access Panel

P-T Valve
(Lift Straight Out Slowly -
Let Snap Back)



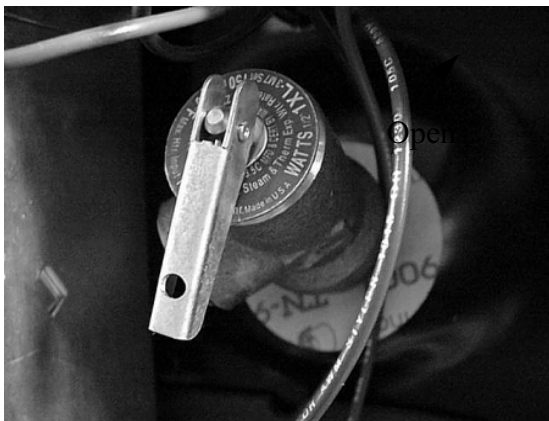
Water Heater - Exterior Service View

The water heater tank is designed so that there is normally an air pocket at the top of the tank that acts as a pressure buffer. In time, however, heated water may expand and fill this air pocket, causing a slight increase in water pressure. This may cause the P-T valve to “weep” until the air pocket is manually replaced.

 CAUTION
OPERATE THIS VALVE ONLY WHEN THE WATER HEATER AND COOLING SYSTEM* ARE COLD!

To Replace the Air Pocket:

1. Turn off the water heater switch and incoming water supply (city water and/or demand pump).
2. Open a faucet in the motor home to relieve water pressure.
3. Pull the handle of the P-T valve straight out and allow water to flow until it stops.



Lift handle straight out to open P-T valve.

4. Let the handle of the P-T valve snap shut.
5. Close the faucet and turn on the water supply before switching the water heater on.

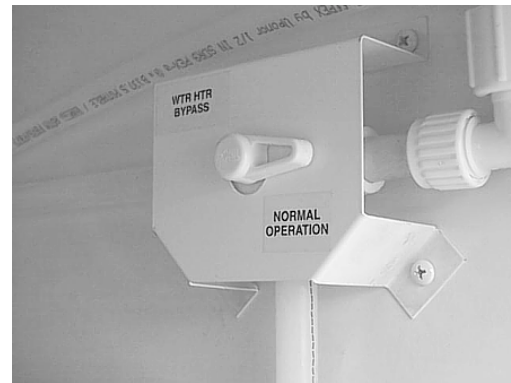
Manually operate the pressure temperature relief valve at least once a year.

*If your water heater is equipped with the optional Motor Aid system, it uses an extension from the engine cooling system to heat water in


the water heater while driving. The engine cooling system must also be cold before opening the pressure-temperature relief valve. See “Motor Aid” for more information.

Water Heater By-Pass Valve

Your coach is equipped with a water heater by-pass valve for easier winterization of water lines using RV antifreeze. The valve is located in the water pump compartment.



Water Heater By-Pass Valve
(Typical)

 CAUTION
Leave by-pass valve handle in NORMAL FLOW position if draining water and blowing out water lines. Place in BYPASS position ONLY when using antifreeze solution in water lines.

MOTOR AID WATER HEATER

The motor aid uses heat from the chassis engine cooling system to heat water in the water heater while driving. Hoses are routed from the engine to a heat exchanger surrounding the water heater tank.

Under normal conditions, the entire contents of the water heater can be heated to about 120°F in about two hours or 100 miles of driving. This means you can have hot water at the faucets immediately upon arriving at a site, or even while driving if needed.

The motor aid also increases the capacity of the engine cooling system, allowing the engine to run cooler under many conditions.

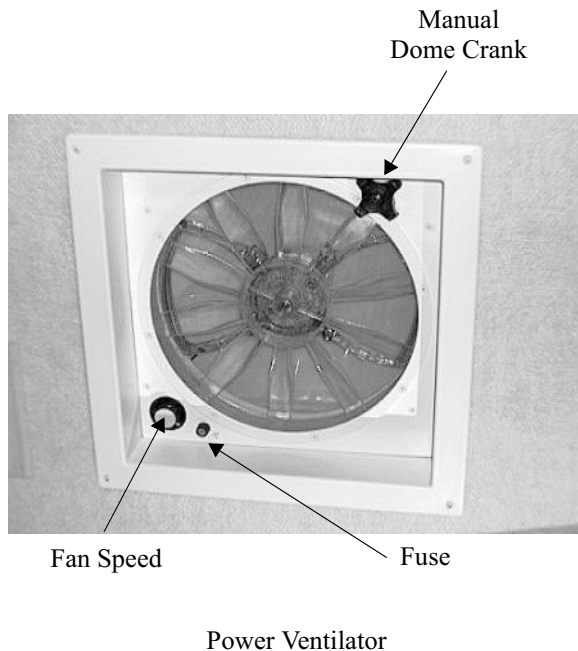
! CAUTION

Any leak in the heat exchanger or its supply or return lines could cause loss of coolant and subsequent engine failure. We recommend that you periodically inspect these connecting lines and the heater to insure that no leaks have developed.

POWER ROOF VENT - Galley Area

The power roof vent in the galley ceiling has a 3-speed turbine fan.

The fan shroud on the ceiling has a fan power switch that lets you turn the fan off if you want just the vent dome raised with no fan running. The fan speed switch allows you to adjust the amount of circulation you need at any time.



CRANK-OUT SIDE WINDOWS

Turn the crank-out knob clockwise to open window; counterclockwise to close. Do not use

excessive force on the knob to open or lock into closed position. This could cause permanent damage to the crank mechanism.

When closing the window, crank the window in snugly, then back off 1/4 turn to help avoid glass warping which can result in wind noise.



If the window will not open after three or more full turns of the knob, the glass may be stuck to the sealing gasket. Go to the outside of the coach and gently free the glass with your fingers. A periodic light dusting of talcum powder on the gasket should prevent this from recurring.

SLIDER WINDOWS Horizontal Slider Windows

Swing the latch handle straight out from the window. Grasp the sliding window edge frame and slide the window to the side. Be sure the latch is open before trying to slide the window closed.



Vertical Slider Windows have spring-loaded catches on both sides of the window that pop out to hold the window in its fully raised position. Press the catches outward toward the frames while lowering the window.



Vertical Window Catches

Sunrise

SECTION 7 HEATING & AIR CONDITIONING

LP GAS FURNACE

To Start Up:

1. Open the LP gas tank valve by turning fully counterclockwise
2. Move THERMOSTAT switch from Off to Heat and press the Temp Selector button (Up/Down arrows) until the desired temperature is shown in the display.
3. Furnace fan will start to blow immediately after setting thermostat.
4. After about 30 seconds, the furnace burner will light.
5. The furnace will now cycle off and on automatically as the thermostat demands just like a household furnace.

NOTE: If heat does not come out of the heat ducts after a minute or so the burner is not lit. Turn thermostat off for 3-5 minutes, check to be sure tank valve is open and tank is not out of fuel, then try steps 2-4 again. If it still will not light after three attempts, go to Shut Down steps and contact your dealer or a local RV service center.

NOTE: Metal coatings used during manufacture of the furnace burner parts may smoke when the furnace is used for the first time, which may also set off your smoke alarm. If this happens, provide adequate ventilation of the smoke to avoid a nuisance smoke alarm at this time. We do not recommend removing the smoke alarm battery. If it were inadvertently left disconnected, the smoke alarm would be inoperative.

To Shut Down:

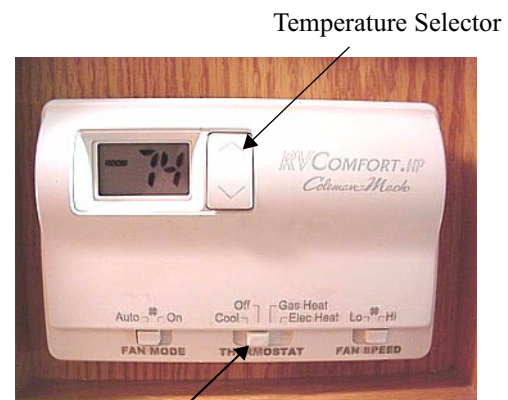
1. Slide thermostat/system switch OFF.
2. Close LP tank valve.

Further Information

Please see the furnace operating instructions provided in your Owner InfoCase for further information, including operating precautions, and periodic maintenance.

ELECTRONIC THERMOSTAT (Central Heat/Air Conditioning System)

The thermostat controls heating, front air conditioning, cooling fan and optional heat pump operation.



Heat Source Switch
ELECTRIC = Heat Pump
GAS = Furnace

NOTE: The thermostat does not automatically switch between heating and cooling. You must place the thermostat switch in the desired position.

Heating:

- Slide the thermostat switch to “Gas Heat” position.

NOTE: Follow proper furnace lighting procedures described previously in this section.

NOTE: If your coach is equipped with an electric Heat Pump, be sure the Thermostat switch is in Gas Heat position. See Heat Pump for details.

- Adjust the temperature setpoint to personal preference if needed. See “Changing Temperature Setpoints.”

Digital Thermostat Display

The digital display normally shows current room temperature, with the word “ROOM” in small letters at the left side of the display. When you press the temperature selector button up or down, the display will show the word “SET” and the new temperature setpoint until you release the button.

Change Temperature

To set the temperature to a new temperature, simply press the Temperature Selector button up or down until the temperature you want appears in the display. The word “SET” will also appear at the left side of the display while you are changing the temperature setpoint. A few seconds after you release the temperature selector button, the display will return to showing the current room temperature.

Cooling (A/C):

- Slide the thermostat switch to Cool position.
- Slide the Fan Mode and Fan Speed Switches to the desired positions.

On/Low: A/C compressor cycles on and off with the thermostat while fan runs continuously at low speed.

On/High: A/C compressor cycles on and off with the thermostat while fan runs continuously at high speed.

Auto/Low: Fan runs at low speed and cycles on and off with the A/C compressor as controlled by the thermostat.

Auto/High: Fan runs at high speed and cycles on and off with the A/C compressor as controlled by the thermostat.

- Adjust the temperature setpoint to personal preference if needed. See “Changing Temperature Setpoints”.

To Run Fan Only (No Heat or Air)

- Set Thermostat switch to OFF.
- Slide Fan Mode switch to On.
- Place Fan Speed switch to Lo or Hi as desired
- The fan will run continuously at the selected speed and is not controlled by thermostat set-

ting. The display will show current room temperature.

HEAT PUMP - Optional

Your coach may be equipped with an air source heat pump built into the central air conditioning system. Because the heat pump operates on electricity, it provides economical heat inside your coach and helps reduce the use of LP gas for heating in cooler weather.

A heat pump can be thought of as an air conditioner running in reverse. An air conditioner absorbs heat from the air inside of the coach and moves it to the outside. The heat pump does exactly the opposite. Even cold air contains some heat, so a heat pump will extract heat from the outside air on a cold day and carry it to the inside of the coach to maintain a comfortable temperature.

The efficiency of a heat pump decreases as the outdoor air temperature drops, so supplementary heat is often needed when the outside temperature nears freezing. This system is set to automatically start the LP gas furnace to assist the heat pump if room temperature cools to 5 degrees F or more below the thermostat setpoint. You may wish to manually switch to furnace heat to maintain a higher temperature when outside temperatures begin to reduce the efficiency of the heat pump. The heat pump will not operate when the outside temperature falls below 36 degrees F.

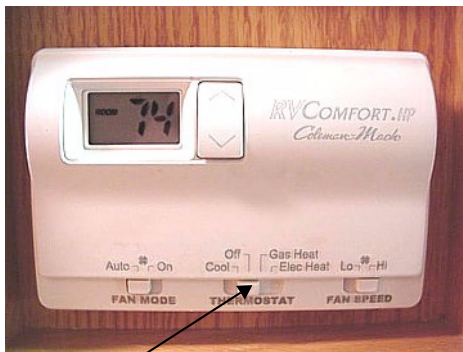
To Operate the Heat Pump:

- Slide the thermostat switch to electric heat mode.
- If the inside temperature is 5 degrees or more below the thermostat set point, both the heat pump and the furnace will run initially to bring the interior temperature up to the set point as quickly as possible. (If the inside temperature is 4 degrees or less below the set point, then only the heat pump will run initially.)
- When the thermostat calls for heat again, only the heat pump will run. The heat pump will remain the sole heat source unless it cannot maintain the inside temperature. If

the inside temperature falls five degrees below the set point, the furnace will assist the heat pump until the set point is reached.

If the furnace must assist the heat pump three times in a row, the thermostat will shut down the heat pump for two hours and the furnace will take over as the heat source. After two hours the heat pump will become active again and try to be the primary heat source.

The furnace acts as a standby heat source if the outside temperature drops below a point that the heat pump can no longer extract heat from the outside air to maintain the desired inside temperature.



Thermostat Switch
Gas Heat = Furnace Only
Elec Heat = Heat Pump

Have you checked your air filter lately?

Closed or blocked vents and a dirty air filter can hinder the efficiency of a heat pump.

- Be sure ceiling vents are open to distribute heat pump output air.
- The filter should be checked monthly for dirt build-up and replaced as needed.
- The air filter is a foam type and can be washed and reused. It is located in the return air grille on the ceiling.

DUCTED ROOF AIR CONDITIONING SYSTEM

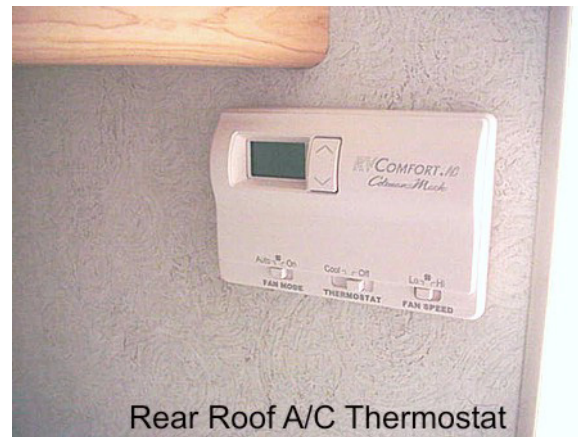
The furnace thermostat also controls ducted roof air conditioner operation when the thermostat switch is placed in 'cool' position.

NOTE: The thermostat is equipped with a replaceable 2 Amp fuse located on the back of the thermostat body.

Refer to the manufacturer's information in your Owner InfoCase for complete operating instructions.

NOTE: The ducted roof air conditioning system has ceiling registers that can be closed if necessary to force more cool air toward a specific area of the coach or to route cool air away from a specific area. If too many vents are closed, however, it can cause the air conditioner unit to shut down, particularly in high humidity conditions.

All cooling functions controlling to setpoint have a short cycle protection time delay of 3 minutes. There will be no delay if the cycle OFF time exceeds 3 minutes.



Rear Roof A/C Thermostat

Sunrise

SECTION 8 LP GAS SYSTEM

LP GAS SUPPLY

The LP gas system supplies fuel for the range, water heater, furnace and refrigerator (while in gas mode). When used and handled properly, this system is safe and economical and provides modern living conveniences wherever you travel.

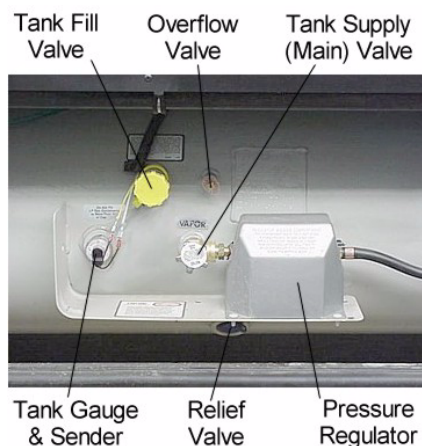
How LP Gas Works

LP (Liquified Petroleum) gas is a true gas compressed into liquid form for easy transportation and storage. LP gas is available in two types - propane and butane. It is also called tank gas, bottle gas, or simply LP.

LP is used by appliances in vapor form only, but is stored in the tank as a liquid under very high pressure. As the liquid gas is released, it reverts back to a vapor and expands to many times its compressed volume.

LP Tank System

The storage reservoir for the LP gas system is a horizontally mounted tank which is permanently attached to the vehicle frame. The tank is accessible only from the outside of the vehicle. The tank supply valve is located near the top center of the tank, next to the regulator. Before opening the supply valve, check to be sure all controls for gas appliances are in the "Off" or "Pilot Off" position. If this step is not performed, LP gas could accumulate inside the motor home creating a fire or explosion hazard.



LP GAS WARNINGS AND PRECAUTIONS

- All pilot lights must be extinguished and appliances turned off while refilling the fuel tank or LP tank.
- Never smoke while refilling vehicle fuel tank or LP gas tank.
- Avoid inhaling exhaust gases produced by burned gasoline, diesel fuel or LP gas in items such as the range, chassis engine, generator engine, refrigerator, furnace and water heater. They contain carbon monoxide, which is an odorless, colorless and poisonous gas.
- Do not bring or store LP gas containers, gasoline or other flammable liquids inside the vehicle because a fire or explosion may result. LP gas containers are equipped with safety valves which relieve excessive pressure by discharging gas to the atmosphere.
- Do not fill LP gas container(s) above 80 percent of capacity. Overfilling the LP gas container can result in uncontrolled gas flow which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.
- Never use an open flame to test for LP gas leaks. Replace all protective covers and caps on LP system after filling. Make sure valve is closed and door latched securely.
- Never connect natural gas to the LP gas system.
- Portable fuel-burning equipment, including wood and charcoal grills and stoves, shall not be used inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.
- LP gas regulators must always be installed with the diaphragm vent facing downward. Regulators are equipped with a protective cover. Make sure that the regulator vent faces downward and that the cover is kept in place to minimize vent blockage which could result

in excessive gas pressure causing fire or explosion.

LP GAS LEAKS

The following label is located in the vehicle near the range area. If you smell gas within the vehicle, quickly and carefully perform the procedures listed.

▲ DANGER
IF YOU SMELL GAS
<ol style="list-style-type: none">1. EXTINGUISH ANY OPEN FLAME, PILOT LIGHTS AND ALL SMOKING MATERIALS.2. DO NOT TOUCH ELECTRICAL SWITCHES.3. SHUT OFF THE GAS SUPPLY AT THE TANK VALVE(S) OR GAS SUPPLY CONNECTIONS.4. OPEN DOORS AND OTHER VENTILATING OPENINGS.5. LEAVE THE AREA UNTIL ODOR CLEARS.6. HAVE THE GAS SYSTEM CHECKED AND LEAKAGE SOURCE CORRECTED BEFORE USING AGAIN.
FAILURE TO COMPLY COULD RESULT IN EXPLOSION RESULTING IN DEATH OR SERIOUS INJURY.

LP GAS ALARM

Your coach is equipped with an LP gas detector which sounds an alarm if an unsafe amount of LP gas is present inside the coach. Because LP gas is heavier than air, the detector is located on a cabinet face near the floor of the coach.

See the LP Gas Alarm manufacturer's information in your Owner InfoCase for complete instructions.



LP Gas Alarm

If the Alarm Sounds

If the alarm sounds, do not touch any electrical switches. Immediately turn off the main LP tank valve and all LP appliances, open all windows and roof vents, and leave the coach until the alarm stops sounding.

If the alarm keeps sounding at regular intervals, a leak may be present. Contact your dealer or an LP gas service center to have the problem corrected before using the LP system again.

▲ WARNING
Never use an open flame to test for gas leaks. When testing for gas line leaks with a soapy water solution, DO NOT use a detergent containing ammonia or chlorine. These substances may generate a chemical reaction causing corrosion to gas lines, resulting in dangerous leak conditions.

Power Connection

The LP gas alarm is powered by the coach batteries. If the auxiliary battery switch is shut off or the battery cable is disconnected from the batteries, the alarm will not work. The LP gas alarm circuit breaker is located on the 12-volt house electrical load center (breaker panel).

Because the LP gas alarm is connected directly to the auxiliary battery, it is always drawing a small amount of current. Even though this current draw is slight, it could drain the coach battery during storage periods when the house battery will not be charged regularly by the engine or shoreline. Turn the Aux. Batt switch OFF to avoid current drain during storage periods.

Other Combustible Fumes or Vapors

This alarm is designed to detect the presence of LP gas, however there are other combustible fumes or vapors which may be detected by the sensor. These include: alcohol, liquor, deodorants, colognes, perfumes, wine, adhesives, lacquer, kerosene, gasoline, glues, most all cleaning

agents and the propellants of aerosol cans. Most are lighter than air in their vapor state and will only be detected when the area is closed up. Glues and adhesives may exhaust hydrocarbon vapors for months after they are applied. They are easily activated by high temperatures. If you close up an RV coach on a hot day, the chemicals used in its construction may be detected for several months after the coach was manufactured.

Further Information

See the manufacturer's information entitled "Your LP Gas Detector" in the Owner InfoCase for further instructions on nuisance alarms and care and testing of the LP gas detector.

SAFE USE OF THE LP GAS SYSTEM

The LP system is designed and built with strict adherence to federal, state and recreational vehicle industry requirements for mobile LP gas equipment.

For your safety, there are many safety devices and backup systems installed, such as tank fill overflow valves, an interior LP gas detector/ alarm, and an interior carbon monoxide (CO) detector/alarm.

LP gas also contains an odor additive that you can smell if LP is present in the air.

Listed below are a few precautions to observe that will help you to use the LP gas system safely.

- Exercise caution at all times. Be familiar with the distinctive odor of LP gas. If a leak is suspected, turn off the supply valve immediately. Have the LP gas system checked by your dealer or other qualified LP gas service center.
- Do not tamper with the LP gas piping system, pressure regulator or gas appliances. Service and maintenance of LP gas system components should be performed only by your dealer or a qualified LP gas service center.
- Never attempt to connect natural gas to the LP gas system.
- Have the entire LP gas system inspected for possible leaks and missing or damaged parts

at each tank filling. Also inspect before and after each trip, and any time trouble is suspected.

- Turn the LP supply valve off when not using the LP gas system.
- Never use a wrench to tighten the tank supply valve. It is designed to close leak-tight by hand. If a wrench is required to completely close the valve, it is defective and must be replaced.
- Be sure appliance and outside vents are open and free from obstruction when using the LP gas system.
- Never attach a lock or any device requiring a key to the LP tank compartment door. According to standards set for recreation vehicles, the LP supply valve must be readily accessible in an emergency.
- Exercise caution when drilling holes or attaching objects to the walls. Gas lines and electrical wiring could be seriously damaged and present an extreme safety hazard.

SELECTING LP FUEL TYPES

We recommend using straight propane in your LP tank. Propane gas is commonly available at all LP gas outlets in the U.S. (According to the National LP Gas Association, LP gas outlets in the United States do not offer any other type of liquefied petroleum gas than propane to the general public.) Check local phone directory yellow pages for locations of local LP gas refilling stations or bulk dealerships.

NOTE: If you travel outside the U.S. with your motor home, you may find butane or propane/butane mixtures available in addition to propane. Because gas-burning RV appliances are designed to run on propane only, we recommend that you request straight propane only. Butane burns about 30 percent hotter than propane and can overheat some appliances, particularly refrigerators, and cause permanent damage. Other appliances designed to operate on propane can become sooted and lose efficiency by using butane fuel.

REFILLING LP TANK

There are many LP gas refueling stations located throughout the country. These stations are listed in the telephone directory Yellow Pages under "Gas - Liquefied Petroleum - Bottled and Bulk."

Since the LP tank is permanently mounted to the frame, the motor home must be taken to an LP dealership for filling. Do not attempt to remove the LP tank from the vehicle. The tank is equipped with a fill adapter with both internal and external threads which allows easy filling with any LP filling equipment. The tank is full when liquid LP gas appears at the overflow valve.

NOTE: The LP tank is equipped with an automatic 80% stop-fill device.



WARNING

Make sure the filling attendant uses the 80% overflow valve when filling the tank. A tank should never be filled above 80% level to allow for vaporization and liquid expansion.

Do not place LP gas containers inside the vehicle. LP gas containers are equipped with safety devices which relieve excessive pressure by discharging gas to the atmosphere.

Do not place LP gas containers, gasoline, or other flammable liquids inside the vehicle. Fire or explosion may result.

Do not alter or remove LP tank gauge at any time.



WARNING

DO NOT FILL CONTAINER TO MORE THAN 80 PERCENT OF CAPACITY. Make sure the motor home is level when filling. It is possible to accidentally overfill the tank if the vehicle is unlevel, with the fill valve on the uphill side. Overfilling the LP gas tank can result in uncontrolled gas flow, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP gas.

All pilot lights must be extinguished and supply valve closed before refilling LP gas tanks or vehicle fuel tanks.

Do not smoke or expose an open flame while near an LP refueling area. LP gas is heavier-than-air and extremely flammable.

Never use an open flame to test for LP gas leaks.

Replace all protective covers and caps on LP system before filling.

Never fill the LP tank with engine or generator running.

AIR IN THE LP GAS TANK

If your LP gas appliances do not stay lit or require frequent adjustment, even though you know the LP tank contains sufficient fuel, the problem may be air in the LP gas tank. Air in the tank mixes with the LP gas vapors causing them to burn poorly. This condition could linger for weeks if the air is not purged from the tank. Most LP gas dealers have equipment for purging air from LP gas tanks and will purge before refilling the tank.

TRAVEL WITH LP GAS

It is illegal for vehicles equipped with LP tanks to travel on certain roadways or through certain tunnels in the U.S. To avoid inconvenience, check state regulations concerning flammable gas transportation.

PRESSURE REGULATOR

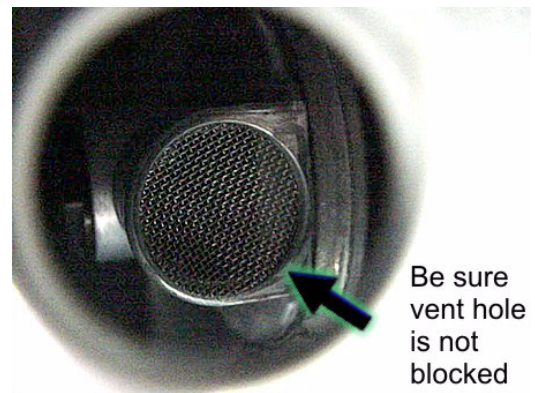
The pressure regulator is protected from the elements by a plastic cover which should be left in place at all times. Only your dealer or a qualified LP gas service should remove the regulator cover for adjustments.

WARNING

Visually inspect the pressure regulator vent periodically for blockage by accumulated debris or insect nests, etc.

Vent obstruction could result in excessive pressure which could cause a fire or explosion.

If any obstruction is apparent, have the regulator serviced by your dealer or a qualified LP gas service center.



Regulator freeze-ups are caused by the presence of moisture in fuel. This moisture will pass through the cylinder valve and into the regulator where it can freeze. Fuel producers, tank and bottle manufacturers and LP gas dealers take every precaution to reduce moisture, but sometimes only a fraction of an ounce entering the tank can cause problems. To help avoid the possibility of freeze-up, always keep tank control valve is closed when not in use, even when tank is empty, to prevent moisture from collecting on the inside.

If regulator freeze-up should occur, you may attempt to thaw the regulator using a light bulb. **DO NOT USE AN OPEN FLAME OR HEAT LAMP.**

If moisture begins to cause problems, have your LP gas dealer inject a small amount of dry methyl alcohol in your tank (approximately one ounce to 20 pounds or one pint to 100 gallons) to help guard against regulator freeze-ups.

In very cold weather when a large volume of gas is being used for heating, it is possible to experience a loss of gas pressure. At first, this problem may appear to be caused by a regulator freeze-up, but is actually caused by failure of the liquid gas to vaporize as fast as it is needed. As the temperature becomes colder, it is increasingly harder for the liquid LP gas to vaporize. At the same time, the demand for LP to produce heat increases to the point where the system cannot maintain production.

The only solution to this problem is to reduce the consumption of gas where possible. Adjusting the temperature on the gas/electric refrigerator may be a first step. Using less hot water will help as well.

Sunrise

SECTION 9 ELECTRICAL SYSTEMS

Your coach is equipped with an electrical system consisting of two separate voltages; a 12-volt DC system and a 110-volt AC system. The 12-volt system consists of two internal power sources, while the 110-volt system is operated from an outside power source or the optional 110-volt generator. All systems operate through a single power converter control center to provide electrical power to the motor home.

ELECTRICAL CAUTIONS

- Careless handling of electrical components can be fatal. Never touch or use electrical components or appliances while feet are bare, while hands are wet, or while standing in water or on wet ground.
- Improper grounding of the vehicle can cause personal injury. Do not plug the utility power cord into an outlet which is not grounded and do not adapt the plug to connect to a receptacle for which it is not designed.
- Do not attach an extension cord to the utility power cord.
- Be sure that all electrical appliances to be used contain 3-prong plugs for proper grounding.
- Avoid overloading electrical circuits. Replace fuses or circuit breakers with those of the same size and amperage rating only. Never use a higher rated fuse or breaker.
- Use caution when handling or working near electrical storage batteries. Always remove jewelry and wear protective clothing and eye covering. Avoid creating sparks.

110-VOLT AC SYSTEM

The 110-volt system operates from an outside 110-volt utility service such as those at campgrounds, or from the 110-volt generator or 110-volt inverter system. When the power cord is connected to an outside power source, or when the generator is in operation, the power converter automatically changes a portion of the

110-volt current to 12-volt DC current. All equipment in the motor home that is normally powered by the auxiliary battery is then powered through the converter.

In addition, the following equipment is entirely dependent on 110-volt current: central air conditioner, refrigerator (when placed in 110-volt mode), microwave oven, ice maker, vacuum cleaner and other 110-volt electrical equipment used at convenience outlets.

EXTERNAL POWER CORD (Shoreline)

The external utility power cord (commonly referred to as a “shoreline”) is located in a compartment on the left (driver’s) side of the coach.



Shoreline Compartment



WARNING

Do not connect the external power cord to any receptacle **until** you have contacted the owner and/or attendant of the premises to verify proper polarity and grounding.

It is the responsibility of the owner of the electrical receptacle to ensure that the receptacle is properly wired and grounded.

Reverse polarity and improper grounding of the vehicle can cause personal injury or death.

The power cord is designed to ground the electrical system through the receptacle. It is also designed to carry the amperage output of most campground outlets. If the electrical receptacle to be used is designed to mate with the prongs of the power cord plug, the electrical connection can be expected to carry rated load.

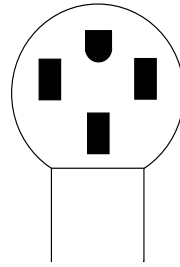
Connecting The Power Cord

To connect to an external source, remove the cord from the storage compartment and plug it into a suitable power outlet to provide external power to the coach and converter/charger system.

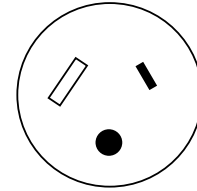
Your coach may be equipped with either a standard 30-amp system or an optional 50-amp system.

NOTE: Some parks do not have 50-amp service available, so you will need to connect to a standard 30-amp service pole using an adaptor.

If your coach is equipped with standard 30-amp system, you cannot connect to a 50-amp service. Do not use adaptors to connect 30-amp systems to a 50-amp service or you may cause an overload on electrical system components.

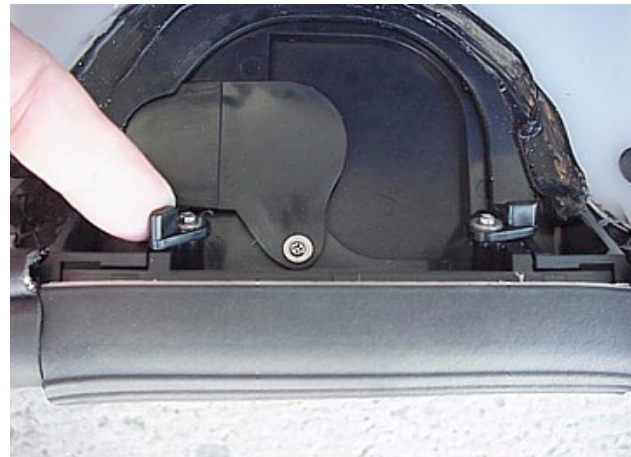


50 Amp.
Power Receptacle



30 Amp Receptacle

A flip down hatch in the compartment floor lets you route the power cord through a passage in the bottom of the compartment so you can shut the compartment door while the power cord is connected.




1. Flip the hatch downward.



2. Swivel the cover section aside to reveal cord notch.



3. Route the cord through the notch and flip the hatch back up into place and close the compartment door.


WARNING

Do not plug the power cord into an outlet which is not grounded, or adapt the plug to connect to a receptacle for which it is not designed.

Be sure that all four prongs of the supply cord are properly plugged into the receptacle.

Do not connect the power cord to an extension cord.

Park Fuses or Breakers

Most campgrounds are equipped with a fuse or circuit breaker at the receptacle. This protects the park's wiring, as well as the power cord on your vehicle, from electrical damage. If electrical power fails, contact the park attendants and have them check the fuse or breaker for your supply receptacle.

After disconnecting the power cord, neatly replace it in the storage compartment.

POWERLINE ENERGY MANAGEMENT SYSTEM (EMS)

The energy management system (EMS) monitors the electrical usage of the appliances and equipment in the coach and distributes the electrical loads to avoid nuisance tripping of the shoreline circuit breaker. This system works together with the energy efficient roof air conditioners to allow you to run both roof units at the same time on a 30-amp shoreline connection.



EMS Display on Monitor Panel

Please read your PowerLine Energy Management System Owners Guide for important information on running both air conditioner units at the same time*. This guide will also explain how this system operates under several conditions, whether 20-amp, 30-amp or 50-amp connections.

*With 30 amp or optional 50-amp systems only.

POWER CONVERTER SYSTEM

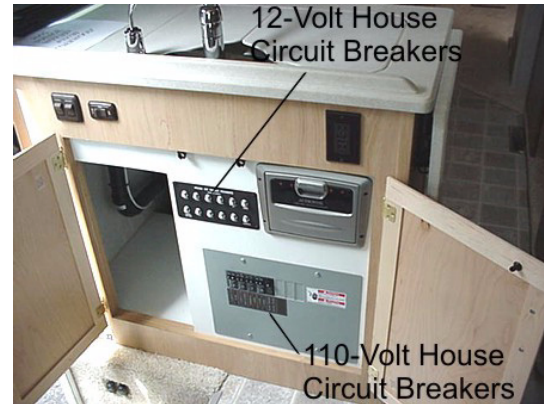
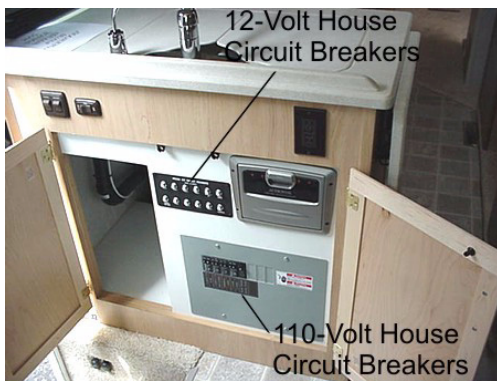
The power converter changes 110-volt AC current from the auxiliary generator or the shoreline into 12-volt DC current for use by 12-volt equipment in the motor home.

Certain circuits, however, remain unchanged for use by items which require 110-volt current, such as the air conditioner(s), the refrigerator in AC mode, the microwave oven, etc.

Current drawn from the coach batteries passes through the power center unchanged, although it is routed through a series of protective circuit breakers.

12-Volt House Circuit Breakers

The 12-volt house breaker panel contains pop-out breakers; push in to reset. The breakers are clearly labeled for the circuits which they protect. The breaker panel is located behind a small door near the galley or below the refrigerator.



110-Volt House Circuit Breakers

NOTE: See 12-Volt fuse panel in 12-Volt DC system elsewhere in this section.

Further Information

Refer to the converter manufacturer's information provided in your Owner InfoCase for additional information about your power converter system



House 12V Breakers
(below refrigerator)

**Typical view of breaker panel. Actual fuse or breaker labels may vary according to appliance and equipment options. Fuses and breakers are labeled on panel.*

110-Volt Circuit Breakers

The breaker panel protects all 110-volt components in the motor home from either an overload on the circuit or a short in the wiring or component itself. When an overload or short develops, the breaker will open preventing any

further flow of electricity and, therefore, damage to the system.

Shut off the equipment (example: air conditioner) and allow a brief cooling period. Then reset the breaker by moving the switch to "Off" and back to "On". If the breaker continually trips and no equipment is running, have the system checked for a short in the wiring or the appliances.

CHARGING SECTION

The house batteries are automatically charged while 110-volt external power is connected. The charger will automatically "sense" the condition of the RV battery. If it is below "full charge", the Charging Section will start charging the battery.

If the house batteries have been extremely discharged, they will accept charge at a relatively high amperage rate. If they are only slightly discharged, they will charge at a lower amperage rate. The rate of charge will decrease as the batteries reach "full charge", then will remain "trickle" charging at a very low amperage rate. If your storage battery does not charge as described above, it is possible the battery is defective.


NOTE: We do not recommend leaving the shore-line plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use. We recommend following regular battery inspection and maintenance, especially in cold weather. See "Battery Storage & Maintenance" in this section.

Thermal Overload Protector

A thermal overload protector will shut down the converter if it becomes overheated. This can result from operating above its maximum limit for an extended period of time or by obstruction of ventilation to unit.

NOTE: 12-volt lights and motors will automatically draw from battery power in this event.

The thermal breaker will reset itself after a cool-down period, and the lights and motors will resume operating from the converter. If the overload trips again shortly after reset, take immediate steps to correct the cause of overheating. A portion of house 12-volt load (lights or motors or both) should be turned off to reduce total load. Also, inspect the converter unit to make sure ventilation is not obstructed.


CAUTION

Do not store items too closely around the inverter unit in the storage compartment. The inverter generates heat while operating and needs unrestricted airflow for proper cooling.

110-VOLT RECEPTACLES (OUTLETS)

A number of standard AC electrical outlets are provided throughout the coach for connecting small appliances such as televisions, radios, toasters, etc. An outdoor outlet is also located on the outside of the coach near the entrance door.

GROUND FAULT CIRCUIT INTERRUPTER

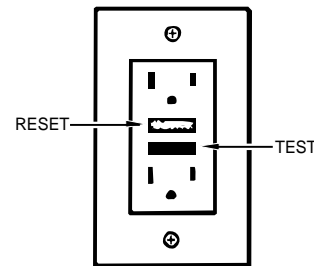
Exterior, bath and galley outlets are connected to a GFCI (Ground Fault Circuit Interrupter), which is an extremely sensitive circuit breaker that will help to protect against severe electrical shock if a ground fault develops. If such a condition occurs, the GFCI will break the circuit by turning off the power to the protected outlets. If this happens, unplug all the appliances on that circuit and press the reset button on the GFCI equipped outlet.

If the GFCI keeps tripping, have the electrical system checked and repaired if necessary before using again.

The GFCI outlets are located in the bath and galley areas of the vehicle.



Ground Fault Circuit Interrupter (GFCI)





WARNING

The GFCI will not completely eliminate electrical shock. Small children and persons with heart conditions or other disabilities which make them especially sensitive to electrical shock may still be injured by a 110-volt receptacles even though protected by a Ground Fault interrupter.

AUXILIARY 110-VOLT GENERATOR

Consult the generator manufacturer's information provided in your Owner InfoCase for instructions on operation, troubleshooting and maintenance.

This coach may be equipped with one of several models of generators. Consult the generator owner's manual in your Owner InfoCase for specific instructions on starting, stopping your generator.

NOTE: After extensive generator use, you may notice decreased levels in the affected fuel tank.



WARNING

Careless handling of the generator and electrical components can be fatal.

Never touch electrical leads or appliances when your hands are wet, or when standing in water or on wet ground.

Do not attempt to repair the generator yourself. Service should be performed by an authorized service center.

Automatic Power Transfer Switch

Whenever the generator is needed, an automatic power transfer system automatically switches the household electrical system to the generator 10 seconds after the generator is started. The ten-second delay allows the generator to start easily without the burden of electrical loads.

Starting and Stopping the Generator

For your convenience we have mounted generator start/stop switches in two locations inside the coach; in addition to the switch on the generator itself:

- Instrument Panel
- Systems Monitor Panel

The generator starter circuit does not rely on the automotive battery, so the switch will operate whether the ignition switch is on or off.

- See generator manufacturer's operating information for specific instructions.
- Reduce all electrical loads. (Shut off lights, fans, appliances, etc.)
- If the generator has not been run for two weeks or more, you may need to prime the fuel system before attempting to start.

Starting

- Press the generator starter switch on and hold until generator engine is running, then release.



- Let the generator engine stabilize and run smoothly before turning appliances or electrical equipment on.

- Do not overload generator by turning too many items on. See load chart for estimation of typical RV loads. Refer to the output specifications of your generator in the generator manufacturer's manual. Then see the following electrical load chart to estimate your typical loads.

Stopping

- Before shutting generator down, turn off electrical loads and let engine run at no-load for a few minutes to cool down.
- Press the generator switch Off and hold until the generator engine comes to a complete stop.

CAUTION

Continuous generator overloading can cause high operating temperatures that can damage the generator. Keep the electrical loads within the generator wattage rating.

Approximate Power Requirements of Common Appliances	
Appliance or Tool	Approximate Power Consumption (Watts/Amps)
Vacuum cleaner	200-500W/1.7-4.3A
Coffee Maker	550-700W/4.8-6.1A
Hair dryer	800-1500W/7.0-13.0A
Electric clothes iron	500-1200W/4.3-10.4A
Electric blanket	50-200W/0.4-1.7A
Television	80-100W/0.7A
Electric drill	250-750W/2.2-6.5A
Air conditioner	1400-2000W/13-19A
Microwave Oven	700-1500W/6.0-13.0A

Generator Hourmeter

This meter is located on the monitor panel. It registers the total number of hours that the generator has been operated. Refer to the hourmeter to determine when periodic maintenance is due and to record services which have been performed.

Operation Warnings and Cautions

WARNING

The exhaust of all internal combustion engines contains carbon monoxide (CO). This poisonous gas is colorless, odorless, tasteless, and lighter than air. The exhaust systems of both your motor home engine and your generator engine have been installed with your safety in mind. However, certain precautions must be taken when using them to protect yourself from conditions beyond the control of the manufacturer.

- Do not** simultaneously operate the generator engine and a ventilator which could draw exhaust gases into the vehicle.
- Do not** open windows or ventilators on the end or side of the vehicle where exhaust pipe of the generator is located.
- Park the vehicle** so that the wind will carry the exhaust away from the vehicle. Also, note the position of other vehicles to be sure their exhaust will not enter your vehicle.
- Do not** operate the generator engine when parked if vegetation, snow, buildings, vehicles, or any other object can deflect the exhaust under or into the vehicle.

Check auxiliary generator oil level frequently during periods of use. Refer to the generator manufacturer's information in your Owner Info-Case for specific recommendations.

WARNING

Never check generator oil level while generator engine is running.

9 - ELECTRICAL SYSTEM

12-VOLT DC SYSTEM

The DC voltage system consists of the automotive batteries and the 12-volt coach auxiliary batteries.

Auxiliary Battery (Aux. Batt) Switch

The AUX BATT switch disconnects the auxiliary (coach) batteries from the 12-volt system of your coach to avoid long-term battery drain by electrical items that are hooked directly to the coach batteries, such as clock displays and radio memories, etc.

Always leave this switch ON except during storage periods. Some electronic displays and memory functions may need to be reset after power has been reconnected.



Aux. Batt. Switch

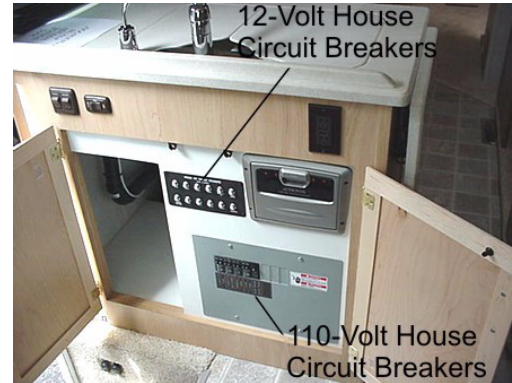
See also Battery Storage and Maintenance elsewhere in this Section.

12-VOLT CIRCUIT BREAKERS

All 12-volt circuits and equipment in the coach area of the motor home are protected by a circuit breaker panel. When a circuit is overloaded or a short develops in any part of the system, a breaker will shut down that circuit. If this happens, turn off all affected lights or appliances and reset the breaker.

A label on the panel states the amperage rating and circuit protected for each breaker.

The House 12-Volt Breaker Panel is located behind the small cabinet door near the galley or below the refrigerator.



House 12-Volt Circuit Breaker Panel

*Typical view of breaker panel. Actual fuse or breaker labels may vary according to appliance and equipment options. Fuses and breakers are labeled on panel.

12-Volt Chassis Circuit Breakers

The 12-volt automotive and additional coach circuit breakers are located on a panel on the face of the top entrance step.



Auto Chassis 12-Volt Breaker Panel

DC-AC Electrical Voltage Inverter 300 Watt - Optional

The voltage inverter changes 12 volt DC current into 110 volt AC current to operate your TV and DVD/VCP while traveling or when shoreline hookup is not available.



- The inverter must be switched on to operate.
- Turn the inverter off when not in use to avoid draining the coach battery.

NOTE: Batteries will deplete quickly with use of the inverter. The inverter is intended for limited, short term TV/Video use while the vehicle is in motion or while not connected to shoreline or generator power. It is not intended for steady use while 'dry camping' without generator or shoreline power.

BATTERY INFORMATION

Chassis (Starting) Battery

The chassis batteries are used solely to operate the engine starter and all automotive accessories and controls found on the instrument panel. The leveling jack, slideout room systems and the electric step are also connected to the chassis battery.

Chassis Battery Storage: The chassis (starting) batteries inside entrance step.



Unhook the latch that holds the step and lift the step off to gain access to the batteries.

House Batteries

The house batteries supply current to 12-volt equipment located in the living area of the coach. This includes interior lights, range exhaust fan, furnace fan, water pump, water level and holding tank gauges, 110-volt generator starter, refrigerator and bath roof vent fan. The house battery may also be used to start the engine if the automotive battery is dead. Refer to "Battery Boost Switch" in Section 5.

The house batteries are automatically charged by the engine alternator while the engine is running.

House Battery Storage

The batteries are also located in the battery compartment with the chassis batteries. See "Chassis Battery Storage" for access instructions.

BATTERY STORAGE AND MAINTENANCE

Lead-acid type batteries are electro-chemical devices for storing and releasing electrical charge. As such, they are simply an electrical reservoir, not an electrical source. As soon as energy is removed from the battery, it should be replaced by the engine alternator or the RV converter system.

If a battery sits unused for 30 days or more, especially during warm weather, it can develop a deposit of sulfate crystals on the metal plates inside the battery. This condition is called sulfation or 'sulfating', and prevents the battery from either releasing or accepting a charge. If this condition occurs, the battery must be replaced.


If a battery does not contain at least 80% charge during freezing temperatures, the electrolyte can freeze and crack the battery case.

The two best defenses against sulfating and insufficient charge are to:

1. Turn off the Auxiliary Battery switch to avoid parasitic discharge (the trickle discharge caused by directly connected components like LP gas detectors or digital clock displays, etc.), and

2. Check the battery and recharge as necessary at least once a month during long storage periods. Turn the Aux. Batt. Switch off to avoid electrical arcing when attaching or detaching charger clamps.

NOTE: Make sure vent caps are on securely to prevent baking soda solution from entering the battery and contaminating the electrolyte fluid.

 **WARNING**

California Proposition 65 Warning: Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the state of California to cause cancer and reproductive harm. Wash hands after handling.

 **WARNING**

Before removing any battery cables or battery, make sure all 12-volt equipment in the motor home is off and the power cord has been disconnected.

Care must be taken to avoid pinching the cable between any metal parts. Should the cable be damaged, a short circuit could result in personal injury or damage to equipment. Replace any damaged cables at once. Always remove jewelry and wear protective clothing and eye covering when checking or handling batteries.

NOTE: We do not recommend leaving the shore-line plugged in continuously during storage periods because the batteries can lose electrolytic fluids and become damaged from continuous charging without periodic use or maintenance.

We recommend following regular battery inspection and maintenance, especially in cold weather.

Further Precautions Are:

- Remove the battery from the coach.
- Store it in a cool place on a wooden or rubber pad to inhibit conductive transfer.
- Check the state of charge periodically to avoid discharge or sulfating.

To ensure that the battery will always accept and hold a charge, follow these simple maintenance practices.

- Make sure the batteries always remain securely clamped in the battery tray.
- Make sure battery cable clamps are tight on the terminal posts and are free of corrosion.
- Neutralize corrosion buildup or acid film on top of battery by washing with a baking soda/water solution. Rinse with clear water.

- Clean and tighten battery terminals and have the specific gravity checked at least once a year.
- Every two months, or more often in hot weather, check the battery fluid level. Fill to approximately 3/8 inch above the plates. DO NOT OVERFILL. If fluid is added during freezing weather, the motor home should be driven several miles to mix water and electrolyte to prevent freezing.
- Fluid level check may be omitted if equipped with maintenance-free batteries.

WARNING

To prevent wiring damage, it is essential when replacing the cables on the battery, or when using a “booster” battery, that the positive post and the positive cable be attached and the negative post and negative cable be attached. The posts are marked (+) plus and (-) minus.

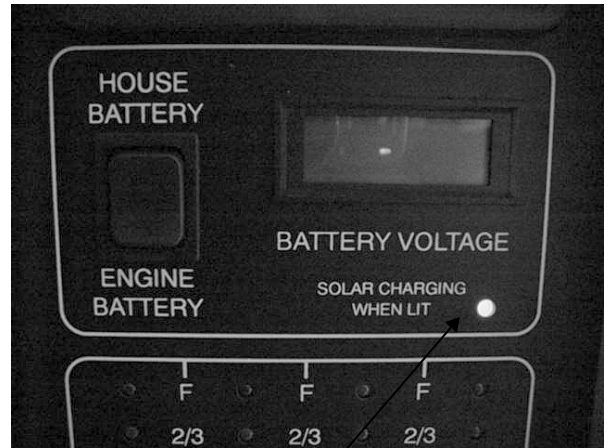
If a “boost charger” is used while battery is in the motor home, disconnect both battery cables before connecting the charger to avoid damage to engine electronic components.

Never attempt to charge or boost a frozen battery.

SOLAR CHARGER PANEL

The 10-watt roof-mounted solar charger panel uses the sun to help keep your house batteries charged. A charge indicator light is provided on the monitor panel to show you when the solar panel is actively charging the house batteries.

The red light will glow when the solar panel is charging the coach batteries. The greater the rate of charge, the brighter the light. When the batteries reach full charge, the light will gradually dim, then darken.



Solar Charging Indicator

NOTE: The solar battery charger is not intended to make the coach battery system “maintenance free.” The solar panel will not completely compensate for continuous low amperage draw from components such as the LP gas leak detector, the clock in the dash radio and the radio station memory circuitry, for example.

Although the solar panel system can help to extend battery life, the coach shoreline should be plugged in routinely to “top off” the batteries. We also recommend following regular battery inspection and maintenance, especially in cold weather.

See “Battery Maintenance” in this section.

ELECTRIC ENTRANCE STEP

The power switch for the electric entrance step is located to the left of the main entry door as you enter the coach.



Step Switch

Automatic Mode (Operates with Door)

With the Power Switch in the On position the step is in Automatic Mode. This means it will extend and retract automatically whenever the door is opened or closed. This is done by means of a magnetic door switch attached to the lower hinged edge of the screen door section of the entrance doors. The steps will extend when the screen door is opened, and retract when the screen door is closed. With the power switch in the Off position the step can be kept in the extended or retracted position as described below.

Stationary Extended Mode

To keep the step in the extended position:

- turn the Power Switch to **On**,
- **open** the screen door to extend the step,
- then turn the Power Switch to **Off**.

The step will now stay extended whether the door is opened or closed. This position is normally used when parked at a campsite or whenever people are going to be entering and exiting the vehicle frequently.

Automatic Retraction Feature

The coach is equipped with a step retraction feature that retracts the step automatically when the Ignition Switch key is turned to either the On or Start position regardless of whether the Step Power Switch is On or Off. This feature is intended to prevent injury or damage which may be caused by an extended step when the vehicle is moving.



WARNING

Do not use step unless it is fully extended.

Do Not Stand on step when vehicles ignition switch is turned to either the “On” or “Start” position. The step will automatically retract, which may cause personal injury. Always remember to retract the step before moving the vehicle.

“Last Out” Feature

An associated feature is the “Last Out” Feature. This feature extends the step when the screen door is opened after the ignition switch has been turned to either the On or Start position.

For additional information on the step, see the step manufacturer’s operators manual included in your Owner InfoCase.

Sunrise

SECTION 10 PLUMBING SYSTEMS

FRESH WATER SYSTEM

The fresh water system provides water to the galley sink, shower, bathroom lavatory, toilet and water heater. Water may be supplied by either of two sources:

- a water tank located within the motor home, or
- any external water source to which the motor home may be connected, known as “city water”.

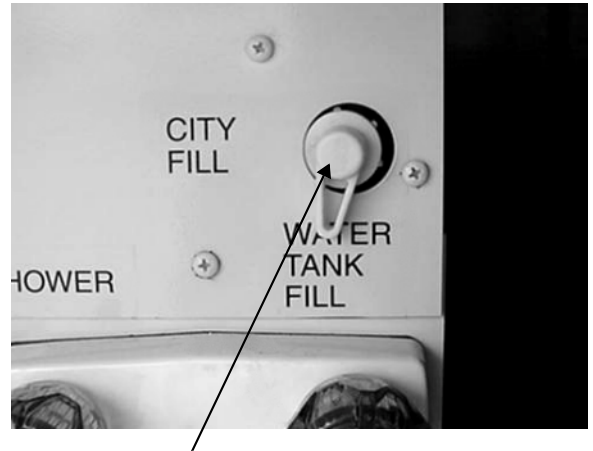


Fresh Water Tank Filling Procedures:

Always fill the fresh water tank at an approved potable water filling facility or a known purified drinking water source.

To Pressure Fill Water Tank from City Water Connection:

1. Attach a hose from a city water faucet to the city water connector in the water center on the left (driver) side of your coach.
2. Open the Gravity Fill door to provide adequate air venting and avoid pressure buildup.
3. Turn the tank fill valve to the WATER TANK FILL position.



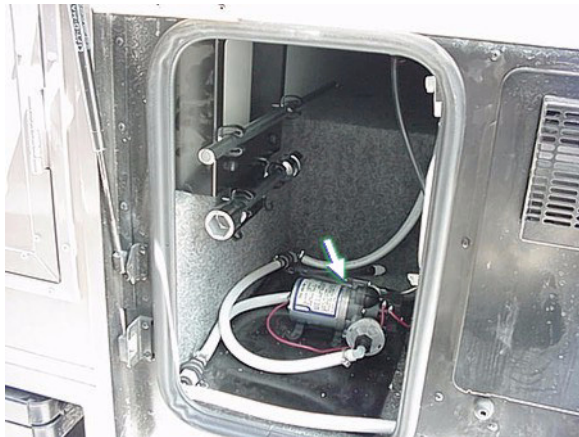
Turn tank fill valve to water tank FILL position.

4. Tank is full when water begins to flow from the overflow vent tube beneath the coach.
5. Be sure to turn the tank fill valve to the CITY FILL position in order to use the water demand pump. If the valve is left in Water Tank Fill position the pump will run continuously without delivering water to faucets. The Water Tank Fill position is only for pressure filling the water tank from the city water hose connection.

WATER PUMP

When your coach is not connected to a city water supply, water is supplied from the fresh water tank by a water system demand pump. A demand pump is designed to run only when you are using water. This is what happens when you turn a faucet on - the water line pressure drops and the pump begins to run, and will continue to run as long as the faucet is open. When you turn the faucet off, the water line pressure builds up and the pump shuts itself off.

The pump is self-priming and will run briefly to build up line pressure when the Water Pump Switch is first turned on. See “Initial Water Line Priming” for instructions on using the water system for the first time after a storage period or if the tank and water lines have been drained.



Water Pump
(typical)

Pump Strainer Filter

The pump is equipped with a cleanable strainer filter to capture any possible tank borne particles that could damage pump components.

Note: We recommend that you check and clean this filter after each tankful of water during the first few uses of the water pump system. Thereafter, remember to check it at least yearly, such as during winterization procedures.

Unscrew bowl and remove to clean strainer



Water Pump Filter

To Clean Pump Strainer

Be sure all water pump switches are OFF.

- Twist the inlet cap (bowl) counterclockwise to unscrew from the filter assembly.

- Remove the bowl and pull the strainer screen out of the bowl to tap out any particles and rinse clean.
- Insert the strainer screen back into the bowl, then screw the bowl back onto the filter assembly.

Water Pump Switch

Water pump switches are located on the systems monitor panel and in the water center compartment (See Section 6). While the switch is in the “ON” position, the pump will automatically supply water pressure as it is needed. It is recommended that the pump switch be turned off whenever you are away from the vehicle or not using the water system. A slow leak in a faucet could drain the water system and discharge the coach battery.

Initial Water Line Priming

1. Make sure that all water drain valves are closed, including water heater valve.
2. Turn water pump switch to “OFF” position.
3. Fill water tank.
4. Open all faucets, hot and cold.
5. Turn on pump switch.
6. Close each faucet as it begins to deliver a steady stream of water (close cold water first). Leave hot water faucets on until they also deliver a steady stream of water. This will ensure that the water heater is filled with water.
7. Check to be sure pump stops soon after all faucets have been closed.
8. Pump is now ready for automatic operation. Pump will start when a faucet is opened and stop when the faucet is closed.

DISINFECTING FRESH WATER SYSTEMS ON RVS

As approved by the U.S. Public Health Service

Models equipped with Gravity Water Fill

To assure complete disinfection of your fresh water system, it is recommended that the following procedure be followed on a new system, one that has not been used for a period of time, or one that may have become contaminated. This procedure is also recommended before long periods of storage such as over winter.

1. Prepare a chlorine solution using 1 gallon of water and 1/4 cup of household bleach (sodium hypochlorite solution). With tank empty, pour chlorine solution into the tank. Use 1 gallon solution for each 15 gallons of tank capacity. This procedure will result in a residual chlorine concentration of 50 ppm in the water system. If a 100 ppm concentration is required as discussed in item 3, use 1/2 cup of household bleach with 1 gallon of water to prepare the chlorine solution. One gallon of the solution should be used for each 15 gallons of tank capacity.
2. Complete filling of tank with fresh water. Open each faucet and run the water until a distinct odor of chlorine can be detected in the water discharged. Do not forget the hot water taps.
3. Allow the system to stand at least 4 hours when disinfecting with 50 ppm residual chlorine. If a shorter time period is desired, then a 100 ppm chlorine concentration should be permitted to stand in the system for at least 1 hour.
4. Drain and flush with fresh water.



WARNING

Chlorine is poisonous - recap bottle and clean utensils after use.

Models not equipped with Gravity Water Fill

Follow the preceding instructions for disinfecting tanks with gravity fill, with the exception of tank filling described in Step 1.

Models without a gravity water tank fill require temporarily connecting an external cartridge type water filter assembly to add disinfecting solution to the tank. These filters are commonly available at RV supply stores.

Bleach can be placed into the empty filter canister (remove the filter cartridge first) and connected in-line with the city water fill and city water hose.

The bleach will be drawn into the tank when the city water is turned on and the tank fill valve is turned to Tank Fill position.

EXTERNAL WATER SUPPLY ("City Water")

To Connect To An External Source:

1. Turn the demand pump switch to off.
2. Attach a hose from the external water source to the city water connection in the utility compartment or on the left side of your vehicle.



City Water
Connector

3. Turn water tank fill valve to CITY FILL position.

NOTE: Because city water pressure varies from location to location, we recommend using an in-line water pressure regulator to prevent damage to any components, connections and seals in your fresh water system.

A water pressure regulator may be obtained from any well stocked RV dealership retail center and some retail discount centers. These devices simply connect in-line between the supply hose and the city water input on the coach.

*We recommend a regulator that controls water pressure to **40 psi maximum.***



4. Turn on the external water source (faucet valve).

When connected to an outside source of water, the water bypasses the demand pump and storage tank and supplies pressure directly to individual faucets and toilet. A check valve built into the pump prevents water from entering the pump and filling the storage tank.

NOTE: Always keep the tank fill valve turned to CITY FILL unless you are filling the tank. If this valve is open while using the city water, the water will keep flowing into the tank and out the gravity fill tube. Also, when using the water demand pump, the pump will not be able to deliver water to faucets and it will run continuously while turned on.

To Disconnect From the External Source:

1. Turn the external source off.
2. Open a faucet inside the vehicle to relieve line pressure.
3. Disconnect the hose from the vehicle and replace the cap on the connection.
4. Be sure the tank fill valve is in the CITY FILL position in order to use the water demand pump. The pump will run continuously without delivering water to faucets. The Water Tank Fill position is only for filling the water tank.

WATER PURIFIER (FILTER) SYSTEM

The water purifier system uses a flow-through activated carbon filter that removes chlorine and other impurities, resulting in clean, taste-free and odorless drinking water.



- Insert a new water filter cartridge up into the filter head as far as possible and turn it clockwise a quarter turn.
- Lower valve handle to lock filter and restore water flow.

See “Winterizing Procedure”.



Water Filter Assembly -
Below Galley Sink

Replacing the water filter cartridge:

Replace the filter cartridge when water flow from the purifier faucet is too slow for convenience.

- Place a container beneath the filter to catch any remaining water during removal.
- Raise the valve handle near the top of the filter base to block water flow to filter.
- Twist the filter cartridge counterclockwise about a quarter-turn and pull it down and out of the filter head.

EXTERIOR SHOWER

The exterior auxiliary shower is located in the water center compartment. This feature allows you to do things such as rinse off sand or salt after a swim, rinse off muddy boots, or bathe your pet outside the coach.

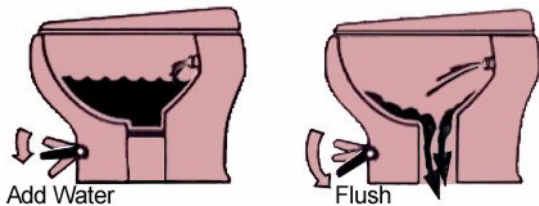


Exterior Shower/Wash Station

TOILET

The toilet in your motor home is very similar to the household type, except that it is designed to use only a small amount of water per flush. It uses a high velocity jet of water, producing a swirl effect, to efficiently cleanse the bowl.

1. Press the pedal down completely and hold until bowl is clean. Release pedal slowly. A small amount of water will remain in the bowl.
2. To add more water to the bowl than the normal 2" automatic refill, press the pedal part-way down and hold until desired amount has been added. Release pedal slowly.



Please refer to the manufacturer's information supplied with the toilet for further operating and maintenance instructions.

Important "Don'ts"

- Don't use facial tissue or regular toilet tissue in the RV toilet. These will not disintegrate sufficiently and will often cling to the sides of the holding tank. Toilet tissue made specifically for use in RV toilets and holding tanks is available at most RV supply centers.
- Don't dispose of sanitary napkins or other non-dissolving items in the toilet.
- Don't put automotive antifreeze or caustic chemicals, such as laundry bleach or heavy detergents into the toilet or holding tank. These products may damage plastic or rubber parts in the system.

Cleaning the Toilet

The toilet should be cleaned regularly for maximum sanitation and operating efficiency. If an odor is apparent from the toilet:

1. Clean the toilet bowl with a mild bathroom cleaner. Do not allow cleaners to set in the bowl for long periods of time to avoid damaging the seals. Do not use caustic or abrasive cleaners because it may damage the plastic surfaces.
2. Dump and rinse holding tank.
3. Add odor control chemical in amount specified after cleaning and every few days during use.
4. Remove the water line from the base of the toilet and clean the screen.
5. If the flush valve becomes stiff after extended use, it may be lubricated with a silicone spray. Turn the water pump off and operate flush pedal to drain water from the toilet bowl. Spray silicone lubricant onto flush valve inside bowl and operate flush pedal a few times to ensure free operation.

See winterizing procedures at the end of this section to prepare the toilet for storage in freezing conditions.

WASTE WATER SYSTEM (Holding Tanks)

The drainage system is self-contained and uses two separate holding tanks to contain the waste water until it can be dumped at an appropriate waste water disposal site. This means you can use the toilet, sinks and shower even in areas where utility hookups are not available.

The main holding tank contains the sewage from the toilet, and is commonly called the *black water* tank. The second holding tank contains the waste water from the galley sink, bathroom lavatory and shower, and is commonly called the *gray water* tank.

The waste drain (sewer) hose has a handle and valve as a sanitary convenience feature. The handle makes the hose easier to carry when placing into a dump site receptacle and when rinsing and storing. The valve end reduces the chance of dripping from the hose which could get onto shoes or pants or inside the compartment.

Dumping Holding Tanks

1. Remove dust cap from drain and connect drain hose. Be sure it is firmly attached.

NOTE: The dump valve drain outlet swivels downward when necessary to avoid bends in the drain hose which could trap solids while dumping or to provide more direct drainage while using on-site sewer hook-ups.

2. Open the sewage (black) tank valve with a quick pull. OPEN ONE VALVE AT A TIME. Move hose gently about to dislodge any waste and to ensure complete drainage.

NOTE: Do not open the gray tank valve until the black tank is drained and dump valve closed to avoid sewage back-up into gray tank. Gray water also rinses any black water solids from the drain hose.



Holding Tank Valves (Typical)

3. Close sewage valve and open waste (gray) water dump valve with a quick pull. Close valve handle as soon as tank is empty.
4. After both tanks have been drained, run several gallons of water into the sewage tank through the toilet. Then open black tank valve and drain the tank again. Close valve when done.
5. Rinse end of sewer hose thoroughly with water and stow.
6. It is advisable to add an odor control chemical to the sewage holding tank. These chemicals are available at most R.V. stores.

NOTE: We recommend that you dump all holding tanks before traveling to avoid carrying unnecessary weight.

Flushing your Black Water Holding Tank

The black water holding tank is equipped with an internal spray head that allows you to rinse the inside of the tank with a shower of clean water after dumping.

1. Dump your black water holding tank in the usual manner at approved sewage disposal station.
2. Leave black water dump valve open while flushing tank.
3. Attach a garden hose from a city water hydrant to the Flushing System inlet fitting in the water system compartment. (This inlet is clearly marked separate from the City Water inlet.)

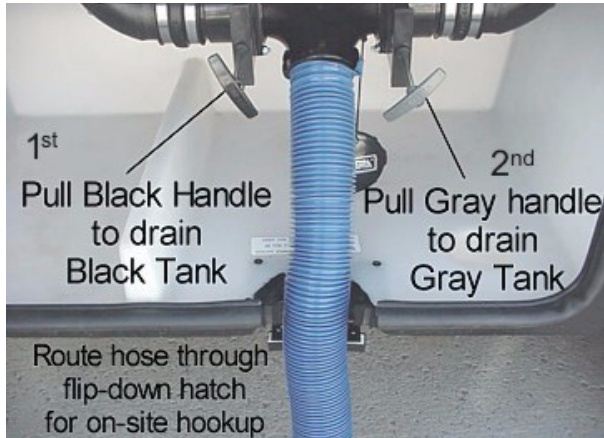


Waste Tank Flush

4. Turn the water on to begin flushing; allow water to run for about three minutes.
5. Disconnect hose from flushing system fitting and close dump valves.

Using On-Site Sewer Hook-Ups

The drain hose may remain attached to the dump outlet and be routed out the flipdown hatch in the bottom of the compartment while the motor home is parked and connected to an on-site sewage hook-up. The center outlet section may be swiveled downward for better hose alignment and drainage.



When using a sewer hook-up, keep the dump valves closed until a tank becomes full or when preparing to leave the site. This keeps the solids in suspension, allowing them to be carried out with the liquids when the dump valve is opened. If the valve is left open, the liquids will drain off, leaving solids in the tank. Should this accidentally happen, disconnect the hose, fill the tank about half full with water, and drive a few miles to dislodge the solids. A few starts and stops will aid in the process. Then reconnect the hose and drain in the normal manner.

UTILITY LIGHT

A lamp is located up on the left sidewall to provide light in the utility hook-up area. The switch is located inside the shoreline compartment on the left side of the coach.



WATER DRAIN VALVES

The water drain valves are used to drain water from the water tank and the water supply lines when preparing the motor home for storage or when sanitizing the water system.

To Drain Tanks and Water Lines:

The water line drain valves are located in the water pump compartment.

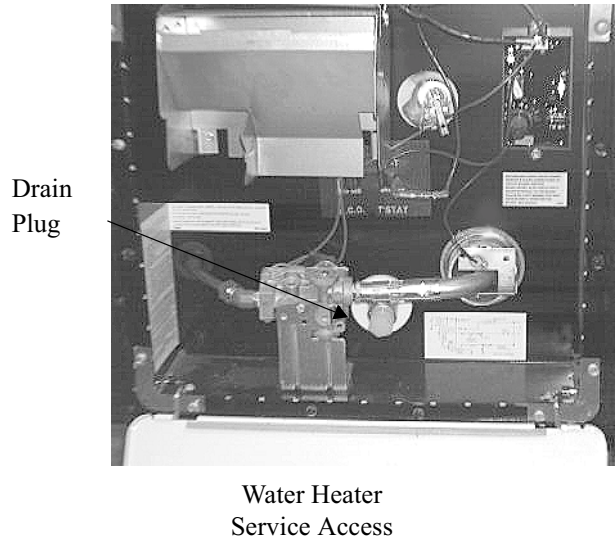


Water Line Drain Valves
(in water pump compartment)

- Open water line valves.
- Turn water diverter valve to WATER TANK FILL position.



Water Heater Drain Plug: The water heater drain plug is located on the outside of the coach behind the water heater service panel. Use a socket to remove the plug.



4. Remove the water filter cartridge
 - Raise the valve handle on the filter base.
 - Twist the filter cartridge counterclockwise about 90° and pull it down and out of the filter base.



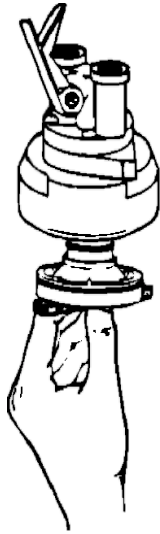
WINTERIZING PROCEDURE

1. Clean and dump holding tanks by following steps A, B, and C
 - A. Add water to the sewage holding tank by holding the toilet flush lever open with the water pump running. Add water to the waste water holding tanks by opening the kitchen, shower and lavatory faucets. Tanks should be about 1/4 to 1/3 full to rinse properly. Driving to a disposal site will normally loosen and rinse any waste material from the sides of the tank.
 - B. Completely drain the sewage and waste water holding tanks at an approved waste disposal site. Drain the sewage tank first so the following waste water can rinse any waste solids from the dump outlet and sewer hose.
 - C. Close dump valves and refit the dust cap onto the drain outlet.
2. Level the motor home and drain the entire plumbing system as described in the following steps.
3. Then turn on Wash Station Shower Head and lay shower head on ground to drain any water left in shower line. Also place the tip of your finger into the city water inlet and gently press the backflow valve "button" in the center of the inlet to drain any water left in the stub line.

- Place a container beneath the filter base and lower the valve handle to drain any water remaining in the filter lines.



Water Filter Assembly -
Below Galley Sink



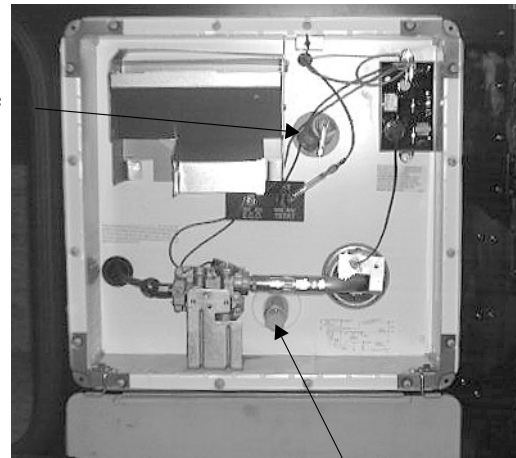
5. Install the antifreeze diverter plug -
 - Raise the valve handle on the filter base.
 - Hold the diverter by the support bar as shown and guide it up into the filter base.
 - Push the diverter up into the head as far as possible and turn it clockwise approximately 90° until it stops.
 - Lower valve handle to lock the diverter plug in place.

NOTE: Before using again the following spring:

- Flush out the system with the diverter in place.
 - After the system has been thoroughly flushed, remove the diverter and store for future use. The diverter plug is intended for winterization only.
 - Install a new water filter cartridge.
 - If your coach is equipped with the refrigerator ice maker option, the ice maker water lines must also be drained. See "Winterizing the Ice Maker" on page 6-4.
6. Turn the Water Pump switch ON to allow it to operate until you are done draining all faucets and toilet.
 7. Open all faucets and shower head valves, including exterior shower.

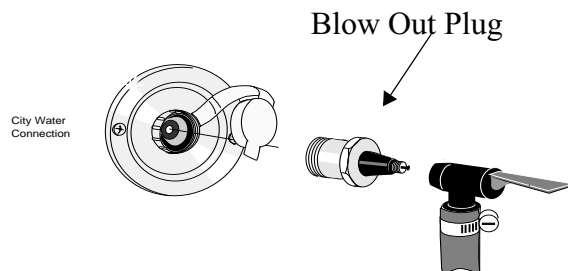
8. Operate the toilet flush pedal and hold until water stops flowing in the toilet. Then turn water pump switch OFF.
9. Turn off the water heater power switch before draining the water heater tank to avoid damage to the heating element. Drain the water heater by removing the plug from the base of the water heater tank, accessible from the outside of the coach. (Requires socket and ratchet.) Also open the Pressure-Temperature relief valve at the top right portion of the tank to prevent air locking in the tank while draining.

P-T Valve



Water Heater Drain Plug

10. After water has stopped draining at all faucets and drain valves, connect a "blow-out" plug to the city water connection on the coach. Then use a hand pump or air compressor regulated to 30 psi or less to force air through the system. (A "blow-out" plug can be purchased at any Winnebago or Itasca dealer. P/N 701705-01-000.)



 **CAUTION**

Limit air pressure to 30 psi to avoid damage to pump or water lines.

NOTE: DO NOT burst air into the system. This can damage the water pump. It is better to let air in slowly.

11. Let air flow for five minutes until water is completely drained out of faucets and drain valves. Then close faucets one at a time.
12. Operate and hold toilet flush pedal until water is completely drained from toilet.
13. Now turn air pressure off and disconnect water purge adapters. Recap the city water connection to avoid contamination by dirt or insects.
14. Close all drain valves and faucets to avoid contamination by dirt or insects. Reinstall water heater drain plug and close P-T relief valve.
15. Pour about one cup of non-toxic RV antifreeze into the kitchen sink drain, bathroom sink drain and shower drain. This prevents any holding tank odors from entering the coach during storage. It is not necessary to add antifreeze to the toilet since the flush valve will be closed.
16. Place a bucket beneath the sewage drain valve outlet and re-drain the sewage and waste holding tanks of any clean water that entered during "blow-out" procedure.

Close dump valves to prevent valve shafts from rusting and to prevent entry by rodents and insects. Refit the dust cap onto the drain outlet.

Your drainage and fresh water systems are now totally winterized.

 **WARNING**

NEVER use automotive antifreeze/coolant in your RV water system. Auto antifreeze contains ethylene glycol which, if ingested, can cause blindness and can be fatal.

Do not add automotive antifreeze or caustic chemicals such as bleach or laundry detergents into the toilet bowl or holding tanks. Although these products may have a deodorizing effect, they may damage plastic and rubber parts in the system.

NOTE: As an alternative to totally draining the plumbing system, you may winterize tanks and lines by pumping non-toxic RV antifreeze through the system. This product is available from your dealer and from most RV supply stores. Follow directions on the container to determine the correct amount to use for your coach.

See "RV ANTIFREEZE WATER LINE WINTERIZATION SYSTEMS" at the end of this section for instructions.

 **CAUTION**

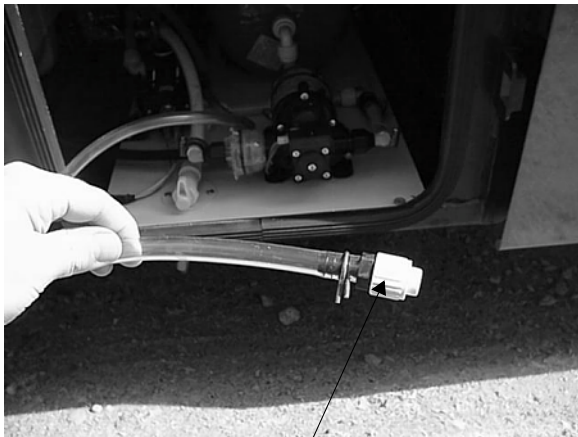
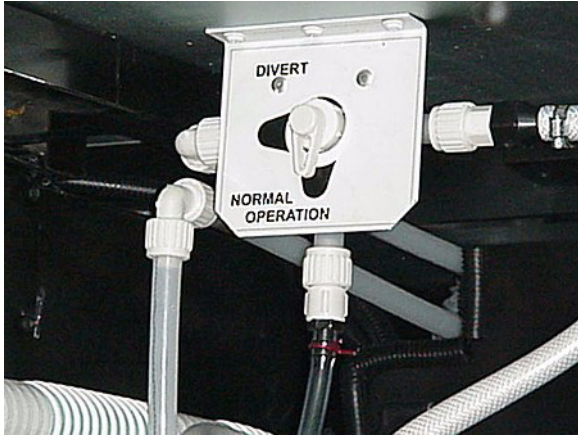
Leave by-pass valve handle in NORMAL FLOW position if draining water and blowing out water lines. Place in BYPASS position ONLY when using antifreeze solution in water lines.

Winterization Valve

Your coach is equipped with a manually operated water line winterization system for your convenience in winterizing fresh water lines.

The system features a diverter valve and draw tube in-line between the tank and water pump, and uses the water pump to draw non-

toxic RV water system antifreeze into the water lines. This feature is located in the water pump compartment.



**RV Antifreeze
Draw Tube**

(in water center or near water pump)

To Fill Lines with RV Water Line Antifreeze:

- Turn water heater by-pass valve to by-pass position.
- Remove and save the protective cap from the end of the draw tube (clear vinyl hose).
- Insert the end of the suction tube into a pail or other container with 2 to 3 gallons of non-toxic RV antifreeze solution.
- Turn the valve handles to the winterize positions shown on the valve panel.
- Turn a water pump switch on.
- Open each cold water faucet handle in the coach one at a time until antifreeze solution just begins to flow from the faucet, then close.

When Done Adding RV Antifreeze:

- Turn water pump switch off.
- Turn the diverter valve handle so it points to normal position shown on the panel.
- Replace the protective cap onto the end of the draw tube to keep out insects and debris when not in use.

WASHER/DRYER WINTERIZING

1. Turn off the hot and cold water faucets to the machine and disconnect the hoses. (Tie or wire up the hoses to the faucets to keep them from dropping down behind the machine.)
2. Set the machine to fill on regular cycle and WARM wash.
3. Turn the machine On for a few minutes so it can take in any water left in the hoses. (Lift the hoses at this time to be sure no water is trapped in low spots of the hose.)
4. Turn the machine off.
5. Advance the wash time to SPIN cycle and turn the machine On to pump out as much water as possible.
6. Turn the machine Off again.
7. Place a bath towel or shallow container beneath the drain/lint filter door on the lower front of the machine to catch water. Then remove the filter to drain any water left in the bottom of the machine.
8. Reinstall the filter correctly to assure that it does not leak water.
9. Optional - If you wish to add RV antifreeze to ensure safety of the washer pump, add about a gallon of non-toxic RV water system antifreeze to the washer drum and rerun the SPIN cycle to fill the pump and lower cavities with the solution.
10. Turn the machine off.

Washer/dryer winterizing is now complete.

NOTE: Remember to reconnect the washer supply hoses when placing the washing machine back into service. Then run the machine through the fill/spin cycle (steps 2-6 above) to remove and rinse the RV antifreeze from the machine.

Sunrise

SECTION 11 ENTERTAINMENT

IN-DASH RV RADIO™

The RV Radio™ in your coach can receive AM/FM stereo and Weather band stations. It also has both cassette and compact disc (CD) players for your listening enjoyment through quality high-output speakers located in several areas of the coach.



Please refer to the RV Radio™ manufacturer's operating guide in your Owner InfoCase for detailed instructions on programming preset station buttons and using this full-featured radio/audio system.

Radio Remote Controls

A steering wheel mounted remote control for the RV Radio lets you to change radio stations or CD selections without taking your eyes off the road or hands off the wheel. See the RV Radio owners guide in your Owner InfoCase for remote control instructions.



An additional hand-held remote allows these same conveniences for the passenger. The hand-held radio remote is in your Owner InfoCase.

Radio Power Switch

The radio power switch lets you connect the dash radio to the coach batteries with the ignition switch turned off for listening while parked. This prevents accidental draining of the chassis (starting) battery with prolonged use of the radio.



- A speaker selector switch in the Video Center lets you switch the coach speakers to your desired sound source, whether the dash radio or the TV (and video player).
- Place the Radio Power Switch in AUX position when in the TV mode.



COMPACT DISC CHANGER - Optional

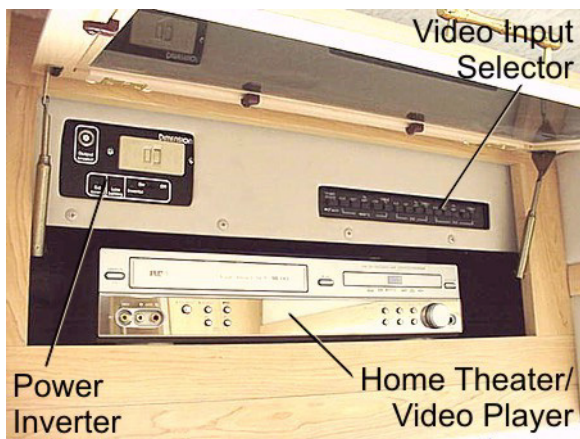
The remote CD changer is located out of sight in the driver side overhead front cabinet. The changer cartridge holds up to 10 compact discs for hours of listening enjoyment. The CD changer operates through the dash radio.

See the Compact Disc Changer System operating guide in your Owner InfoCase for complete operating instructions and basic troubleshooting.

VIDEO SELECTOR SYSTEM

The video selector system allows you to switch the antenna, cable TV, satellite TV system or VCR/DVD signal to any TV set location in the coach.

This means one person can watch a ball game coming in on the roof antenna on the bedroom TV while another person watches a satellite or cable TV program or video on the front TV. Also, two people can watch different programs on the two TV's while taping a third program on the VCR.



Components

Each component has a set of buttons that lets you select which source you want to get the picture signal from, whether cable TV, roof antenna, digital satellite dish, VCR/DVD or whatever equipment you have connected to the AUX input. You will notice the VCR button group has no

VCR button. That's because it wouldn't work for the VCR to get a picture signal from itself.

There are three component groups:


- Main TV (Front)
- VCR/DVD (in Video Center)
- TV2 (in Bedroom or Rear of Coach)

Selections (Signal Input):

Each button in a component group lets you select the source you want to draw the picture signal from, such as cable TV, VCR/DVD, the roof antenna, or satellite dish antenna. Press the corresponding button to connect to the desired signal source.



- AUX = Press to connect to a video component which you may have installed later.
- SAT = Press to connect to the Digital Satellite System (dish antenna)
- ANT = Connects to the roof antenna.
- VCR = Connects selected TV to the VCR/DVD player.
- CABLE = Connects to a local cable TV system hookup if you have connected one to your coach.


CAUTION

Swing-out TV mounts are not intended for viewing while the vehicle is in motion. If your model is equipped with a swing-out TV mount, the TV should be stowed and latched while traveling.

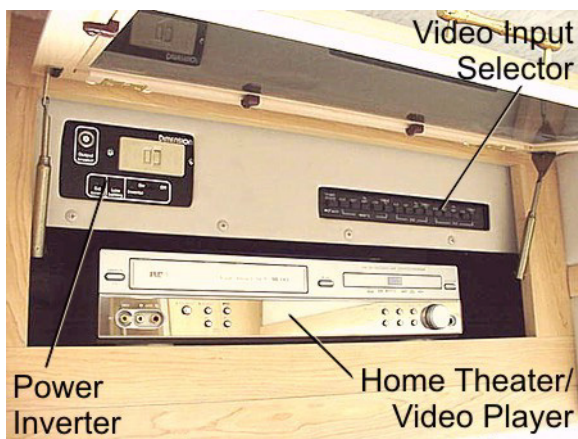
HOME THEATER SYSTEM - Optional

The home theater system operates from 110V AC household current only, so you must have either the shoreline plugged in, or the generator running or the inverter turned on.

NOTE: Batteries will deplete quickly with use of the inverter. The inverter is intended for limited, short term TV/Video use while the vehicle is in motion or while not connected to shoreline or generator power. It is not intended for steady use while 'dry camping'.

The sound from this system emits from the five high-output surround sound cube speakers located near the ceiling. These speakers are not connected to the dash radio speakers.

Refer to the manufacturer's operating guide for complete operation and troubleshooting information.



Video Selector Panel Settings

To Watch Broadcast TV (Antenna)

- Press TV ANT button on MAIN TV section of Video Selector Panel.

To Watch Cable TV

- Press CABLE TV button on MAIN TV section of Video Selector Panel.

To Watch Satellite TV (Dish)

- Press SAT button on MAIN TV section of Video Selector Panel.

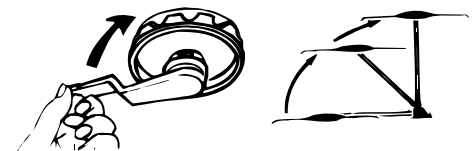
TV ANTENNA

The TV antenna on your motor home can be easily raised, rotated a full 360° and lowered from inside the vehicle by simply turning a crank or rotating knob. A built-in signal amplifier designed to strengthen signals, is controlled by a power switch built into the TV jack assembly.

The signal amplifier is housed inside the antenna with the circuit board connected directly to the antenna elements. Power to operate the amplifier (12-volt DC) is supplied through the download cable which also carries the TV signals to the TV set. The power supply separates the 12-volt DC from the TV signals and provides a place for attaching the TV set and the 12-volt power source.

Operation

Raising Antenna - Turn elevating crank clockwise in "UP" direction or until some resistance to turning is noted. Antenna is now in operating position. Turn amplifier power switch "ON" to receive TV signal.



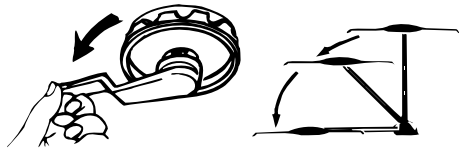
⚠ WARNING

Never allow the antenna to touch electrical power lines or any other electrical wires.

Rotating Antenna - Make sure antenna is in the “UP” position. Pull down on rotating knob until it disengages ceiling plate and rotate for best picture and sound on TV set.



Lowering Antenna to Travel Position - Rotate antenna until pointer on rotating knob aligns with pointer on ceiling plate.



Turn elevating crank (counterclockwise) in “DOWN” direction until resistance is noted. Antenna is now locked in travel position. Turn amplifier power switch “OFF”.

⚠ CAUTION

Always align directional handle to “DOWN” position before lowering.

Antenna Check Light

The antenna check light will come on for 20 seconds when the ignition switch is turned on to remind you to be sure the TV antenna and/or satellite dish are lowered completely into the roof cradle for travel storage.

TV Antenna Signal Amplifier

The amplifier power switch is located on the video selection system panel in the video center cabinet above the driver and passenger seats or entertainment center cabinet.

To operate amplifier, turn on power switch.

A red indicator light will glow while the signal amplifier is in use.



The TV jack plates are mounted in various locations throughout the coach. Some of these wall plates are not readily visible and may be in one of the following locations.

- In the optional entertainment center on the outside of the coach.
- In the bedroom TV cabinet.

Checking Amplifier Performance

The TV signals available to an RV are entirely dependent on its location in relation to the transmitter. Signals may vary from strong to no usable signal at all. We recommend that the TV system be checked out in an area known to have good TV reception.

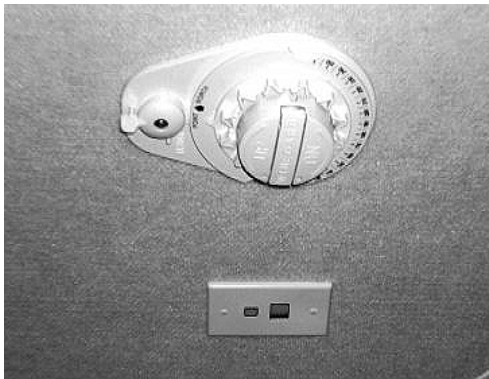
To check the antenna amplifier, raise the antenna, select a TV channel and rotate the antenna for best picture. Then turn off the amplifier power switch. If the antenna amplifier is working properly, the TV picture will now be degraded (snowy). When you turn the switch back on, the picture should again be sharp.

DIGITAL SATELLITE TELEVISION SYSTEM - Optional

The Digital Satellite Television System allows you to receive TV programs directly from satellite to your coach. The programs are transmitted in digital format so the quality is equal to laser disc or CD.

Press the SAT switch to connect the TV to the Satellite system. The satellite system is hooked through the SAT input of the video control center.

See your RV Digital Satellite Antenna System Owner Manual for instructions about aiming the satellite antenna dish. The coach must be level before attempting to aim the antenna dish.



Digital Satellite Dish Control located on ceiling



We recommend that you read the satellite dish manual thoroughly to understand the system completely before attempting any setups or adjustments.

Satellite System Wiring

This coach is pre-wired for installation of a digital satellite system (DSS) if your coach was not factory equipped with one. Hookup jacks are located in the left or right front overhead compartment, depending on model. See your authorized Winnebago Industries dealer for proper installation and sealing of roof mounted components.

CABLE TV, SATELLITE AND PHONE HOOK UPS (Input)

The cable television, portable satellite dish and telephone input connectors are located in the shoreline compartment.

The input lines can be routed through the hatch in the bottom of the compartment so the door can remain shut while connected.



Interior Connection for Satellite Dishes (in front video center cabinet)



Exterior Connection for Satellite Dishes and Cable TV (In Water Center or Shoreline Compartment)



Please read the manufacturer's operating information.

EXTERIOR ENTERTAINMENT CENTER

The exterior entertainment center contains a stereo radio/CD player and convenient TV hook-ups for your outside listening or viewing pleasure.



Entertainment Center

TWO-WAY RADIOS - Optional

If your coach is equipped with the available two-way radios, the built-in charger station is located near the entrance door.

Sunrise

SECTION 12 FURNITURE & SOFTGOODS

SWIVEL LOUNGE CHAIR

This chair is not equipped with a seat belt and is not intended for seating while the coach is in motion. The chair has a glide-lock mechanism to prevent chair movement while the coach is moving. The glide lock is located behind the seat skirt on the rear side of the seat base mechanism.

Hoop Chair Base

The hoop base of lounge swivel-glider is mounted to the floor with a clamp as shown.



The clamp knob can be unscrewed and removed to allow you to position the chair as you desire in the living area of the coach.



 CAUTION
The chair must be clamped back into place before driving the coach.

TABLE AND CHAIRS - Optional

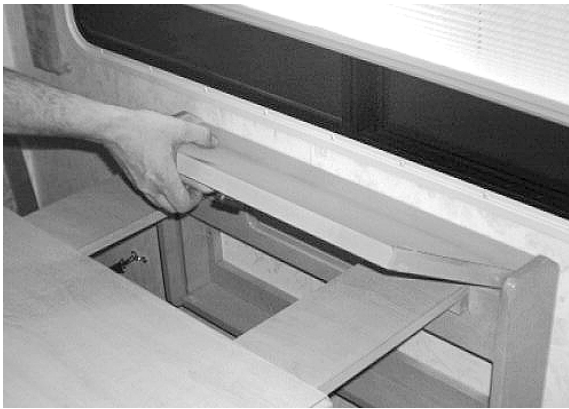
The dinette table can be expanded with a leaf when needed. The pull-out leaf is concealed in a pocket beneath the sidewall end of the table.



Grasp the end of the table firmly and pull away from the wall, exposing the leaf.



Pull the leaf upward out of the pocket using the handle provided.



Lower the leaf into position and slide the table top toward the wall.

Dinette Chairs

The dinette chairs are free-standing to allow greater freedom of movement than typical booth style dinettes or pedestal seats. Folding dinette chairs are also provided for additional seating when needed. The folding chairs are typically stored in the bedroom wardrobe or under the bed.

Before driving, always stow folding chairs beneath bed and secure dinette chairs with retainer strap provided as shown.



WARNING

Be sure all loose items are secured or stored properly while the vehicle is in motion. Possible overlooked items such as canned goods or small appliances on the countertop, cooking pans on the range, or free-standing furniture items can become dangerous projectiles during a sudden stop.

SLEEPING FACILITIES



WARNING

Do not use sleeping facilities while vehicle is moving.

Dinette/Bed Conversion

Dinette to Bed:

1. Lift the seats and remove the seat support 'bumpers' to allow the seats to lie flush for use as a bed. Do not lose bumpers because you must refit them when reverting back to dinette seat configuration.



4. Arrange dinette cushions to cover bed area.



2. Release the catch on the table leg brace and fold the leg up against the bottom of the table.



3. Remove the table from the wall support bracket by lifting the end of the table. Then lower the table to rest on the cleats attached to each dinette bench.

Rest Easy™ Multi-Position Lounge



 **CAUTION**

Do not recline the lounge completely flat unless the footrest section is extended.

To Recline: Press the switch on the front of the armrest. Press ‘down’ to recline; ‘up’ to return upright.



To Extend Pull-Out Footrest Section: Squeeze latch behind opening at top of lounge face panel and pull footrest trundle section out until it locks in the fully extended position.



Lift footrest up and away from lounge until it is raised into position.



The gap between the footrest and seat provides ample room to enter and exit the lounge. If desired, however, the footrest can be unlatched and pushed against the lounge seat. The footrest ‘drawer’ will latch when pulled out completely and must be unlatched to push back in when stowing the footrest.



Tip for “power users”: If you have the footrest section unlatched and positioned against the seat cushion, it will move out with the lounge when you press the recline switch. When you return to upright position, you can hook your heels over the front edge of the footrest section and pull it back with you. Then, when you want to get up, simply push the footrest section forward with your feet to provide a gap for you to exit.

To Convert to Bed: Extend footrest section and push together with lounge seat cushion, then press recline button until entire lounge lies flat. Reverse steps to return to lounge seating.



CAUTION

To not recline the lounge completely flat unless the footrest trundle section is extended. Do not occupy the lounge when elevating the seatback from the flat bed position to upright lounge position. If house battery voltage is low, the mechanism may require assistance by lifting the seatback while returning upright from flat bed position.

WARNING

To avoid injury to young children, do not allow them to operate the sofa, or to play within the sofa or near the operating mechanism.

DAY/NIGHTER PLEATED BLINDS

Your coach may feature two-stage pleated window blinds that can be used for daytime or nighttime privacy.

Sun Filter

The first, lower section is a translucent white shade that can be lowered for privacy without darkening the inside of the coach. It can also filter out harsh direct sunlight to help keep the inside of

the coach cool in summer or to disperse light for houseplants.

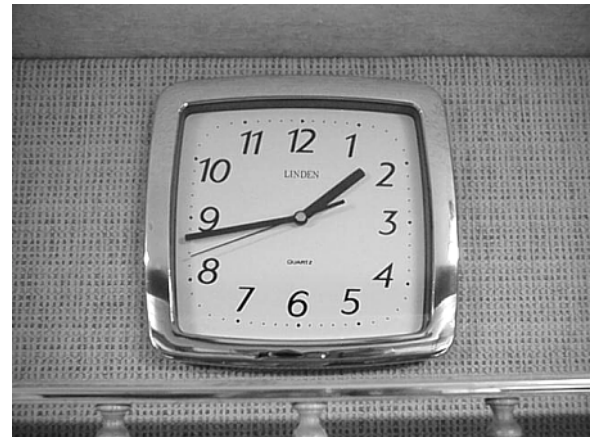
Room Darkening/Privacy Shade

The second, upper section is an opaque, darkening shade for nighttime privacy and daytime room darkening purposes. Pull both the first and second sections down together or separately.

See Section 14 Care & Maintenance for adjustments and care.

QUARTZ WALL CLOCK To Replace Battery

The clock is mounted in a socket on the face of the cabinet.



Carefully remove the clock from the socket by rotating to the left (counterclockwise) as shown.



After replacing the battery, simply place the clock back into the socket with 12 at the 9 o'clock position and rotate upright.

Sunrise

SECTION 13 SLIDEOUT ROOM

ELECTRIC SLIDEOUT ROOM EXTENSION - 31' to 36' Models

CAUTION

Release slideout room travel strap before attempting to extend slideout room. Fasten travel strap before driving vehicle. See the following instructions.

Your coach is equipped with a galley/living room slideout extension to enlarge your living area at the push of a button.

The lounge slideout switch is located on the lower left dash bezel.



Travel Strap (Front Slideout Room)

The Travel Strap **must be released** before **extending the room** or damage to the coach will result.

The travel strap is intended only to restrict movement of the slideout room while the vehicle is in motion. They are not designed to withstand the force exerted by the extension mechanism and will not prevent extension of the room.

The travel strap is located on the floor near the front of the slideout room.

To Release:

- Pull the strap buckle outward and up to release tension on strap.
- Pull a short length of the excess strap back

through the buckle to provide sufficient slack.

- Unhook the strap end from the brackets on the floor and wall edge. Store strap in location of your choice. (Under the couch is one choice.)



To Fasten Strap:

- Hook the strap end into the mooring bracket.
- Flip buckle downward and press toward strap until it “snaps” snugly into place against the strap.
- If a strap is loose or too tight after closing the buckle, adjust tension as needed.

! WARNING

Keep all persons clear of the slideout room and moving parts while extending or retracting. Do not occupy the slideout room while it is being extended or retracted.

! CAUTION

Check to be sure the exterior storage compartment doors below the slideout room extension are closed before extending or retracting the room to avoid possible damage to the doors.

To Extend Slideout Room:

See Operating Safety Precautions before proceeding.

- Be sure the coach is level.
- Set Parking Brake.
- Release travel strap.
- To extend the room, press and hold the “OUT” button.



Press to Retract

Press to Extend

- When the room has reached its full extension it will stop automatically.
- To stop the room during operation, release the button.

Before Retracting the Slideout Room:

1. Be sure the coach is level and the Parking Brake is set.
2. Check the outside of the coach to make sure there are no people, pets or obstructions near the slideout room.
3. Make sure that there are no obstructions that could interfere with the room’s retraction on the inside of the coach.
4. If the slideout room has a couch or other furniture, make sure no people or pets are seated on them until the room has been fully retracted.

! CAUTION

Although there is an awning over the roof of the slideout room, there is a possibility of debris getting onto the roof. Because the slideout roof is drawn into the interior of the coach when retracted, be sure there is no debris, such as excessive dirt, tree seeds, twigs, leaves, etc. on the roof before retracting.

To Retract the Slideout Room

See Operation Safety Precautions before proceeding.

To retract the room, press and hold the “IN” button.



Press to Retract

Press to Extend

- To stop the room during operation, release the button.
- When the room has retracted completely, it will stop automatically.

- After the room has been retracted, refasten the safety travel straps.

Troubleshooting

Battery Voltage or Circuit Breaker Problems

If the slideout room will not work:

- The chassis battery may be low on charge. Press and hold the Aux Start switch on the dash to the Momentary (MOM) or Boost position while pressing the slideout control switch. This momentarily connects the coach batteries to assist in retracting the room.
- The circuit breaker may be tripped. The circuit breaker, labeled 'Slideout Power' is located on a panel on an interior wall of the passenger side storage compartment just behind or ahead of the entrance door.

Troubleshooting

Problems Retracting the Room

Set the Park Brake if the red Park Brake light flashes while pressing the Retract button.

Green light will flash error code, if system malfunctions*



Diagnostics Reset Button*

Red light will flash if park brake not set.

*Not equipped on single mechanism systems

If an error is detected on your DigiSync Room Slide System, the green LED on the left side of the control panel will blink an error code. If an error code appears, see the On Board diagnostics section to determine the problem. The error code

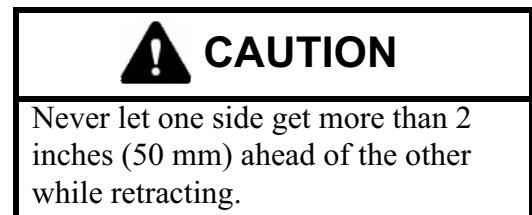
must be cleared prior to operating the room. To clear the error, press the "RESET" button with a small tool such as a toothpick. Before operating the room after an error has been detected, check for obvious faults such as obstructions prior to trying to operate the room again. If the error code appears again, the room will need to be retracted using either the manual retraction method or the fully manual method. Both methods listed below are intended as a means to retract the room to prepare the coach for travel to the nearest authorized Service Center.

To retract the room after an error is detected, you override the synchronization programming and operate the room in the Manual Mode.

Manual Mode:

Manual Mode lets you individually move the two room arms by pressing the IN and OUT buttons on the control pad. This mode can be used only if there is not a motor failure or full electrical system failure. To override the encoder and enter the Manual Mode, press and hold the RESET button until the two LEDs begin to flash.

While in the Manual Mode each of the two, room slide arms are activated by pressing and holding the IN and OUT buttons. The "OUT" button will retract the front arm. The "IN" button will retract the back arm. Both IN and OUT buttons may be held down at the same time to simultaneously activate both arms to retract the room. If one side of the room gets ahead of the other, release that button until the other arm catches up. The current limiting feature of the control still functions in the Manual Mode so each side can be fully retracted until it stops.

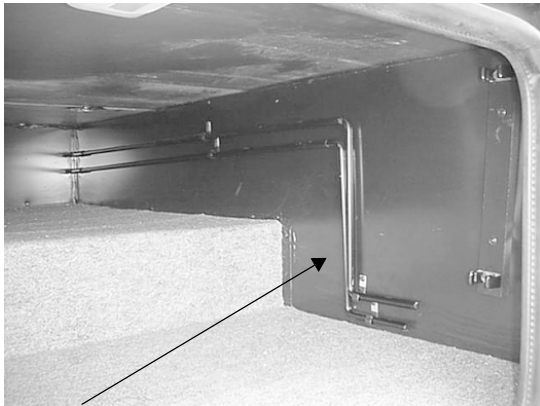


Once the room has been retracted, the control will return to the automatic mode after 60 seconds. You can manually return to automatic mode by pressing the stop button.

In the event of a total system failure where Manual Mode cannot be used, two crank handles may be used to retract or extend the room.

Crank-In Mode:

If the room will not retract using the buttons and the mechanism is apparently malfunctioning, you may need to manually crank the room in to the travel position. The cranks are stored on clips on the wall of the right rear cargo compartment.



Slideout Cranks

To use the crank handles, open the luggage compartment doors exposing the front of each room slide mechanism. Insert the crank handle into the tube and align the drive pin at the rear of the tube with the notches in the crank handle. It may be necessary to move the handle slightly from side to side.



The crank handle will only move the arm that it is inserted into. Consequently you will need to alternate between each crank handle on each side to move the room in or out. If help is available, a second person cranking on the other handle si-

multaneously will greatly speed up the process. At no point in the cranking process should you let one side get more than 2 inches (50 mm) ahead of the other. The most effective way to retract the room using a single person is to crank one side ahead of the other than crank the other side in (walk the room in).

Troubleshooting Problems Extending the Room

Set the Park Brake if the red Park Brake light flashes while pressing the Extend button.

Green light will flash
error code, if system malfunctions



Diagnostics
Reset Button

Red light will flash if park
brake not set.

If an error is detected, the green LED on the left side of the control panel will blink an error code. If an error code appears, see the On Board diagnostics section to determine the problem. The error code must be cleared prior to operating the room. To clear the error, press the “RESET” button with a small tool such as a toothpick. Before operating the room after an error has been detected, check for obvious faults such as obstructions before trying to operate the room again. If the error code appears again, the room will need to be extended using the crank method described in the previous section. The crank method is provided as a means to extend the room if there is a failure in the automatic system. If the room must be extended using the crank method, keep in mind it is likely that it must also be cranked in to retract. After the outing is completed and the room is retracted fully, take the

coach to the nearest authorized service center for inspection.

Error Codes -

The DigiSync slideout system is equipped with onboard diagnostics capabilities. In the event of a system failure the green LED on the left side of the control panel will blink to display several possible error codes. An error code will not be displayed unless the “IN” or “OUT” control panel buttons has been pressed. For example, the control panel will not display an error code for low battery voltage unless you are trying to extend or retract the room when low voltage is present. Therefore it is a good idea if you have an error code to write down which error code you experienced to report it to your authorized service center. This information will help the service technician identify the cause of the problem that you experienced.

When an error is detected, the green LED on the left side of the control panel will blink. The error code can be determined by counting the number of flashes in between each pause. See the Error Codes Key below for details. The error code may be cleared at any time by pressing reset, or by allowing the system to ‘time out’ after 60 seconds. Once cleared, the operation can be tried again. If the error code appears again, see Manual Mode and or Crank Mode.

ERROR CODES		
#Flashes	Problem	Description
1	Unit Timed Out	<i>(ran for 60 sec without reaching end of stroke)</i>
3	Battery Voltage less than 10 volts	<i>(detected when move requested)</i>
4	Battery Voltage less than 8 volts	<i>(detected during move)</i>
5	Battery Voltage greater than 18 volts	<i>(detected when move requested)</i>
6	Stall on Rear Actuator only	<i>(Indicates obstruction at rear of room or jam)</i>

ERROR CODES		
7	Stall on Front Actuator only	<i>(Indicates obstruction at front of room or jam)</i>
8	Short Detect on Rear Motor	<i>(Rear motor is faulty or wiring harness faulty)</i>
9	Short Detect on Front Motor	<i>(Front motor is faulty or wiring harness faulty)</i>
10	No Current Detect on Rear Motor	<i>(Rear motor is faulty or wiring harness faulty)</i>
11	No Current Detect on Front Motor	<i>(Front motor is faulty or wiring harness faulty)</i>
12	No Encoder Signal detected on Rear Actuator	<i>(Faulty encoder/harness)</i>
13	No Encoder Signal detected on Front Actuator	<i>(Faulty encoder/harness)</i>
14	Rear Actuator did not re-sync with Front Actuator within 5 seconds	
15	Front Actuator did not re-sync with Rear Actuator within 5 seconds	

Note: Manual Mode and corresponding Front and Rear Actuator locations

Front Actuator: Retract/In button

Rear Actuator: Extend/Out button

See your dealer for service of the slideout system before using again.

Further Information

See the DigiSync Slideout Room operating guide included in your Owner InfoCase for further instructions and troubleshooting information.

General Slideout Care

- Wipe outer seals occasionally with talc or 303 brand protectant for smooth quiet operation.

- Clean the floors inside before retracting the room to avoid vinyl flooring scratches or carpet pile snags.
- Be sure there are no items at the end of the bed or behind the driver seat or protruding from compartments which could be crushed or cause damage to floor covering or cabinets when the room is retracted.
- See your authorized dealer for regular maintenance and service of the mechanism and hydraulic system.

- Pull a short length of the excess strap back through the buckle to provide sufficient slack.
- Unhook the strap end from the brackets on the floor and wall edge. Store strap in location of your choice. (Under the couch is one choice.)



HYDRAULIC SLIDEOUT ROOM EXTENSION - 38' models

CAUTION

Release slideout room travel strap before attempting to extend slideout room. Fasten travel strap before driving vehicle. See the following instructions.

Your coach is equipped with a galley/living room slideout extension to enlarge your living area at the push of a button. The slideout room extends and retracts by hydraulic mechanisms with an electronic control system.

The lounge slideout switch is located on the lower right dash bezel.

Travel Strap (Front Slideout Room)

The Travel Strap **must be released before attempting to extend the room** or damage to the coach will result.

The travel strap is intended only to restrict movement of the slideout room while the vehicle is in motion. They are not designed to withstand the force exerted by the hydraulic extension mechanism and will not prevent extension of the room.

The travel strap is located on the floor near the front of the slideout room.

To Release:

- Pull the strap buckle outward and up to release tension on strap.

To Fasten Strap:

- Hook the strap end into the mooring bracket.
- Flip buckle downward and press toward strap until it “snaps” snugly into place against the strap.
- If a strap is loose or too tight after closing the buckle, adjust tension as needed.

! WARNING

Keep all persons clear of the slideout room and moving parts while extending or retracting. Do not occupy the slideout room while it is being extended or retracted.

To Extend SlideOut Rooms:

! CAUTION

Check to be sure the exterior storage compartment doors below the slideout room extension are closed before extending or retracting the room to avoid possible damage to the finish of the doors.

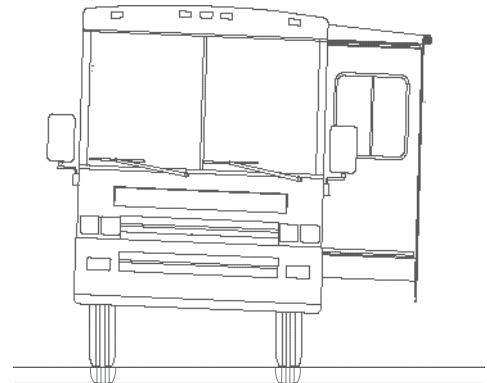
- Level the coach.
- Set the Parking Brake. An interlock relay system will then provide power to the slideout control switches.
- Release travel straps (galley).
- Press slide-out switch and hold until room is fully extended, then release switch.
- The front slideout control switches are located on the lower right dash bezel, above the ignition key and park brake knob.




Rear Slideout Switch
(on wall in rear of couch - varies by model)

Before Retracting Slideout Room

If it has rained recently before you retract the slideout room, we recommend using the hydraulic leveling system to lean the coach and drain off any excess water possibly remaining on the roof before retracting. Lean the coach slightly to the left (driver's side) as shown by raising both right side jacks to let excess water flow away from the rooftop weatherseal and toward the outside of the slide-out roof.



To Retract Slideout Room:

 CAUTION
Although there is an awning over the roof of the slideout room, there is a possibility of debris getting onto the roof. Because the slideout roof is drawn into the interior of the coach when retracted, be sure there is no debris, such as excessive dirt, tree seeds, twigs, leaves, etc. on the roof before retracting.

- Remove all items from the coach living room floor. Turn leveling system on to provide power to the slideout control switch.
- Press slideout switch and hold until room is fully retracted, then release the switch.

General Slideout Care

- Wipe outer seals occasionally with talc or 303 brand protectant for smooth quiet operation.
- Clean the floors inside before retracting the room to avoid vinyl flooring scratches or carpet pile snags.
- Be sure there are no items at the end of the bed or behind the driver seat or protruding from compartments which could be crushed or cause damage to floor covering or cabinets when the room is retracted.
- See your authorized dealer for regular maintenance and service of the mechanism and hydraulic system.


If Slideout Room Will Not Operate (Troubleshooting)

- The chassis battery may be low on charge. Press the Battery Boost switch on the dash to the boost position while pressing the slideout control switch. This momentarily connects the coach batteries to assist in retracting the room.
- One of the fuses may be blown. Fuses are located on the front firewall behind the 'hood' panel, beneath the instrument panel dash pod, and inside the leveling control pad housing. Unfasten the control pad from the driver side armrest panel to inspect the fuse.

- If the batteries and fuses are okay, there may be a failure in the hydraulic system or electrical system.

Step 1 - Relieve Hydraulic Line Pressure

- Open the hydraulic pump slideout solenoid valves to release hydraulic line pressure and let fluid bypass into the fluid reservoir. The pump is located under the entrance step.

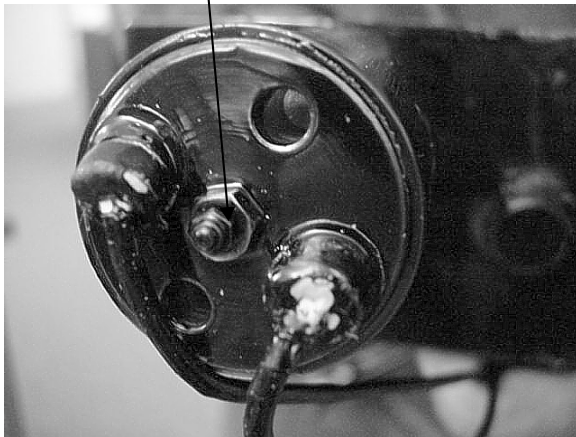
 WARNING
Stop engine, place transmission in park position and apply parking brake before lying beneath vehicle for this procedure.

*NOTE: The hydraulic pump is equipped with two types of hydraulic solenoid valves shown. The **leveling jack** solenoids have a **T-handle** on the valve shaft that can be turned by hand. The **slideout room** solenoid has a small 1/4" **nut** at the end of the valve shaft that requires you to use a 1/4" nut driver built into the shaft of the oil reservoir breather/fill cap. See photo on following page.*

See the Operator's manual included in your Owner InfoCase for specific instructions on which valves to open for front or rear slideout rooms and what additional precautions to follow.

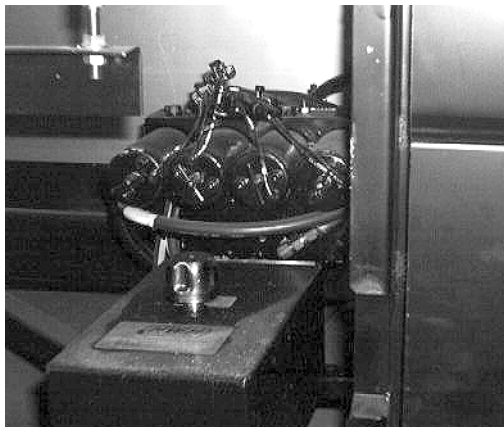
- Open the two slideout solenoid valves (with 1/4" nuts on the ends) on the motor end of the pump to relieve hydraulic line pressure. **DO NOT LOOSEN NUTS MORE THAN 4 FULL TURNS.**

Use provided 1/4" nut driver to turn nut counterclockwise 4 turns only.



Slideout Room Solenoid Valve

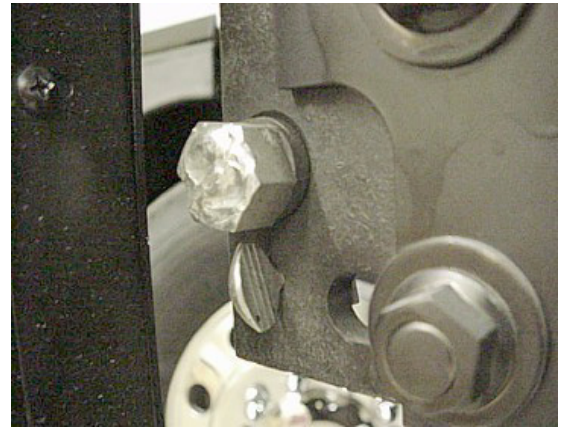
- Do not open any of the four large T-handled valves on the opposite end of the pump. These regulate the coach leveling jacks.



Leveling Jack Valves - Do Not Open

Step 2 - Crank the Room Inward

- A wrench is used to crank the room inward. You may use the ratchet wrench supplied with the coach (in one of the storage compartments) or any type of lug wrench of the same nut size.
- Crank-in bolts are located on the outboard mounting plates of the slideout room as shown. These plates are located at both ends of the room inside the StoreMore™ compartment doors.



- Remove the locking pin from the crank-in bolt shafts as shown before trying to turn the bolts.



- After removing the pin locks, fit the lug wrench socket onto the bolt head and begin cranking clockwise slowly a few turns, then alternate to the other side for a few turns. This can be sped up by using a helper and an additional lug wrench to crank both sides evenly together.



Crank the tire winch clockwise slowly, until the room is fully retracted. Allow about 10 minutes to crank room in fully.

NOTE: Attempting to crank the room in too quickly will raise pressure in the hydraulic fluid lines and make cranking more difficult.

Step 3 - Secure Travel Straps and Close Hydraulic Line Valves

- Fasten the slideout room Travel Straps as shown.
- Close the slideout solenoid valves completely.

NOTE: Close the valves snugly, but do not over-tighten. Overtightening may cause internal damage to the valves.

- See your dealer for service of the room extension system before using again.

Bedroom Slideout Emergency Retraction

In the unlikely event that your bedroom slideout fails to retract using the power switch, check for obvious causes first, such as low charge on the house batteries, or a burned out fuse on the chassis fuse block. (See “Troubleshooting” elsewhere in this section.)

NOTE: Check fuses #16 Step Alarm and #24 Radio/Acc. There is also a fuse on the back of the leveling system control pad, which must be unfastened from the driver door to inspect.

If an apparent cause is not found, call the number on your Winnebago Industries Premium Roadside Assistance card. They will dispatch a service vehicle to your location to push the room extension in so the coach may be driven to your dealer for service of the slideout control system.

NOTE: The following information may be needed by the service operator to prepare the bedroom slideout for the “push-in” procedure.

Bedroom Slideout Emergency ‘Push-In’ Procedure

- Open the “slideout” hydraulic line valves on the pump to relieve hydraulic line pressure. (See Step 1 under “Slide-Out Room Emergency Crank-In” on previous page.)
- DO NOT OPEN THE JACK VALVES ON THE RESERVOIR SIDE OF THE PUMP. *These regulate the coach leveling jacks.*
- Apply a steady inward pressure of approximately 150 lbs. to the exterior sidewall of the slideout room to push the room in toward the coach until it is snug against the main coach sidewall.
- *NOTE: Use some type of rigid, padded material to protect the sidewall from punctures, dents or other damage to the finish from any device or equipment used to press the sidewall in.*
- Pressure must be applied evenly to avoid binding of the hydraulic mechanism. It may take about 10 minutes to press the room extension inward completely.
- When the room is snug against the coach wall, close the solenoid valves to prevent “creep out” during transit.
- See an authorized Winnebago Industries dealer for service of the slideout control system.

See your Authorized Winnebago Industries Dealer for service of the slideout system before using again.

NOTE: When the system has been corrected, check hydraulic fluid level and refill reservoir as necessary. Press the Retract switch for 15 to 20 seconds before attempting to extend the room. Then run the room out and in several times to purge any air from the hydraulic system. Finally, recheck fluid level and fill as necessary.

Further Information

See the Hydraulic Room Extension operating guide included in your Owner InfoCase for further instructions and troubleshooting information.

Checking Hydraulic Oil Level

See your Leveling System Operators Manual for complete maintenance instructions and information.

All maintenance should be done as part of the normal servicing of the coach.

The oil level should be checked when the vehicle is first purchased and then once every two years. More often if there is an oil leak in the system.

Jacks and Slideout Positions:

To get an accurate indication of oil level, all leveling Jacks must be UP and slideout rooms must be in.

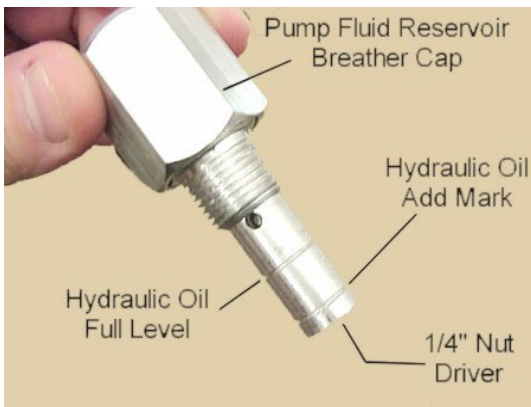
Checking Dipstick:

The oil reservoir is part of the pump/manifold assembly.

The oil level is checked and filled through the breather cap.

Clear any dirt and debris away from the breather/filler cap before removing. The oil level should be between the two marks on the breather cap dipstick shown in the following illustration.

NOTE: The breather cap is located on the top side of the power unit reservoir.



IMPORTANT: Prior to removing the breather cap, either to check the oil level or to use the 1/4" nut driver, clean any debris from the top of the reservoir before returning the breather cap to the reservoir. Remove any paint chips or other debris from the dipstick including debris inside the 1/4" nut driver.

NOTE: *Overfilling the tank can cause leakage of oil through the breather cap.*

Hydraulic Fluid Recommendation

Universal multipurpose hydraulic oil is recommended. In an emergency Dexron automatic transmission fluid can be used.

DO NOT USE brake fluid or hydraulic jack fluid. Use of these can damage seals.

NOTE: Dexron automatic transmission fluid contains red dye and can cause staining should a leak occur.

Sunrise

SECTION 14 CARE & MAINTENANCE

SEALANTS

Water is a recreational vehicle's worst enemy when it is allowed to enter where it's not intended. Sealants perform a very important function and should be inspected closely and maintained regularly. Winnebago Industries utilizes many different types of sealants.

Refer to Sealant Specification page at the end of this section.

Sealants, in general, do not have "set" lifetimes. Varying environmental factors affect the pliability and adhesiveness of sealants. You or your dealer must:

- Inspect all sealants, a minimum of every six months.
 - * Inspect the moldings, windows, clearance lights, compartment doors and all their attachments.
 - * Check for cracks, voids, gaps, breaks, adhesion, and any sign of physical deterioration.

NOTE: Proper sealant inspection includes not just visual observation but running a finger along sealant seams to verify proper adhesion to the surface. Any loosened areas must be replaced.

- Have the sealant replaced if you notice any of the above. Your local Winnebago Industries dealer has the correct and necessary parts and experience to help you maintain your sealants.
- Always use the same type sealant that was removed.
- Immediately have dealership check moldings, windows and exterior attachments for leak source if you notice water inside of unit.



CAUTION

Sealants must be inspected every 6 months and replaced if necessary.

ROOF

The roof is made of Thermo-Panel materials like the walls and floor. It will support the weight of an average adult should it become necessary to repair the roof or roof mounted components. It is not recommended, however, that very large or heavy objects be carried on the roof while the vehicle is in motion. (See Section 3 for roof loading specifications.) Always have damage to the roof area repaired immediately. Damaged or detached sealant around the vents, air conditioner, body-to-roof seams, etc., should also receive immediate attention. Delaying these repairs may allow water leakage and result in damage to interior ceiling and body panels, upholstery, etc., which is not covered by the limited warranty.

UNDERBODY

Buildup of mud and dirt under the body can cause damaging rust on steel parts and can add needless weight to the vehicle. This, in effect, reduces the amount of cargo you can carry and remain within GVWR and GAWR limits.

Corrosive materials, such as those used for ice and snow removal and dust control, also accumulate on the underside of a vehicle. These materials should be removed by flushing the underbody regularly with water, especially areas where mud and other foreign materials collect.

NOTE: Anytime an RV technician is beneath the coach or it is on a hoist for service, have the underbody and chassis checked for proper condition, clearance and routing of hydraulic hoses and wires for slideout rooms to avoid kinks or leaks and pinched wires, etc.

EXTERIOR FINISH

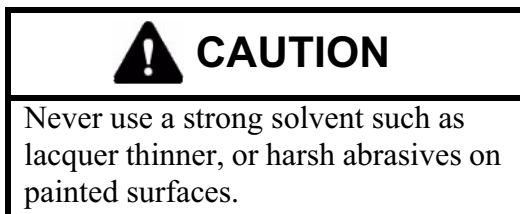
The exterior surface of your motor home has an automotive type finish. Frequent washing and

thorough cleaning is recommended to prevent damage to the vehicle finish after exposure to damaging salts, calcium chloride, road tar, tree sap, insects and other foreign material. Never wash the vehicle in direct sunlight, while the vehicle surface is hot, or using hot water.

Do not use strong soaps or detergents for washing the motor home. Always use a mild soap in warm water, a commercially prepared product for cleaning automotive finishes or your local car wash. Be careful when using pressure-type washers to avoid loosening exterior decals or sealants, etc.

NOTE: Avoid aiming water flow from a hose or spray from high pressure washing equipment into any appliance intake because damage or difficulty in operating appliances may occur.

After washing the motor home, carefully inspect caulking around window frames and vents and any other joints that may have separated. Re-caulking, if necessary, is quite simple. Appropriate compounds are sold at Winnebago and Itasca dealers, and the materials are quickly and easily applied. Also, inspect weather seals around door, etc., and if necessary have a dealer replace them immediately.



Waxing and Polishing

When water will not bead up and roll off the finish of your freshly washed vehicle, it's time to apply a new coat of wax to the finish. Wax not only improves the appearance of the vehicle, but protects the finish against oxidation and corrosive substances.

We recommend using a wax that is compatible with painted and gel-coated fiberglass finishes.

If the finish begins to look dull or discolored, it may need to be cleaned with a polishing or cleaning compound.

NOTE: If you use a polish or a cleaning compound that does not contain a wax preservative, we recommend reapplying a coat of hard wax after cleaning or polishing the finish.

Care of Stripes and Decals

The pressure-sensitive decals on your coach require very little maintenance. They should be treated like any painted surface on your vehicle. Here are a few helpful hints on caring for decals:

- Wash decals with plain soap and water or any retail car wash soap. Always rinse thoroughly.
- **High pressure water spray may damage decals and paint.**
- Test any cleaning solution on a small section of decal before using.
- Do Not use any aromatic solvents such as acetone, MEK, toluene, xylene, etc., on decals. Any solvent including alcohol may soften or smear colors.
- Do Not use lacquer thinner on paint or decals. Do Not overcoat decals with clear paint.
- Do Not let gasoline or other fuels drip and stay on decals for any length of time. Rinse immediately.

HEADLIGHTS AND EXTERIOR LIGHTS

Exterior Light Lenses

Most Winnebago Industries vehicles have poly carbonate lenses on exterior lamps, which are very sensitive to a variety of chemical solvents and cleaners.

Use only soap and water to clean exterior lamp lenses - especially headlights!

- Contact with certain chemicals can cause etching, 'crazing' or cracking of the lens, which can significantly reduce the lens clarity and effectiveness of the lamp and may require replacement of the complete lamp housing.
- Some popular citric acid cleaners may cause bicarbonate lenses to become 'hazy' or 'foggy'.

- Do not use a pressure washer to clean headlights.
- Inspect and operate the lights regularly to confirm proper operation and mounting condition.

Headlight Moisture

Your coach is equipped with composite headlights which contain replaceable halogen ‘bulb’ elements, common to most current automobiles. This type of head lamp assembly is not sealed from atmosphere and is designed with a moisture venting system.

Because they are not sealed, under ‘dew point’ conditions the headlights may exhibit signs of humidity condensation on the reflector surface and lens, such as small droplets of water or ‘fogging over’.

If this happens, drive with the headlights on so the moisture can evaporate and expel through the venting system designed into the head lamp assembly.

Also avoid aiming high pressure wash sprays directly at the head lamp assemblies.

NOTE: Because RV’s are often parked for long periods, we recommend that you check your headlights periodically for accumulated moisture. If moisture remains on the reflector surfaces or lenses for a long period, it can cause water stain marks or other damage. If there is moisture in the head lamp, the head lamp manufacturer recommends turning on the headlights for several hours or as necessary to evaporate and vent the moisture.

UPHOLSTERY, CARPETING AND DRAPERIES

We recommend a weekly routine of vacuuming all fabrics and carpet throughout the motor home to prevent an accumulation of dirt which can detract from the appearance and shorten the life of carpet and fabrics.

Carpet Care & Cleaning


See the carpet manufacturer’s Carpet Care Guide in your Owner InfoCase. It includes

detailed information on cleaning soils and removing stains from the fine carpet in your coach.

Upholstery

Some fabrics used in this motor home may contain fire retardant and lightfastness additives which can be damaged by use of improper cleaning products. Some water-based household cleaning products are not formulated for use on fabrics and may cause excessive shrinkage or fading. Always test any cleaning product on a hidden area of fabric before using on visible areas. For best results, fabric cleaning should be referred to a professional carpet and upholstery cleaner.

NOTE: To minimize fading of upholstery, carpets and other interior fabrics caused by excessive sunlight, the drapes, blinds or shades should be closed when the motor home is parked for an extended period of time.

 **WARNING**

When cleaning upholstery and fabric, do not use lacquer thinner, nail polish remover, laundry soaps, or bleach. Never use carbon tetrachloride, gasoline, or naphtha for any cleaning purpose. These materials may cause damage to the material being cleaned and most are highly flammable.

Spots and Stains

Spots or stains should be treated as soon as possible before they “set in” to avoid permanent damage. Always start from the outside of a spot or stain and work inward to avoid spreading it. Use a clean cloth or sponge and turn frequently to an unused area of the cloth or sponge as you clean.

Some stains or soils, such as lipstick, ink, grease or mustard, are extremely difficult or impossible to remove completely and should receive immediate attention. Consult a professional

carpet and upholstery cleaner for assistance.

Ultraleather HP™ - Leather-Like Upholstery - Optional

The optional leather-like seating is upholstered with Ultraleather HP™ synthetic leather fabric material. This new material has the luxurious look and feel of the finest European calfskin, with the durability and resistance to soils and stains of vinyl fabrics. It is also tougher than real calfskin and has superior resistance to punctures, snags and tears.

For most soils and stains, the fabric manufacturer recommends spot treatment with a solution of water and Tide™ brand laundry detergent or equivalent. More stubborn stains may be treated with a water-based multipurpose cleaner/degreaser such as Simple Green™ or equivalent. Solvent cleaners such as nail polish remover or other aromatic solvents are not recommended.

Care Instructions

- Spot clean with mild soap and water.
- Air dry or, if desired, dry quickly using a hair dryer on warm setting - not hot.
- For stubborn stains, use cleaner-degreaser.

Type of Stain	Detergent/ Water	Cleaner/ Degreaser
Coffee, Tea	◆	
Red Wine, Liquor	◆	
Coke, Soft Drinks	◆	
Milk	◆	
Ketchup	◆	
Steak Sauce, Soy Sauce	◆	
Mayonnaise, Butter	◆	◆
Salad Oil	◆	◆
Chocolate	◆	◆
Cosmetic Foundation	◆	◆
Lipstick	◆	◆
Face Cream	◆	◆
Suntan Oil/Lotion	◆	◆
Shoe Polish	◆	◆
Urine	◆	◆
Machine Oil		◆

Vinyl Fabrics

Vinyl should be cleaned with a soft, damp cloth, and a mild detergent only. Do not use solvents. Solvents may damage the surface of the vinyl.

Draperies, Curtains and Bedspreads

These items may be woven from a variety of fabrics. We recommend that these be professionally dry cleaned only. A five percent shrinkage may occur when you have these items dry cleaned.

CARE OF CEILING FABRIC

While using your coach, your ceiling fabric may become soiled and require spot cleaning from time to time. The following information is provided as a guideline for care and cleaning of ceiling fabrics used in your coach. (See cleaning chart on following page.) These materials are made from polypropylene or polyester synthetic fibers, so they clean very well with virtually no damage to the color or fabric itself.

Most commercially available carpet and upholstery cleaners will do an excellent job removing stains. From time to time, additional cleaning methods may need to be used to remove stubborn or difficult stains.

General Stains

As with any stain or contamination, the quick response is the best, especially when done in conjunction with the proper cleaner for the type of stain.

Type of Stain	Cleaning Agent	How to Remove
Mustard	Dry-Clean Solvent	Scrub-Soak-Blot Dry
Ketchup*	High Strength Detergent	Scrub-Soak-Blot Dry
Coffee*	High Strength Detergent	Scrub-Soak-Blot Dry
Chocolate*	Detergent	Scrub-Soak-Blot Dry
Tea	High Strength Detergent	Scrub-Soak-Blot Dry
Chewing Gum	Dry-Clean Solvent	Scrub-Soak-Blot Dry
Oil	High Strength Detergent	Scrub-Soak-Blot Dry
Grease	High Strength Detergent/ Degreaser	Scrub-Soak-Blot Dry
Tar/Asphalt	K-1 Kerosene/Thinner	Scrub-Soak-Blot Dry
Wax	Detergent	Hot Iron on Detergent-Soaked Towel or cloth
Rust	Rust Remover	Scrub-Soak-Blot Dry
Dirt*	Detergent	Scrub-Soak-Blot Dry
Lipstick	Dry-Clean Solvent	Soak-Blot Dry
Nail Polish	Dry-Clean Solvent	Soak-Blot Dry
Shoe Polish	Dry-Clean Solvent	Soak-Blot Dry
Crayon	High Strength Detergent	Scrub-Soak-Blot Dry
Marker (indelible)	Detergent	Scrub-Soak-Blot Dry
Ink (Ballpoint Pen)	Dry-Clean Solvent	Soak-Blot Dry
Pencil Lead (Graphite)	Detergent	Scrub-Rinse-Blot Dry
Vomit*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar
Urine*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar
Blood*	High Strength Detergent	Scrub-Rinse-Blot Dry
Excrement*	High Strength Detergent	Scrub-Rinse-Blot Dry-Deodorize w/Vinegar

NOTE: In many cases listed above, repeated steps may be required to fully extract contaminant from material. Items listed above with () may also be removed through steam extraction method by a professional cleaner or service.*

NOTE: Always check to see that the cleaner used will not cause damage to the material or fabric by testing on an area out of sight.

Water Stains

Water stains should be cleaned with a mixture of 1/4 cup of white powdered or clear liquid laundry detergent (no coloring) in a bucket of warm water. Working with a clean sponge or white cloth, start from the outside of the stain and work your way to the center. This method will keep the stain from spreading. Do not over saturate as this

may cause de-lamination. No need to scrub, simply rub lightly or dab the stain.

You may have to repeat this procedure more than once to achieve desired results. Finish up with clean water, using the same method, and blot dry. REMEMBER, this is polypropylene, basic plastic, so do not be afraid to clean it.

Steam cleaning is also an option. Again, take care not to over-saturate the material.

WOOD CABINETRY AND FURNITURE

Wooden surfaces may be cleaned with a soft cloth and a good quality wood finish cleaning product.

Vinyl simulated wood (Plus-Wood) surfaces may be cleaned with a mild, water based cleaner

and a soft cloth. Do not use solvents on vinyl wood surfaces.

NOTE: Many cabinetry and furniture items throughout this motor home are constructed either partially or completely of real hardwoods. Because of natural variations in woodgrain density, slight differences in stain hue may exist between one item and another. This is the distinctive character and beauty of real wood.



VINYL WALLBOARD

Decorative vinyl covered wallboards may be cleaned with a mild solution of water and isopropyl (rubbing) alcohol or a mild soap solution. Do not use solvents or abrasive cleaning products.

COUNTERTOP SURFACES

The countertop and work surfaces are made of beautiful and durable solid surface material.

- Wipe clean with a sponge and soapy water or ammonia-based cleaner.
- Stubborn stains may be removed using a 3M Scotch-Brite™ or equivalent type scouring pad.
- Towel dry to eliminate water spotting.
- Disinfect by wiping with 50/50 mixture of water and household bleach. Rinse with clean water.
- See the countertop manufacturer's Care & Maintenance booklet in your operations manual binder for further information.

GALLEY SINK

Care and Cleaning Instructions

The galley sink has been designed and engineered to resist scratches and should not stain under normal household use if used properly. To keep this product looking brand new and shiny, we recommend that you take a few easy precautions.

- **Do Not use abrasive cleaners or scouring powders.** Use of an abrasive cleanser will dull or damage the surface of this product and could leave scratches. We recommend you use a spray window cleaner or household cleaner made for fiberglass, acrylic, or solid surface products.
- **Do Not use scouring pads,** steel wool, "Scotch Brite®" type scratch pads, or any other abrasive scrubbers. Wipe only with a soft cloth or sponge.
- **Always use a cutting board** or a sink protector when using knives or sharp objects. We recommend that you use protective mats, racks, or dishpans to help protect your sink.
- **Always allow pans to cool** before setting them in your sink.

NOTE: Improper use may damage this product and void the warranty.

RANGE AND REFRIGERATOR

For care and appearance maintenance of the range and refrigerator, refer to the operation and maintenance manual for each of the individual appliances included in your Owner InfoCase.

BATHROOM

The tub and shower walls in the bathroom should be cleaned with a mild soap and water solution, or (to obtain maximum luster) use a good quality wax cleaner. Do not use an abrasive cleaner on the shower walls and tub.

For instructions on the care of your fresh water toilet, refer to the manufacturer's information in your Owner InfoCase.

DOORS AND WINDOWS

Windows may be periodically cleaned with a good quality glass cleaner or mild soap solution using a soft cloth. Use care when removing ice or frost from the windows. Always use a plastic ice scraper, never one made of metal. Use care when removing ice from the mirrors to protect the reflective surfaces.

Door locks and hinges should be lubricated periodically with powdered graphite to ensure trouble-free operation and to protect against freeze-up.

DAY/NIGHTER PLEATED BLIND

Tension Adjustment:

The tension of the pleated blinds can be adjusted if they become loose and will not stay up when raised, or they are too tight and are difficult to raise and lower.

To tighten the tension, simply wrap the lower end of the guide cords (on each side of the shade) a few turns around the spools at the lower corners of the blinds.



To loosen the tension, unwrap the guide cords from the spools one turn at a time until desired tension is achieved.

Preserving Shape:

The pleated blinds are made using high quality materials that are designed and woven to retain their shape throughout their useful life. They may lose their crisp shape, however, if left in a lowered position for an extended period of time without being raised periodically. If this happens, the pleats can be restored using this simple method.

- With the blind fully lowered, dampen the entire area of the pleats with a good quality laundry sizing spray.
- Raise the blind fully while still damp and let it remain in the raised position for about 24 hours, until the sizing has dried and "set".
- Reapply sizing periodically (every few months) as needed.

Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
Safety Equipment							
Check operation of the following items							
Headlights, Taillights and Marker Lights	◆		◆				
Turn Signals	◆		◆				
Horn	◆		◆				
Hazard Warning Flashers	◆		◆				
Windshield Wipers & Washers	◆		◆				
Fire Extinguisher - check charge indicator (Sect. 3)	◆		◆				
Smoke Alarm - test operation * (Sect. 3)	◆		◆				
Carbon Monoxide Alarm - test operation * (Sect. 3)	◆		◆				
LP Gas Alarm - test operation (Sect. 8)	◆		◆				
(*replace battery if needed)							
Appliances (See Section 6)							
Water Heater							
See water heater manufacturer's maintenance guide							◆
Inspect & clean exterior vent	◆						◆
Refrigerator							
Refrigerator maintenance guide							◆
Inspect and clean exterior vent & drip tray drain tube	◆						◆
Furnace							
See furnace manufacturer's maintenance guide							◆
Inspect & clean exterior vent	◆						◆
Air Conditioner							
See A/C manufacturer's maintenance guide							◆
Inspect for exterior damage				◆			◆
							◆
Range Top							
See range manufacturer's maintenance guide							◆
Inspect & clean/replace range hood grease filter							◆

Coach Maintenance Chart

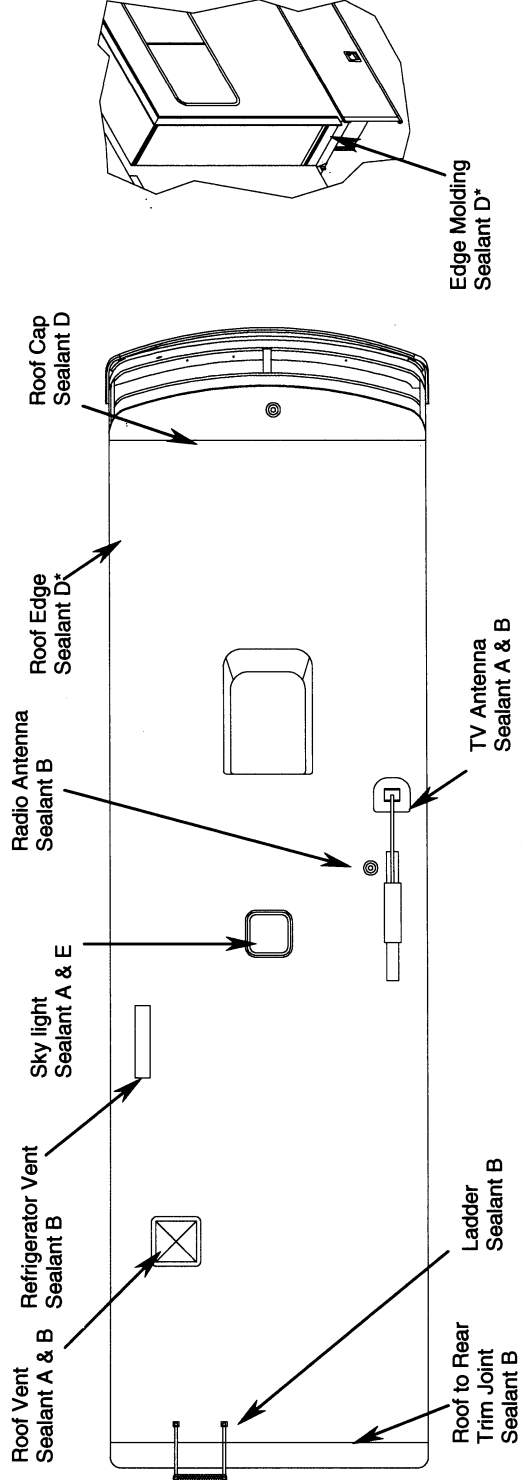
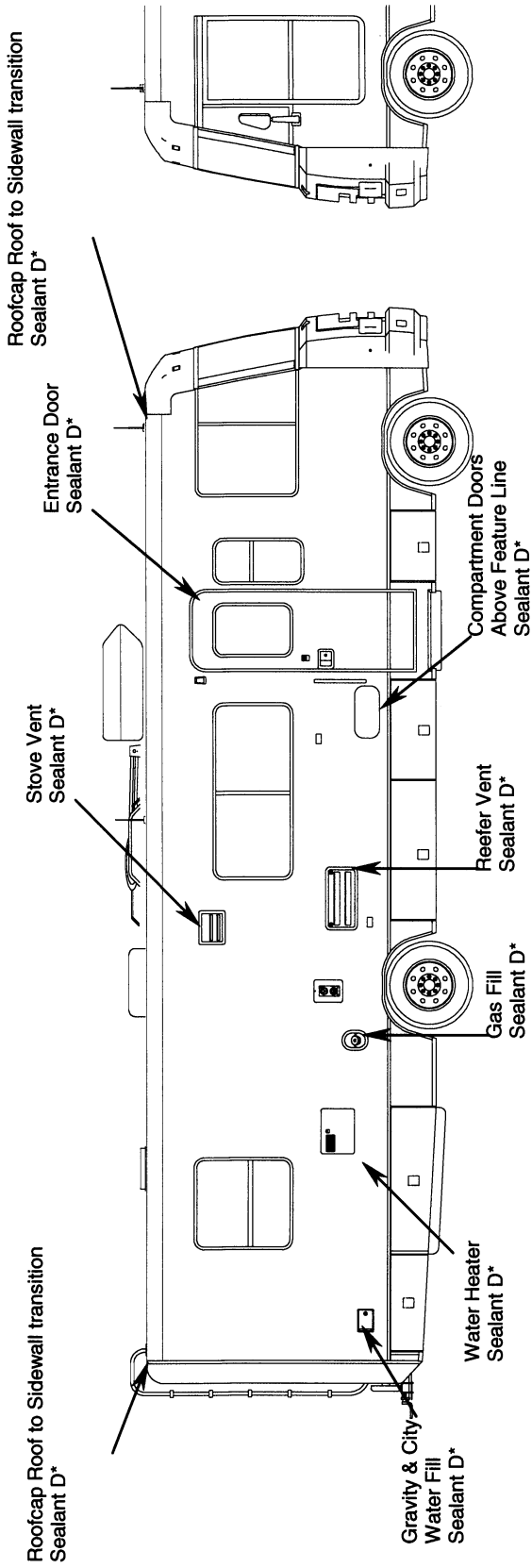
These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	Before Each Use	Weekly	Monthly	Every 3 Months	Every 6 Months	Every Year	As Necessary
LP System (See Section 8)							
Have LP system checked for leaks.						◆	◆
Pressure regulator - inspect and adjust if needed						◆	
Check LP tank condition, mounting and fittings						◆	
Electrical System (See Section 9)							
Check Battery Condition Meter	◆						
Check battery fluid level & connections			◆				
Check 12V fuses & 120V breakers							◆
Check GFI Receptacles			◆				
Generator (See Section 9)							
Visually inspect Generator and Compartment <i>(Check condition of generator and compartment for damage for fluid leaks. Also check that the generator exhaust system is in proper condition with no leaks or damage.)</i>	◆						
See generator manufacturer's maintenance guide							◆
Plumbing System (See Section 10)							
Sanitize plumbing system							◆
Winterize plumbing system							◆
Clean water pump strainer filter						◆	◆
Hydraulic Slide-Out & Leveling System (See Section 13)							
Check Hydraulic Oil Level			◆				◆
Check Hydraulic Lines (routing, leaks, etc.)						◆	
Check & inspect room seals (bulb seals)					◆		◆
Exterior (See Section 14)							
Clean roof				◆			◆
Clean sidewalls			◆				◆
Clean windows							◆
Flush underside of vehicle				◆			◆

Coach Maintenance Chart

These recommendations apply for normal recreational use. Heavy duty or full-time use may require more frequent maintenance intervals.

Always use specified sections or manufacturer's guide for further information and instructions.	<i>Before Each Use</i>	<i>Weekly</i>	<i>Monthly</i>	<i>Every 3 Months</i>	<i>Every 6 Months</i>	<i>Every Year</i>	<i>As Necessary</i>
Sealants (See Section 14)							
Inspect (see Sect 14 for proper inspection technique).					◆		◆
Replace							◆
Frame & Chassis (See Section 15)							
Follow Chassis manufacturer's maintenance guide (Refer to Chassis Owner's Manual)							◆
Inspect Hitch Receiver (if towing)	◆						◆
Tires							
Check & adjust air pressure	◆						◆
Check tread wear	◆						◆
Check front end alignment and adjust if needed							◆
Miscellaneous							
Lubricate locks, hinges, latches						◆	◆



Sealants may be purchased from your Winnebago or Itasca Dealer

Sealant	Winnebago Part #
A	131264-01-02A
B	131264-03-01A
D	072889-10-000
E	131264-04-01A

This is only a graphic representation for sealants and does not represent actual component position.
 *On any component that falls into a painted area, use sealant **094401-04-000**.

Rev A

Sunrise

SECTION 15 CHASSIS

CHASSIS SERVICE & MAINTENANCE

Consult the appropriate sections in your chassis operating guide for specific information regarding operating safety, service recommendations and maintenance schedules for the chassis section of your motor home.

OIL CHANGE REMINDER - Workhorse Chassis

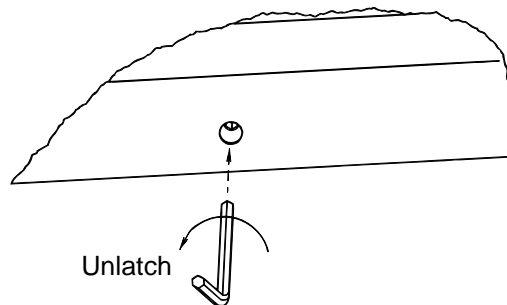
The engine controller monitors the engine oil life remaining and will display the message “Change Engine Oil” on the Odometer/Message Center display when an oil change is due. This ‘counter’ must be reset at the time the oil change service is performed to be able to alert you for the next change.

To Reset Oil Change Reminder:

- Turn the ignition switch to “ON” but Do Not Start the engine.
- Fully press-and-release the accelerator pedal 3 times within 5 seconds, then turn ignition “OFF” for at least 10 seconds.
- The 3000-mile oil life counter on the engine controller will be reset to start a new cycle.

ENGINE COVER

- Remove the beverage tray from the engine cover. Remove the drawer to expose the wing nut fasteners that hold the tray to the motor cover.
- Insert the supplied hex wrench into the hole in the rear top or edge of the engine cover.



- Turn the hex wrench to the left (counter-clockwise) to unlatch.

NOTE: There may be a screw at each front lower corner.

- Lift the rear end of the cover upward and pull the cover from the opening.
- To reinstall the cover, position the front end of the cover first, then lower the rear end. It is important to be sure the front edge is pushed completely forward to the radiator cover to ensure an air-tight seal.
- Press the rear end of the cover down and turn the hex wrench to the right (clockwise) until the latch pulls the cover downward and stops.
- Refasten the beverage tray to the motor cover.

Removal of the engine cover allows service access to the engine.

ENGINE COOLING SYSTEM

Refer to your chassis operating guide and diesel engine manual for information and precautions on filling, servicing and checking the fluid level.

NOTE: Your chassis engine cooling system is filled with special extended-life coolant that is not the same as common anti-freeze available at retail outlets.

The coolant system MUST be refilled or topped up with the same type of coolant as equipped to maintain the special long-life properties.

Workhorse chassis use GM Dexcool LLC, which is a bright, pink/orange color.

Ford chassis use Ford Premium Gold (GO 5), which is a golden color.



CAUTION

When refilling the coolant system of a vehicle equipped with a rear auxiliary automotive heater and motoraid water heater, be sure to allow for additional coolant capacity of the heater and its supply and return hoses.

TIRES

Low air pressure results in tire overloading and abnormal wear and also affects handling and fuel economy. Obtain proper inflation pressures from your chassis operating guide or tire manufacturer.



WARNING

Make sure all replacement tires are of the same size and ply rating as those installed as original equipment.

See the Vehicle Certification Label affixed to the wall to the left of the driver's seat for tire information.

SUSPENSION AND TIRE BALANCE

The front suspension and steering system of this vehicle was factory aligned using highly accurate equipment prior to delivery to the dealership. However, we recommend that you have alignment checked and adjusted after you

have fully loaded the motor home according to your personal needs. Thereafter, the alignment should be periodically inspected to help prevent uneven tire wear.

Any excessive or abnormal tire wear may indicate worn or misaligned suspension or steering, unbalanced tire or other tire/suspension problem.

Alignment can be affected by worn steering/suspension parts or by incidents which happen during driving, such as hitting a curb, pothole or railroad track, etc. Improper alignment can cause tires to roll at an angle and wear unevenly. It may also cause the vehicle to "pull" to the right or left. Have your dealer inspect your vehicle's suspension and steering components periodically for misalignment or wear.

Out-of-balance tires will not roll smoothly and can lead to annoying vibrations and uneven tread wear such as cupping and flat spots. Tires may need to be balanced if uneven wear is detected or if ride comfort decreases noticeably.

See your chassis operating guide for further information.

FRONT AIR SPRINGS - WORKHORSE CHASSIS

Some workhorse chassis are equipped with air bags inside the front suspension springs. See your Workhorse owner's manual for inspection instructions and air pressure specifications.

LIGHTS

All exterior lights should be checked for proper operation each time the vehicle is prepared for a trip. Any bulbs which fail to light should be checked and replaced, when necessary, with a new bulb of the same size. A failure of more than one light, such as both taillights not operating, may indicate a burned out fuse. Check fuse and replace with one of the same rating when necessary. If a fuse is not the cause of the problem, the wiring system should be checked immediately by an authorized service center.

The headlight circuit is protected by a circuit breaker. An overload on the breaker will cause

the lights to flicker on and off. Headlight wiring should be checked immediately anytime this condition is apparent. Refer to your chassis operating guide for further information.

AUTOMOTIVE 12-VOLT FUSES AND CIRCUIT BREAKERS

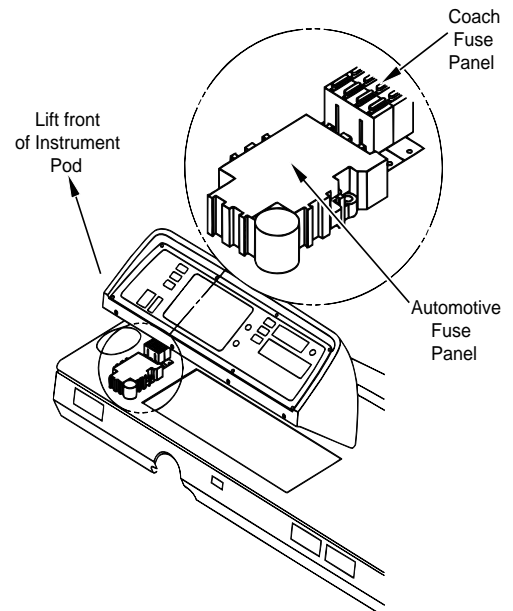
The automotive fuses and breaker are conveniently located on a panel beneath the hinged instrument panel pod. Lift the pod upward as shown.

The circuit breakers will pop outward if they are tripped. Simply push in to reset.

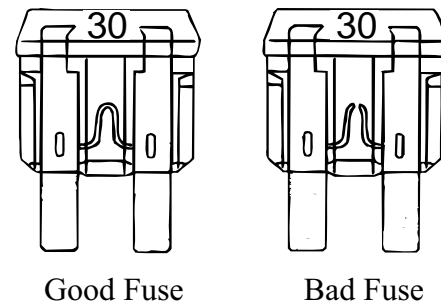
Always replace plug-in type fuses with those of the same amperage size. See chassis guide for fuse application table.



Automotive 12-Volt Fuse Block
(Under lift-up dash pod)



Automotive Fuse Access



MAINTENANCE

- Do not remove the radiator cap while engine and radiator are still hot. Always check coolant level visually at the see-through coolant reservoir.
- Never get beneath a vehicle that is held up by a jack only.
- Do not mix different construction types of tires on the vehicle such as radial, bias or belted tires, as vehicle handling may be affected. Replace tires with exact size, type and load range.
- Do not attempt to start the vehicle by hot-wiring.

TOWING GUIDELINES

Gross Vehicle Weight Rating

(GVWR): This is the maximum allowable weight of the fully loaded vehicle. Included are fuel, water, LP, passengers, cargo, tools, and optional equipment installed by the motor home manufacturer, dealer, or owner. This value is found on the VIN label, typically placed near the driver position.

Gross Axle Weight Rating (GAWR):

This is the total weight a given axle is capable of carrying, measured at the ground. Each axle has its own rating. These values are also found on the VIN label: front, rear, and tag, if applicable.

Gross Combination Weight Rating

(GCWR): This is the maximum allowable weight of the motor home and loaded trailer, including the items noted in GVWR above. The “trailer” can be an actual trailer, a vehicle towed on a towing dolly, or a vehicle towed by means of a towing bar. GCWR is typically specified based on durability and performance of the tow vehicle drivetrain: engine cooling systems, transmission, drive line, drive axle, and others. The tow vehicle brakes may be rated for operation at GVWR, not GCWR.

NOTE: If the “trailer” weighs 1,000 lbs. or more, state or provincial laws/regulations may require the “trailer” to be equipped with brakes that are activated when the motor home brakes are applied. The user is responsible to know and understand the laws of the state or province being traveled. The Department of Transportation in a given state or province should be able to provide specific information.

Hitch Ratings: SAE Standard J684 defines

Class 1 trailers as “GVWR not to exceed 2,000 lbs.”;

Class 2 trailers as “GVWR over 2,000 lbs. and not to exceed 3,500 lbs. GVWR”;

Class 3 trailers as “GVWR over 3,500 lbs. and not to exceed 5,000 lbs. GVWR”;

Class 4 trailers as “GVWR over 5,000 lbs. and not to exceed 10,000 lbs. GVWR”.

Hitches are to be permanently marked with “Maximum trailer GVWR to be drawn” and “Maximum vertical tongue weight to be imposed...” The SAE standard does not specify a vertical load rating, as such. Traditionally, hitches are labeled 3,500/350 as Class 2 and 5,000/500 as Class 3.

The vertical tongue load value of 10 percent of drawn rating apparently comes from the collective experience that 10 percent is the minimum value that provides stable towing of a trailer. Ford’s towing guide suggests 10 to 15 percent for trailers over 2,000 lbs. (Hitch ratings are independent of towing vehicle ratings.)

NOTE: Some Winnebago Industries models equipped with a Class 3 hitch may have a label limiting vertical tongue load to 350 lbs. Some Winnebago models equipped with a Class IV hitch may have a label limiting vertical tongue load to 500 lbs.

The user must verify that the hitch equipment being used is adequate for the application.

CAR OR TRAILER TOWING

Transmission:	5-speed
Hitch:	Class III
Max. Pulling Capacity:	5,000 lbs.
Max. Vertical (Tongue) Weight:	500 lbs.

The factory installed towing hitch capacity may vary according to chassis and model combinations. Do not exceed either the GVWR, the rear axle GAWR, or the chassis GCWR by the combined loaded weight of the coach and the towed vehicle. See preceding items “Loading the Vehicle” and “Weighing Your Loaded Vehicle” for explanation of weight ratings.

Because of individual vehicle use and loading habits, we recommend weighing the vehicle


while fully loaded to avoid exceeding any of the listed Gross Weight Ratings. See “Vehicle Certification Label” in the Introduction Section for information on gross weight ratings.

Towing will affect vehicle handling, durability and fuel economy. Exceeding any of the listed Gross Weight Ratings will result in unacceptable overall vehicle performance. Maximum safety and satisfaction when towing depends on proper use of correct equipment. Select a drawbar that mates properly with the towing hitch receiver and provides proper alignment to the vehicle tow bar. The tongue of the tow bar must be as close as possible to parallel with the ground when attached to the hitch ball.

Installation of a proper trailer brake system is recommended. Check state regulations on trailer weight and trailer brake requirements to be sure you select the right equipment before towing.


NOTE: If you tow a car or trailer that weighs over 1,000 lbs., it must be equipped with automatically activated brakes.

Before descending a steep or long grade when towing a trailer, reduce speed and shift into a lower gear to control vehicle speed. Avoid prolonged or frequent application of brakes which could cause overheating and brake failure.


WARNING

For safety towing and vehicle handling, maintain proper trailer weight distribution.

The total weight of the motor home and the vehicle towed must not exceed the Gross Combined Vehicle Weight rating. Contact the chassis manufacturer to obtain the Gross Combined Vehicle Weight rating for your chassis.


CAUTION

Exceeding any of the recommended gross vehicle weight ratings may result in vehicle damage.

Do not install a frame equalizing type hitch on your vehicle.

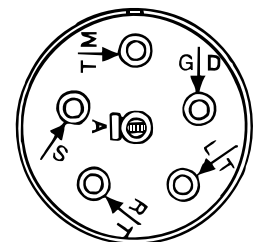
See also - Trailer wiring connector, Section 9.

TRAILER WIRING CONNECTOR (Ford)

Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system. We recommend connections be made by a qualified auto electrical technician to avoid ‘shorts’ or other malfunctions.

- TM = Tail lights
- GD = Ground
- LT = Left turn/brake
- RT = Right turn/brake
- A = Backup lights
- A = Not used



TRAILER WIRING CONNECTOR (Workhorse)

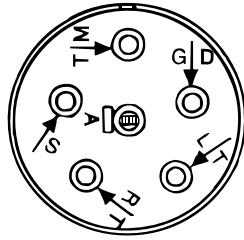
Your coach is pre-wired for trailer or car towing lights with a 6-pin socket on the rear bumper. The connector plug is supplied in the coach parts package provided to you by your dealer when you took delivery of the vehicle.

The diagram shows proper connection of trailer or tow vehicle wiring to the coach light system.

SECTION 15
CHASSIS

Remove the small screw near the end of the plug and slide the contact assembly out of the barrel.

TM = Tail lights
GD = Ground
LT = Left turn
RT = Right turn
S = Brake lights
A = Backup lights



**NOTE: On Ford chassis, these turn signal connection also include a brake light function.*

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