

1-1 SAFETY FEATURES

1-1 Safety Features

1-1.1 Seat Belts and Restraint Systems

1-1.1.1 Pilot and Co-Pilot Seats

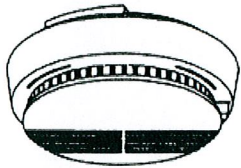
The seatbelts in the pilot and co-pilot area use a 3-point system built into the seat itself. Seatbelts can be operated by grasping the shoulder buckle and moving it diagonally across the body buckling it into the red and black receptacle. To remove simply press red button located at receptacle on seatbelt. Seatbelts automatically retract.

1-1.1.2 Living Room Area

Two lap belts are provided at the sofa area in living room. These are manual non-retracting lap belts. These belts are operated by sitting between the belts and manually latching over your waist. Be sure to pull snug to your waist. An improperly adjusted seatbelt can be hazardous. To remove, simply press red button on seatbelt buckle.

NOTE: these are the only four approved areas for seating while motor home is in transit.

1-1.2 Smoke Alarm



Your motor home is equipped with two Safe T Alert smoke alarms located on the ceiling in the front and rear of the coach. These alarms meet U.L. Standard 217 and NFPA Standard 74 for operation of smoke detection devices.

1-1.2.1 Smoke Alarm Features

- Listed to UL 10/1/99 smoke alarm standard for Residential and Recreational Vehicle.
- New distinctive horn sound. Loud 85-decibel alarm horn.
- Test button checks smoke alarm functions.
- Alarm mute Models (S/SLL) feature Mute/Test button used to temporarily silence the alarm during ventilation. Alarm automatically resets.

IMPORTANT SAFETY INFORMATION READ AND SAVE THESE INSTRUCTIONS

1-1.2.2 Warnings and Cautions

- Smoke Alarms can only work if they are properly located, installed, and maintained, and if smoke reaches them. They are not foolproof.
- This alarm meets the 10/1/1999 UL standard for a new horn "alarm" pattern for smoke alarms. This sound is different than other Smoke Alarms you may have installed or may have heard in other locations. You must test this alarm and educate all members and guests of the residence of this different horn pattern.
- Different Smoke Alarm Sounds. If this unit replaces another 9 volt smoke alarm or is being used for additional protection where other smoke alarms are present, than everyone who might hear this alarm must be made aware of the different smoke alarms horn sounds.
- Smoke Alarms cannot work without power. Battery operated units cannot work if the batteries are missing, disconnected or dead, if the wrong type of batteries are used, or if the batteries are not installed correctly AC units cannot work if the AC power is cut off by an electrical fire, an open fuse, a circuit breaker or any other reason. If you are concerned about the limitations of battery of AC power, install both types of units.
- Smoke Alarms cannot detect fires if the smoke does not reach them. Anything preventing smoke from reaching the alarm may delay, or prevent an alarm. A smoke alarm cannot detect fire in the walls, chimney or roof unless and until a significant amount of smoke reaches the alarm. A closed door may prevent smoke from reaching an alarm on the other side of the door.

- Smoke Alarms may not be heard. Though the alarm horn in this unit meets or exceeds current UL standards, it may not be heard for many reasons. These include, but are not limited to: the unit is located outside a closed or partially closed door, residents recently consumed alcohol or drugs, the alarm is drowned out by other noise like the TV, stereo, traffic, weather, air conditioner or other appliances, residents are hearing impaired or sound sleepers.
- Smoke alarms have a limited life and are not foolproof. Smoke alarms will wear out over time like any appliance. Test your alarm at least once per week. Always replace detectors immediately if they are not working properly, if they display any type of problem, or prior to 10 years of use. They are not a substitute for property or life insurance.
- Smoke alarms may not have time to alarm before the fire causes damage, injury or even death. Examples of this include persons smoke in bed, children playing with matches or lighters, fires caused by violent explosions, natural causes like lighting, arson, escaping gas, overloaded electrical circuits, carelessness or by other safety hazards.
- Never disconnect the battery to silence the alarm.
- This unit will not alert hearing-impaired residents. Special alarms with flashing strobe lights are needed for the hearing impaired.
- This is a single station alarm. Do not attempt to connect this to any other device.
- Do not install this alarm over an electrical box. Do not use this detector as a replacement for an AC or AC/DC smoke alarm. Only use as an additional alarm for greater protection or as a replacement for a battery operated smoke alarm.

!!CAUTION: Do not paint this unit. Paint may clog the openings to the sensing chamber and will prevent the unit from working properly

!!CAUTION: Do not stand too close to the unit when testing, silencing or during an alarm as the loud horn could damage your hearing. When testing move away when the horn starts sounding.

!!CAUTION: This smoke alarm may not give adequate warning to those with physical limitations of any kind. Additional measures should be taken to insure their safe evacuation if a fire does occur. Install a professional fire alarm system that is connected to a call center.

!!CAUTION: Smoke alarms sound their horns when they detect smoke. They do not detect heat, flame or gas. They will not operate if smoke does not reach them.

1-1.2.3 Practice Fire Safety

Putting up smoke alarms is just one part of protection against fires. You must also reduce the chances of a fire starting and have a plan that you have practiced for everyone escaping if a fire does occur.

1-1.2.4 Escape Planning

- Determine a meeting location outside the coach where you can safely meet if a fire does occur.
- Familiarize everyone with the sound of this smoke alarm. Train them to safely exit the coach when the smoke alarm occurs.
- Update and practice your escape plan at least every six months. Inform guests and others of your plan and meeting place.
- Teach everyone how to check doors and not to open them if they are hot. Also to stay low and not to breathe smoke, fumes or gases.

1-1.2.5 What to Do When the Alarm Sounds

▲WARNING: Never ignore any alarm. If the alarm sounds and you are not absolutely certain of the source of the smoke, get everyone out of the coach immediately.

- Leave immediately by your plan of escape. Every second counts, do not waste time getting dressed or picking up valuables.
- Feel doors before opening them to see if they are hot. If a door is cool, open it slowly and check for fire and heat before you proceed. Do not open a hot door - use an alternate escape route.
- Stay close to the floor of air is smoky. Take short shallow breaths through a wet cloth if possible.
- Once outside, go to your selected meeting place and make sure everyone is there.
- Call the Fire Department from outside of the coach with the activated alarm, at a safe location.
- Do not return to coach until fire officials say that it is safe.

1-1.2.6 Operation, Testing and Maintenance

Operation: The smoke alarm is operating once the battery is correctly connected. The LED will flash every minute to show the battery is supplying power to the alarm. When production of combustion are sensed, the unit sounds a loud alarm which continues until the air is cleared.

False Alarms "Mute" control: Models (S/SLL) with the mute feature have the capability of temporarily reducing the sensitivity of the alarm circuit for approximately 10 minutes. This feature is to be used only when a known alarm condition such as smoke from cooking activates the smoke alarm. The smoke alarm horn is muted by pushing and holding the test button on the alarm cover for 5 seconds. The smoke alarm will automatically reduce sensitivity and the LED will "flash" every 10-20 seconds for approximately 10 minutes to indicate the alarm is in temporary mute condition. The smoke alarm is completely operational during the mute cycle and will alarm if the smoke density increases. After the 10 minute mute cycle the alarm will "beep" twice letting you know it has automatically returned to normal sensitivity.

!!CAUTION: Before using the "mute" feature, identify the source of smoke and be certain that safe conditions exist.

Testing: Test the alarm by pushing the test button on the smoke alarm cover for at least three seconds, until the alarm sounds. The alarm sounds if all electronic circuitry, horn and battery are working. If no alarm sounds, the unit has a defective battery or other failure and should be replaced immediately.

- Test each smoke alarm weekly to be sure it is installed correctly and operating properly.
- Stand at arm's length from the smoke alarm when testing. The alarm horn is loud to alert you to an emergency. The alarm horn may be harmful to your hearing.
- The test button accurately tests all functions. Never use an open flame from a match or lighter to test this smoke alarm. You may ignite and set fire to the smoke alarm and your home.
- Test smoke alarm operation after vehicle has been in storage, before each trip, and at least once per week during use.
- Maintenance: This smoke alarm has been designed to be as maintenance free as possible, but there are a few simple things you must do to keep it working properly.
- Test each smoke alarm at least once a week.
- Keep a supply of approved 9 volt replacement batteries on hand.
- Test smoke alarms used in RVs after vehicle has been in storage, before each trip and at least once per week during use. Failure to test smoke alarm used in RV's as described may remove your protection.
- Gently vacuum off any dust on the cover of the smoke alarm monthly with your vacuum's soft brush attachment. Test unit once you have vacuumed the cover.
- Never use water, cleaners or solvents since they may damage the smoke alarm.
- Relocate the smoke alarm if it sounds frequently with unwanted alarms.

- When the battery becomes weak, the unit will “beep” about once a minute (the low battery warning). This, low battery warning should last for 30 days, but you should replace the battery immediately to continue your protection.
- Replace your Smoke Alarms at least every 10 years. This includes models with 10-year batteries (SA-668LL and SA-668SLL). Manufacturers date code is on the back of the Alarm.

1-1.2.7 Battery Information

Battery Removal Indicator - This Unit will not operate without a battery. When the battery is removed from the alarm, the battery flag in the compartment will pop up; therefore the alarm cannot be installed to the mounting bracket without a battery.

Battery Replacement - This smoke alarm requires one standard 9V battery. The Battery Gold Peak #1604P is approved (its reference: Gold Peak #16048; Eveready #522, #1222, #216; Duracell #MN1604 and #MN1604B). You may also use the long-life 10 Year Lithium battery Ultralife #89VL-J.

▲ WARNING: Use only the replacement batteries listed. The unit may not operate properly, with other batteries. Never use rechargeable batteries since they may not provide a constant charge.

NOTE: Most carbon zinc batteries have an average service life of 1 year, most alkaline batteries have an average service life of 1-2 years. All the batteries specified above are acceptable replacement batteries for this unit.

IMPORTANT! Regardless of the manufacturer’s suggested battery life, you **MUST** replace it immediately once the unit starts “beeping” (“the low battery warning”).

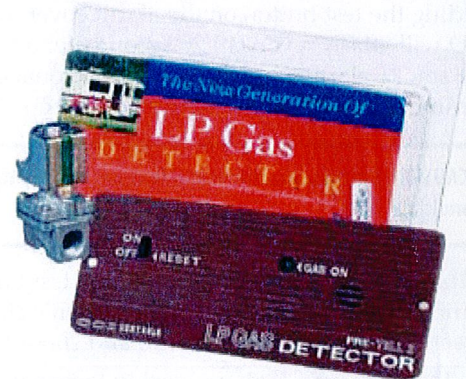
1-1.3 LP-Gas Detector

The LP-Gas detector is provided for safety. The gas leakage detector sounds an alarm and closes down the main LPG supply in the event of an LPG leak. This unit does meet California requirements. It detects both LP-Gas and methane gas. Liquefied Petroleum (LP) Gas is heavier than air; methane gas is lighter than air. LP-Gas will settle to the lowest point, generally the floor of the motor home. Methane gas will rise. The gas detector is also sensitive to other fumes such as hair spray, of which most contain butane as the propellant. Butane, like propane, is heavier than air and will settle to the floor level where it will be detected. When this occurs, press reset button for 60 seconds to stop the alert.

Other combustibles, which will be detected, include alcohol, liquor, deodorants, colognes, perfumes, wine, adhesives, lacquer, kerosene, gasoline, glues, most cleaning agents and propellant of aerosol cans. Most are lighter than air in their vapor state and will only be detected when the motor home is closed up.

1-1.3.1 Operation

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



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

1-1.3.2 Alarm

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

1-1.3.3 Procedures to take during an alarm:

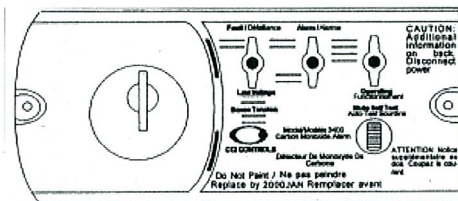
1. Turn off all gas appliances, (stove, heaters, furnace), extinguish all flames and smoking material. Evacuate, leave doors and windows open.
2. Turn off the propane tank valve.
3. Determine and repair the source of the leak. Seek professional help if necessary.

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

1-1.3.4 Fault Alarm:

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

1-1.4 Carbon Monoxide Detector



This motor home is equipped with a CCI Controls Carbon Monoxide detector. Carbon monoxide (CO) is a colorless, odorless and tasteless gas. Even low levels of CO have been known to cause brain and other vital organ damage in unborn infants, with no effect on the mother. In cases of mild exposure, the symptoms may include: a slight headache, drowsiness, confusion and fast heart rate. Extreme exposure can result in unconsciousness, convulsions, cardio-respiratory failure and death. Young children and household pets may be the

first affected. The CO detector is designed to detect the toxic CO fumes that result from vehicle exhaust and incomplete combustion sources like a furnace, gas stove or water heater. Consequently, it is uncommon for household smoke from cigarettes or normal cooking to cause the alarm to sound.

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

1-1.4.1 Getting Started

These instructions include information on the installation, maintenance, and operation of the carbon monoxide (CO) alarm that is installed in your recreational vehicle (RV). It is important to keep these instructions in a handy location so you can refer to them as necessary. A properly installed and maintained CO alarm is an important part of your RV safety plan. Therefore, you and your family should read this manual thoroughly before operating your RV.

Your CO gas detector is operating at all times when it is connected to its power source. This detector will only operate when supplied with the stated operating voltage. This detector is a safety device. It must not be connected in such a way as to allow it to be switched off by the use of a wall switch or similar device, or to become disconnected from its power supply due to the use of a GFCI protected circuit. When the coach is equipped with an optional master cutoff switch for storage only, the detector will be turned off when this switch is turned OFF. This is acceptable as the coach is not to be used with the optional master cutoff switch in the off position.

In the event you have questions regarding the use of this CO alarm, call (800) 521-5228, Monday through Friday, 8 a.m. to 5 p.m. Pacific Standard Time. For the most current information visit the CCI website at: <http://www.ccicontrols.com>.

▲WARNING: Actuation of your CO alarm indicates the presence of carbon monoxide (CO) which can KILL YOU.

When the alarm sounds on this device and the RED Alarm Indicator light flashes, they indicate the presence of carbon monoxide (CO) which can be FATAL. The alarm will continue to sound until the carbon monoxide has dissipated or until the mute button is activated.

If alarm sounds:

1. Press the MUTE button.
2. Call for emergency services. (fire department 911)
3. Immediately move to fresh air outside or by an open door or window. Do a head count to check that all persons are accounted for. Do not re-enter the premises or move away from the open door or window until the emergency service personnel have arrived, the premises have been aired out, and your alarm returns to its normal condition.
4. After following steps 1-3, if your alarm reactivates within a 24 hour period, repeat steps 1-3 and call a qualified appliance technician.

Have the technician investigate for sources of CO from fuel burning equipment and appliances, and inspect for proper operation of this equipment. If problems are identified during this inspection have the equipment and appliances serviced immediately.

NOTE: Have technician inspect any combustion equipment or appliance and consult the manufacturer's instructions, or contact the manufacturers directly, for more information about CO safety of this equipment. Make sure that coach is not, and has not been, operating in an attached garage or adjacent to the residence.

!!CAUTION: This alarm will only indicate the presence of carbon monoxide (CO) gas at the sensor. CO gas may be present in other areas of the RV.

1-1.4.2 Operation

The CO alarm will only detect CO gas if the proper power is supplied. Once power is supplied (or re-supplied) to the alarm, it will perform a brief warm-up and self-check process before beginning to monitor for carbon monoxide gas.

!!CAUTION: This alarm will only indicate the presence of carbon monoxide gas at the sensor. Carbon monoxide gas may be present in other areas.

1-1.4.3 CO Alarm Indicator Lights and Conditions

Power. Once 12 volts DC power is supplied, the GREEN power indicator will turn on indicating the alarm is ready to detect CO gas.

Alarm Condition. When CO gas is present in alarm concentrations, an alarm will sound and the RED alarm indicator light will flash. The detector will continue to alarm until the CO gas has dissipated or until the MUTE button is momentarily pressed. If the MUTE button is pressed during an alarm condition, the alarm will stop sounding and the RED alarm indicator light will also stop flashing. If CO gas is still present in alarm concentrations, the alarm will resume within a few minutes depending on the concentration.

Fault/Low Voltage. In addition to sounding an alarm when CO gas reaches a specific concentration at the gas sensor, the CO alarm also performs two other valuable functions:

1. An automatic self diagnostic system check (called supervision) on the alarm's electronics to ensure reliable, trouble-free operation.
2. Acts as a low voltage indicator for the battery that supplies voltage to the alarm.

Fault Condition. In the event the CO alarm senses a fault in its electronics, the ORANGE Fault indicator light will illuminate continuously (not flashing) and then sound a beep once every five seconds. The GREEN power indicator will then turn off, indicating that the alarm is no longer monitoring for CO gas. If such action should occur, call CCI Controls for assistance during normal business hours. (8 a.m. to 5 p.m. PST).

Low Voltage Condition. This CO alarm has been designed to operate from a 12 volt DC power source. Without the correct voltage, the CO alarm may not detect carbon monoxide at the gas sensor. In the event that the CO alarm senses that a low voltage condition exists, the ORANGE Low Voltage indicator will illuminate continuously (not flashing) and then sound a beep once every sixty seconds. The GREEN Power indicator light will then turn off indicating that the alarm is no longer monitoring for CO gas.

In many instances, low voltage is an indication that the battery supplying voltage to the CO alarm needs recharging. If recharging your battery does not cause the ORANGE Low Voltage Indicator to turn off and the GREEN Power Indicator to turn on, call CCI Controls for assistance during normal business hours. (8 a.m. to 5 p.m. PST)

NOTE: Unlike the separate indicator lights for the GREEN power and the RED alarm, the Fault and Low Voltage conditions share the same ORANGE indicator light.

Mute/Self-Test. The Mute/Self-Test button serves two purposes: (1) to mute or silence the alarm and (2) to perform a self-test. See Alarm Condition above and Testing Your CO Alarm.

1-1.4.4 Testing Your CO Alarm

▲WARNING: Test alarm operation after vehicle has been in storage, before each trip, and at least once per week during use.

It is important to test your CO alarm regularly.

To test the electronics of the CO alarm, press and release the test button. The alarm should sound a beep four times and the RED alarm indicator light will flash four times. In addition, the indicator lights are also tested. The GREEN power indicator light will turn off and the ORANGE Fault/Low Voltage indicator light will illuminate temporarily. If the CO alarm does not respond in this manner, then refer to the troubleshooting section.

1-1.4.5 Cleaning

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

1-1.4.6 Troubleshooting

Description	Green Light	Red Light	Orange	Sounder	Resolution
Normal Operation	On	Off	Off	No Sound	
CO Gas Detected	On	Flashing	Off	Four Beeps then a pulse, every 5 seconds	Follow "What you should know if the CO alarm sounds" section
Low Battery Condition	Off	Off	On	A single beep once every 60 seconds.	Recharge the vehicle battery.
No Power	Off	Off	Off	Off	You only have protection if the unit is powered.
Fault Condition	Off	Off	On	Beep Once every 5 seconds	Call CCI Controls
Test Mode	Dims off, then turns back on.	Flashes four times, then stops.	Dims on, then turns back off.	Four Beeps then a pulse, every 5 seconds.	Unit functional when Green light turns back on.

1-1.4.7 What You Should Know About Interaction with Other Products

Never ignore a CO alarm. A true alarm is an indication of potentially dangerous levels of carbon monoxide. This CO alarm is designed to provide an early warning signal to alert you to the presence of CO gas at the gas sensor. The alarm is designed to sound before most people will experience dangerous symptoms of CO poisoning. If you have special health conditions or medical problems, you should consider purchasing other warning devices which provide audible and visual signals for CO concentrations under 30 parts per million (PPM).

The glues, paints and other materials used in construction of new RV's and RV's that have been in storage often produce hydrocarbon vapors that may be detected. These hydrocarbon vapors may cause the alarm to sound. When this occurs, air out the RV.

In concentrated amounts, some common household products may cause the alarm to sound. These items could include alcohol, liquor, kerosene, gasoline, deodorants, colognes, and household cleaning products and aerosols. When this occurs, air out the RV and the CO alarm with fresh air.

1-1.4.7.1 Sometimes the CO Alarm Will Sound Because Of:

- Simultaneous use of several fuel burning appliances competing for internal air.
- Negative air pressure resulting from the use of exhaust fans
- High outside wind causing CO to back up in the air vent pipes
- Vent pipe connections vibrating loose from clothes dryers, heaters or furnaces
- Obstructed vent pipes or unvented fuel burning appliances
- Temperature inversions which can trap exhaust gases near the ground.
- Car or RV idling nearby

IMPORTANT NOTES: *Some products may prevent or delay your CO gas alarm from detecting carbon monoxide. Therefore, your CO gas alarm should not be:*

- Installed too low where items such as water and other household chemicals can pollute the sensor
- Covered, obstructed or painted
- Exposed to sulfur products or powders of any kind

1-1.4.8 Technical Information

Sensor Level	70 ppm or more of carbon monoxide gas and before 10% carboxyhemoglobin (COHb) exposure level.
Operating	Green LED Illuminated
Alarm	Alarm will sound and red LED will flash.
Fault Condition	Orange LED illuminated. Alarm will beep every 5 seconds.
Low Voltage Condition	Orange LED illuminated. Alarm will beep every 60 seconds.
Audio Alarm	85dB at 10 Feet
Supply Voltage	12 volts DC nominal
Current Draw	50 milliamps maximum
Dimensions	3½ x 7 x 1-5/8 inches 8.89x17.78x4.12 cm
Storage Temperature	-40°F to 100°F -40°C to 37.8°C Humidity 95% max noncondensing
Operating Temperature	40°F to 100°F 4.4°C to 37.8°C Humidity 95% max noncondensing
Listing	Humidity 95% max noncondensing UL/CSA Listed

Call (800) 521-5228 If you have any questions about your Carbon Monoxide Gas Alarm

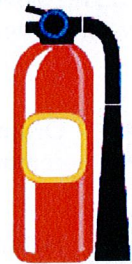
1-1.4.9 Limited Warranty

CCO Controls Warrants the equipment described hereon to be free from defects in material and workmanship under normal use and service when installed and used in accordance with all applicable state and local laws and regulations. CCI Controls sole obligation hereunder shall be limited to repairing or replacing the component or components shown to have been defective at time of shipment or to have become inoperative within the term of the warranty. This warranty does not cover transportation to and from the service locations, loss of time, inconvenience, commercial loss, loss of use, incidental changes, or other consequential damages. This warranty shall be for the term of two years from the date of the first sale by the dealer to the consumer. The consumer may be asked to produce the original sales contract or receipt to identify the date of purchase.

This CO gas alarm contains no user-serviceable parts. If you have questions as to servicing this alarm, contact CCI Controls. This warranty is voided if the alarm's casing is opened.

1-1.5 Fire Extinguisher

Your motor home is equipped with two Badger fire extinguishers. One located by the entrance door and the other by an outside bay. Please read the following operating instructions below before using your fire extinguisher. If there is any doubt on how to operate the fire extinguisher, you and your family should practice using it. Be sure to replace or recharge the extinguisher immediately after use.



1-1.5.1 Basic Operation and Use

In case of fire. . .

1. Call the fire department
2. Get everyone out.
3. Plan your retreat.
4. The contents are discharged by pressure - DO NOT DISCHARGE AT A PERSON'S FACE - STAND A MINIMUM OF 6' to 10' FROM THE FIRE.
5. Hold the extinguisher firmly in an upright position.
6. Stay low to avoid inhalation of smoke and aim discharge just under the flames, using a side to side motion, sweeping the entire width of the fire. For wall fires, start at the bottom, sweep from side to side and progress upward. For floor fires, sweep side to side and move forward as fire diminishes to reach far edge of fire.
7. NEVER move into area where fire was burning even though it appears to have been extinguished. You could be trapped and burned if the fire reflashs.
8. NEVER use water extinguishers on electrical fires.
9. NEVER use extinguishers at distances of less than 6 to 10 feet.

Use the **PASS** word!

Pull the pin to unlock the extinguisher

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

Squeeze the lever to discharge the agent.

Sweep the spray from left to right until totally extinguished.

1-1.5.2 Inspection and Care

Be sure that the extinguisher is in its proper location so that there will be no delay in case of fire.

Your extinguisher should be checked once each month or more frequently if necessary to determine that:

1. The pointer on the pressure gauge is in the green operable area.
2. The nozzle opening has not been closed with some foreign object.
3. A ring pull is provided to prevent accidental discharge. This pin is secured by means of a plastic wire lock seal. On some models, the carry handle is sealed in place by a tape crossing over the lower portion. Check to make sure that the lock seal is intact. A broken lock seal is in indication of tampering and that there may have been a partial or total loss of contents.
4. Weigh the extinguisher at least every six months; and if below the weight designated under "Maintenance" on the extinguisher label, the extinguisher should be recharged.

1-1.5.3 Fire Classification Symbols

If your extinguisher bears these A, B or C symbols it can be used on the following fire types.

A Ordinary Combustibles: Can be used on paper, cloth, wood, upholstery, and other ordinary combustibles.

B Flammable Liquids: Can be used on gasoline, oil, grease, and other flammable liquids.

C Electrical Equipment: Can be used on live electrical equipment.

K Combustible Cooking Media: For use on cooking appliances that use combustible cooking media (vegetable or animal oils and fats).

FIRE EXTINGUISHER AND AGENTS		
TYPE EXTINGUISHER	BASIC AGENT	MAY BE USED ON
Regular (ordinary) Dry Chemical	Sodium Bicarbonate	B C
Multi-Purpose (ABC) Dry Chemical	Ammonium Phosphate	A B C
Purple "K" Dry Chemical	Potassium Bicarbonate	B C
Carbon Dioxide	An Inert Gas	B C
Water	Tap Water	A
Halotron 1	Vaporizing Liquid	A B C
		B C
Wet Chemical	Potassium Acetate Solution	A B C (WC-25)
		B C (WC-10)
		K (WC-100 & WC-250)



1-1.6 Emergency Egress

An egress window is designated for use as an exit in the case of an emergency. Inside the motor home the egress is easily identified by the red locking handle. It is also marked as an "EXIT." Outside of the motor home, the egress window is identified by hinges along the top of the window. The glass slider in the egress window operates the same as all other windows. To open the egress window, lift the red handle and push outward on the window. Pull the window closed and lower the handles to lock the egress window.

1-1.6.1 Maintenance

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

1-1.7 BrakeSaver

1-1.7.1 What is it?

NOTE: The Anti-lock Brake System (ABS) may interrupt the operation of the engine retarder. The interruption may be during the actuation of the ABS. Refer to the brake section of this manual for further information. The BrakeSaver should NOT be used as a primary brake or service brake. To stop the vehicle, use the service brakes.

NOTICE: Do not exceed 116°C (240°F) maximum engine oil temperature at any time.

Do not exceed 2300 rpm in any situation. Operation of the engine over 2300 rpm will cause the CHECK ENGINE lamp to activate, indicating engine overspeed. Overspeeding can result in serious damage to your engine.

The BrakeSaver provides auxiliary braking in order to slow the vehicle. The BrakeSaver provides auxiliary braking in order to control speed on grades, on curves, or at any time when the reduction of speed is necessary. Use the BrakeSaver when a long application of the service brake is not desired. Controlling the slowing or downhill speed of a vehicle by using the BrakeSaver results in reduced wear on brake linings and brake drums. The BrakeSaver aids in helping save the service brakes for emergency stopping requirements.

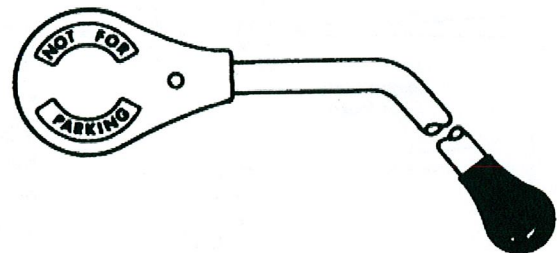
No special skills are required to operate a vehicle that is equipped with the BrakeSaver. No special skills are required to maintain a vehicle that is equipped with the BrakeSaver. However, the operator must observe the engine speed and the oil temperature of the BrakeSaver.

For maximum effectiveness of the BrakeSaver, select the proper gearing in order to keep the engine rpm as close to 2300 rpm as possible without exceeding 2300 rpm. The effectiveness of the BrakeSaver declines as the engine rpm decreases.

Manual operation allows the operator to match the driving conditions to any load or to any hill. Do not control the vehicle speed with the accelerator while the manual control is "ON". Allow a two second delay for full engagement and full disengagement.

1-1.7.2 Manual Control

The hand operated manual control lever is usually mounted on the steering column. Move the manual control lever in order to increase the BrakeSaver or decrease the BrakeSaver. Allow a two second delay for full engagement and full disengagement. Actuating the manual BrakeSaver control will deactivate the cruise control or the PTO control.



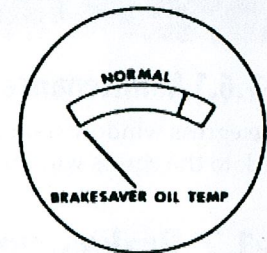
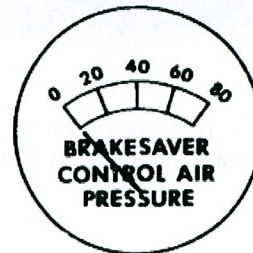


1-1.7.3 Automatic Control

The mode selector switch must be in the AUTOMATIC/MANUAL position and the Cruise Control ON/OFF switch for the Electronic system must be in the OFF position in order for the automatic control to function. In this mode, the BrakeSaver will automatically be engaged when the clutch pedal is applied and the accelerator pedal is released. The BrakeSaver will automatically shut off when the clutch pedal is released or when the accelerator pedal is pressed. The BrakeSaver will engage when the clutch pedal is applied again and when the accelerator pedal is released.

1-1.7.4 BrakeSaver Gauges

CONTROL AIR PRESSURE should not exceed 390 kPa (55 psi). If the indicator shows little pressure or no pressure, the BrakeSaver may not provide any braking effort. Control the stopping of the vehicle with proper downshifting and service brakes until repairs are made. Stop the vehicle or operate at a reduced speed.



The BrakeSaver oil temperature gauge indicator should remain in the NORMAL (GREEN) range. The normal range is less than 116°C (240°F). If the indicator moves to the RED range, place the BrakeSaver manual control lever to the OFF position. Operate the vehicle with the service brakes only, or stop the vehicle. Allow the engine to idle, until the oil temperature gauge returns to the NORMAL range.

To prevent unnecessary fuel consumption and possible heat buildup, do not leave the BrakeSaver activated while the engine is idling and the vehicle is parked. Place the control selector switch in MANUAL position, and place the manual control lever in the "OFF" position.

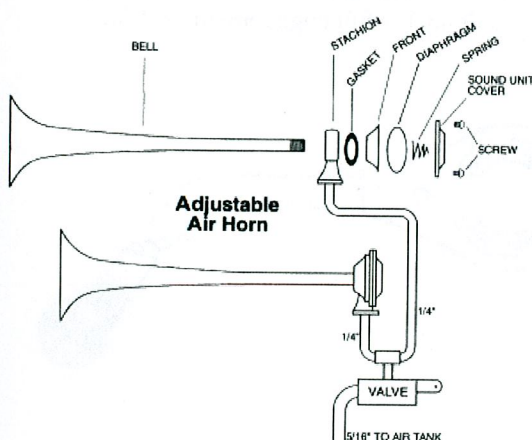
1-1.7 Backup Alarm

Anytime motor home is in reverse a backup alarm will sound to warn that motor home is backing up. The alarm may be turned off by a switch on the dash marked Backup Alarm. A good reason to turn alarm off would be backing up a motor home into a spot in the early hours of the morning to avoid disturbing other residents.

1-1.8 Air/City Horns

Operate the horn by pressing on the center section of the wheel. Select air or city horn with the HORN SELECTOR switch on the dash. The air horn is a very loud horn much like the one on a semi-truck. The city horn is similar to your typical vehicle horn.

The air horn is a simple device, with limited parts, easy to adjust or repair. In most cases this can be done without removing or replacing the complete unit.



The Grover Product Line consists of two basic styles. There is the Adjustable model and Non-Adjustable model. These can be recognized by the mounting of the bell to the sound unit, examples below. The Adjustable models are all part numbers starting 10 in the four digit part number. The Non-Adjustable models start with 16, 17 and 20 in the four-digit number.

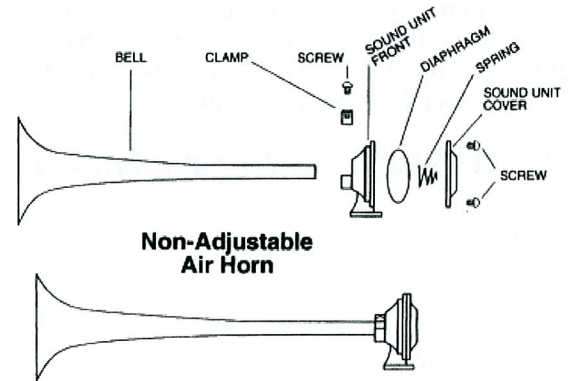
All Grover Air Horns are designed to operate at a minimum air pressure of 60psi and are factory tested at this pressure. The other main factor is the air volume, this is especially important in the 10 series dual mounted installation. By volume we are talking about the ability to pass enough air through a given line size. With dual 10s line size of at least 5/16" is required from tank to valve, from there through a tee 1/4" tube is OK. Kit #1098 Tubing, Fitting are recommended for large horns.

Common Complaint

Air horn does not blow, or sounds weak. Assuming the plumbing is correct, we will check for tuning, when we refer to tune we are not talking about adjusting to high or low tone, it is in tune or out, blows weak or without the intensity you would expect from a air horn approximately 130db.

Procedure:

To tune a horn, 10s first check bushing threads exposed forward of sound unit should be one or two in most cases. To tune, hold bell end with left hand firmly with left hand firmly and with right hand grasp complete sound unit and rotate counter clockwise slightly, only enough to turn bell, in or out to expose threads slightly forward of sound unit. A good starting point to tune is one thread exposed, tighten bell up to sound unit and try, if sound is not pronounced, loosen unit move slightly 1/8 turn in or out, and retry until sound is bright and crisp.



In some cases it becomes necessary to replace Spring, Diaphragm, or Gasket. Use Kit #1094.

On the Non-Adjustable style horns, Use Repair Kit #1681 for 1700 series and Kit #1607 for 1600 series horns. The only other item to check on these models, is the bell seating into the sound unit and tightness of clamp.

1-1.8.1 Backup Lights

Backup lights are similar to vehicle backup lights. They engage when the motor home is in reverse to warn motor home is backing up.

1-1.9 Landing Lights

There are three sets of landing lights. Two are on the left side of the motor home, two are on the right side of the motor home, and two are on the rear of the motor home. They may be switched on or off by selecting one of three buttons marked REAR LAND, LEFT LAND, or RIGHT LAND, on the panel just to the left of the main instrument panel on the dash. A common use would be to aid owner in various operations performed such as loading the motor home, entertaining, or anytime light is needed in that area of the motor home. The reverse landing lights will only operate while the motor home is in reverse or neutral. They will not operate if motor home is in drive.

1-1.10 Spot Lights

The spotlights are located on the roof in the front of the motor home. They are operated by an on/off switch and toggle switch used for directional purposes on the right hand side of the dash beside the ignition switch.

1-1.11 Vehicle Loading

The Federal Certification Label, located inside and above the driver's windshield between the sun visor mounting brackets describes the maximum weight-carrying capacities of your motor home and for each axle, respectively abbreviated by "GVWR" and "GAWR."

The Gross Vehicle Weight Rating (GVWR) is the maximum motor home weight allowable with all systems filled and with passengers and supplies aboard.

Each axle also has a maximum load-bearing capacity referred to as the Gross Axle Weight Rating (GAWR).

The load capacity is the difference between the GVWR and the actual weight. This means that the total weight of all food, clothing, other supplies and passengers must not permit the load capacity to be exceeded.

To find the actual weight, with the motor home fully loaded, drive to a scale, read the weight on the front, and rear wheels separately to determine axle loading. The load on each axle should not exceed its GAWR. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

When loading your motor home, store heavy gear first. Be sure to keep heavy gear on or as close to the floor as possible. Heavy items should be stored centrally to distribute the weight evenly between the front and the rear axles. Store only light objects on high shelves. Distribute weight to obtain even side-to-side balance of the loaded unit. Secure loose items to prevent weight shifts that could adversely affect the balance and road ability of the vehicle.

1-1.12.1 Motor Home Weight Information

Model _____

GVWR _____

UVW _____

NCC _____

GCWR _____

GVWR

(Gross Vehicle Weight Rating) means the maximum permissible weight of this motor home. The GVWR is equal to or greater than the sum of the Unloaded Vehicle Weight plus the Net Carrying Capacity.

UVW

(Unloaded Vehicle Weight) means the weight of this motor home as built at the factory with full fuel, engine oil, and coolants. The UVW does not include cargo, fresh water, LP gas, occupants, or dealer installed accessories.

NCC

(Net Carrying Capacity) means the maximum weight of all occupants including the driver, personal belongings, food, fresh water, LP gas, tools, tongue weight of towed vehicle, dealer installed accessories, etc., that can be carried by this motor home.

(NCC is equal to or less than GVWR minus UVW).

GCWR

(Gross Combination Weight Rating) means the value specified by the motor home manufacturer as the maximum allowable loaded weight of this motor home with its towed trailer or towed vehicle.

This motor home is capable of carrying up to 100 gallons of fresh water (including water heater) for a total of 830 pounds. Reference: Weight of fresh water is 8.3 lbs./gal.; Weight of LP gas is 4.2 lbs./gal. (average).

NOTE: Consult weight decal located in motor home for actual weights.