

19 / CARE & MAINTENANCE

Your trailer will provide you with many years of use if you follow a good plan of maintenance and care. Time spent taking care of your trailer will pay for itself in extended vehicle life, and will protect your investment. A copy of the **"It's Smart To Care"** poster is reproduced at the end of this chapter.

You can do most of the maintenance items on your trailer if you are mechanically inclined. If you prefer, your dealer can coordinate or perform these services for you.

This section is intended to give you a general overview of the service and maintenance required for the trailer. Detailed service and maintenance information can be found in the owner's/operator's manuals for the various components installed in the trailer. These manuals are in your Owner's Package. There may be times when comprehensive and detailed diagnostic and repair procedures may be required. In those situations, you should contact your dealer or Genesis Supreme RV.

CHASSIS

TIRES AND WHEELS

The tire manufacturer's recommended inflation pressure is stamped on the sidewall of the tire. The maximum tire pressure is also listed on the trailer VIN label. Check the tires frequently to be sure they are properly inflated. Always check tire pressure when the tires are cold. Check that the air pressure is equal in all tires. When replacing tires, make sure the replacement tire is the same size and load capacity as the original. See the **"Tires and Wheels"** chapter for more information.

Direct sunlight and "smog" can be very damaging to your trailer tires. Periodically coat them with a tire preservative such as 303 Protectant®. Generally, good tire care requires only washing with water and a good quality car wash soap.

During periods of non-use or storage, make sure the tires are fully inflated to the maximum rated pressure. Keep the tires shaded from the sun to prevent weather cracking. A barrier such as a heavy garbage bag, a piece of carpet or a piece of plywood between the trailer tires and a concrete or asphalt surface it is parked on will help prevent possible tire damage from chemicals in the parking surface.

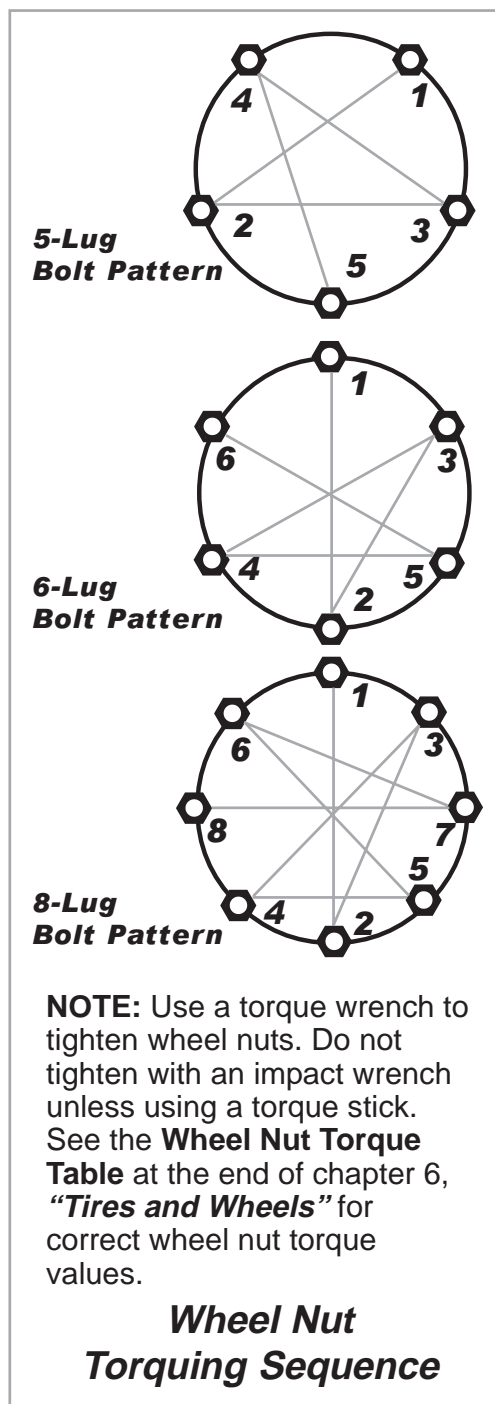
You may notice some tire sidewall discoloration, especially during warm weather. This discoloration is normal. It is the migration of the wax and anti-oxidant compounds that are part of the tire materials. The wax forms a protective coating on the tire to reduce damage from ozone and ultraviolet rays from the sun. Please note that this coating affects only the cosmetic look of the tire and does not affect the structure or strength of the tire.

CAUTION

The spare tire and wheel are heavy. Be careful when lowering the spare to the ground.

CHANGING A FLAT TIRE

If you have a flat tire, Genesis Supreme RV recommends you call for road service. We do not suggest that you change a flat tire yourself. Road service providers will have the necessary tools to change your tire quickly and safely. **There is no jack supplied with the trailer.** If you **MUST** change a flat tire yourself:



1. Be sure the tow vehicle and trailer are completely out of any traffic lane, and on a solid ground or pavement surface. **Do not attempt to change a flat tire on a soft, wet or uneven surface. Turn on the tow vehicle emergency flashers and set up flares or warning lights/signs.**
2. Lower the spare tire to the ground and roll it near the flat tire. With the spare close to the flat, you can more quickly get the tire changed.
3. Place wheel chocks in front of and behind a tire diagonally opposite the flat to keep the trailer from rolling. If connected to the tow vehicle, place transmission in PARK, set the parking brake and loosen the hitch bars if applicable. Stop the tow vehicle engine. (For manual transmission, shift to reverse, stop engine, and set parking brake.)
4. Place a minimum 10-ton bottle jack **only** directly under the trailer frame near the flat tire. **Do not jack at any other point.** Serious chassis damage can occur if other jacking points are used. **Do not use a bumper jack.**
5. Raise the jack enough to take some of the load, but not enough to raise the tire you are changing.
6. Loosen the wheel nuts on the flat tire.
7. Using the bottle jack, raise the trailer high enough to remove the flat tire. Remove the wheel nuts and remove the wheel and tire.
8. Place the spare tire on the axle and secure it with the wheel nuts. Tighten the nuts until the wheel is secure on the axle.
9. Lower the trailer to the ground. Tighten the wheel nuts in the sequence shown in the illustration.
10. Place the removed wheel on the spare tire carrier, lift up and lock the carrier.

When attaching wheels:

1. Start all nuts by hand to prevent cross threading.
2. Tighten all nuts in the sequence shown, in three stages to the torque values shown in the Wheel Nut Torque Table at the end of chapter 6, ***"Tires and Wheels"***.
3. Torque wheel nuts before the first road use and after each wheel removal. Check and recheck torque after the first 10 miles, 25 miles, and again at 50 miles. Check periodically thereafter. **STOP AT THE NEAREST SERVICE FACILITY AND HAVE THE TORQUE CHECKED.**

See the ***"Tires and Wheels"*** chapter for detailed wheel nut torquing information.

AXLES, BRAKES AND SUSPENSION

The axles are designed to last the life of your trailer with periodic service, lubrication of the wheel bearings and shackles, adjustment and inspection of shackles, shackle links and springs. Refer to the axle manufacturer's manual in your Owner's Package for detailed service and maintenance information.

SUSPENSION LUBRICATION

The suspension system has anti-friction bushings located in the spring eyes and equalizer. These parts do not require routine lubrication. They should be periodically inspected for signs of excessive wear, cracking or hole elongation. If excessive wear, cracking or hole elongation exists, all links and worn parts should be replaced immediately.

LUBRICATING THE *SUPERLUBE* HUB (IF EQUIPPED)

1. Remove rubber plug from grease cap.
2. Place nozzle of standard grease gun onto the grease fitting found behind plug. Nozzle must completely engage grease fitting.
3. Begin pumping new grease into fitting. The previously used grease will begin to seep from the cap at the nozzle of the grease gun.
4. To evenly coat the bearings, rotate the hub during grease application.
5. When new grease begins to seep from the fitting, remove the grease gun. Replace plug in the grease cap.

NOTE: Visually inspect bearings every 12,000 miles or annually, whichever comes first. If water is present, grease appears old or contaminated or if there is an insufficient amount of grease present, follow the lubrication procedure.



Always wear eye protection when examining the underside of the trailer. Road debris, dirt, oil, or other hazardous substances may be present and fall into your eyes.

5TH-WHEEL LANDING GEAR

1. Before each use, inspect the drop tube and inner ram tube. Replace if either are bent or damaged.

2. Lubricate the landing gear once each year:

Extend the landing gear legs as far as possible. Clean the drop tube and inner ram tube. Coat the exposed surface of the tubes with silicone spray lubricant. Oil the shaft bushings in the gearbox and leg gear heads with SAE 30 oil. Lubricate the gears in the gearbox and landing leg gear heads with extreme pressure grease.

3. Twice each year, check the wiring connections at the battery. Clean the battery terminals.

FRAME

The frame has been painted with an environmentally safe paint. This paint may wear off after a time. This is normal. You should inspect the frame for damage and paint wear. When necessary, have the frame touched up or repainted to prevent rust. The frame should be spray washed at least once a year and more often if traveling in dirty or dusty areas.

If the trailer is used in an area where salt is used on the roads or near the sea shore, rustproofing or undercoating the frame can help prevent rust and corrosion.

EXTERIOR

FIBERGLASS SIDE WALLS

Fiberglass exterior wall surfaces will provide years of environmental protection. The finish on these parts is durable, but not indestructible. Any material and finish will deteriorate in time. Exposure to sunlight, moisture and airborne pollutants can cause dulling and fading of the finish. Generally, changes in the finish due to weathering are cosmetic – they are on the surface of the part and do not affect its strength or integrity. Weathering can take the form of chalking, fading and yellowing and are excluded from warranty coverage.

Wash the exterior with any mild, nonabrasive car or RV wash soap or detergent to remove oil, grease, dust, and dirt. Never use strong solvents or harsh abrasives. Do not dry wipe the surface. Always clean the exterior in the shade or on a cloudy day when the wall surfaces are

cool. After washing, follow with a thorough clean water rinse. Dry with a chamois or soft cloth to reduce spots and streaks.

Apply a good, nonabrasive automotive wax to the fiberglass surfaces only after washing and drying. **NOTE: Do not apply wax to the graphics. Do not use rubbing compound on the fiberglass finish.**

FIBERGLASS FRONT AND REAR CAPS (IF EQUIPPED)

Depending on model, the front and rear caps of your trailer may be made of fiberglass with a gel coat surface. This gel coat surface contains the color material and is generally about 10 times thicker than paint. The gel coat is strong and robust, but can be damaged by sun exposure, road grime, dust, dirt, insects, saps and drippings from trees, and environmental air pollution. Routine maintenance will keep the gel coat looking like new.

Generally, you can use automotive wash and wax products to maintain the gel coat. **NOTE: Do not apply wax to the graphics.** Cleaning with a mild detergent or car wash solution will remove normal accumulations of soil. Avoid products advertised as "all-in-one" or liquid spray or rinse wash products that don't require actual physical rubbing of the fiberglass surface. The rubbing or wiping of the surface with the wash product and wash mitt or cloth helps to remove any slight oxidation of the surface, and any grime or grit that may have become imbedded in the gelcoat. It also provides a slight polishing effect. About every six months, you should follow a thorough washing with an application of a high quality automotive finish polish to the fiberglass surfaces only, and then a good coat of automotive wax. **NOTE: Do not apply wax to the graphics.** The wax helps seal the gelcoat surface, and helps prevent grit, grime and air pollution particles from embedding in the gelcoat. Never use caustic, highly alkaline cleaners, or cleaners containing ammonia. These products can cause a chemical reaction that will cause staining or darkening of the color which will require the use of rubbing compound or 400-grit sandpaper to remove. This will shorten the life of the gel coat.

NOTICE

Do not allow rubbing compound to get on the decals. Do not use wax with petroleum distillates on the decals. It will cause them to shrink and prematurely peel and fade.

NOTICE

Do not use cleaners or conditioners containing petroleum solvents, harsh solvents, or citric based cleaners. You may cause irreparable damage to your roof.

As the gel coat begins to lose its gloss from constant exposure to the natural environment and pollutants, it will require some special attention to restore the original gloss and color. After washing with a mild soap solution, waxing in the spring and fall with a self-cleaning automotive wax will restore most of the original gloss. If the gel coat surface has been allowed to weather badly, and washing and waxing do not restore the gloss, compounding will be necessary.

Polishing compound (fine abrasive) or rubbing compound (coarser abrasive) is recommended to remove scratches, stains, or a severely weathered surface. It can be applied by hand or by machine. After the stain, scratches, or weathering has been removed, wax the surface to restore the gloss and seal out new soil accumulations. Consult with your dealer before attempting to restore badly weathered or stained gel coat surfaces.

EXTERIOR ALUMINUM WALLS (IF EQUIPPED)

Wash with any mild, nonabrasive car or RV wash soap or detergent and water to remove oil, grease, dust, and dirt. Never use strong solvents or harsh abrasives. **Do not "dry wipe" the surface.** Always clean the exterior in the shade or on a cloudy day when the wall surfaces are cool. After washing, follow with a thorough clean water rinse. Dry with a chamois or soft cloth to reduce spots and streaks.

Apply a good, nonabrasive automotive wax to the metal surfaces only after washing and drying. **NOTE: Do not apply wax to the graphics.** This will help increase the life of the finish, especially in coastal areas or other areas where the finish is exposed to salt or industrial pollution. Do not use rubbing compound on the metal finish.

Important Note: You may notice waviness or slight distortion of the exterior metal surfaces, especially when the trailer has been sitting in the sun in hot weather. This is normal and does not indicate a defect in the sidewall(s). Thermal expansion and contraction of the metal causes this effect, and when the temperature returns to normal, the metal surfaces will return to their normal appearance. If you ever see this distortion of the metal surfaces, don't try to fix it. Just leave it alone – nothing bad is happening.

EPDM (ETHYLENE PROPYLENE DIENETERPOLYMER MEMBRANE) RUBBER ROOF

Proper care and maintenance is simple, easy, and requires no special materials. Inspect the roof every three months. Check the roof material for possible damage from trees or overhanging obstacles. Check the sealant used on the edge areas and around all accessories and components mounted on the roof as well as their mounting hardware and fasteners. If any defects, gaps or voids in the sealant are evident, reseal as soon as possible to prevent water leaks.

Use caution when placing objects on the roof, and use care when working on the top of your trailer. The roof membrane can be punctured, but is easily patched. The roof surface may be slippery when wet.

Rinse the roof completely with clean water to remove loose dirt or debris.

Scrub the entire roof with a medium bristle brush, and a household cleaner such as Top Job®, Spic-N-Span®, or Ajax® cleanser mixed with water. Granulated cleaners do a better job on EPDM than liquid cleaners. Since the surface is not smooth like fiberglass, a medium bristle brush works better than a sponge. The rubber membrane requires scrubbing much like a white-wall tire. For tougher stains, like those from oak leaves or pine sap, use kitchen cleanser with bleach. Use extra care to control runoff onto the sidewalls when using products containing bleach. Rinse the roof and sidewalls thoroughly with clean water to remove all residue. Go inside the trailer and check for leaks.

DO NOT USE ACETONE, ANY OIL BASED PRODUCTS OR PRODUCTS CONTAINING PETROLEUM DISTILLATES ON THE ROOF MEMBRANE.

The roof membrane does not require periodic application of any product to protect it from UV rays or ozone. If desired, 303® Protectant for EPDM rubber roofs or other products compatible with EPDM roofing may be safely used. The membrane could be damaged by application of products not designed for use with EPDM.



CAUTION

The roof membrane may be very slippery when wet. Use caution when working on top of the trailer.

NOTICE

Beware of areas where fruit or tree sap or harsh environmental fallout may stay on the roof for an extended period of time. These conditions may result in unremovable stains. If you are in these conditions, you may have to increase the frequency of your cleaning or premature deterioration may occur.

EXTERIOR DOORS

All exterior doors should be closed and securely latched when traveling. Silicone spray lubricant can be used on hinges and latch mechanisms. Lubricate locks with dry graphite.

Covers on receptacles, vents, and other ABS plastic parts will fade or yellow over time. These items can be painted with Polar White enamel. Do not paint over labels.

DOOR ADJUSTMENTS

The cargo and compartment doors used in your trailer have no built-in adjustment feature. Over time, slight variations in installation and road dynamic conditions may cause the doors to settle slightly in the frame, causing the door to touch the frame before being completely closed. This very seldom reduces the actual performance of the door or lock.

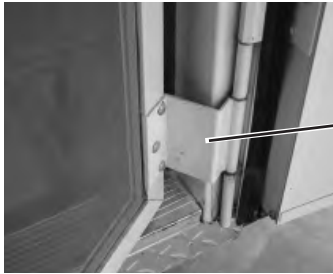
A firm tug on the door at the opposite corner from any binding can almost always eliminate this problem. Another technique is to use a mallet and block of wood to remove any slight interference. During the course of ownership, these doors might normally require this minor routine maintenance adjustment, and is not a warranty defect.



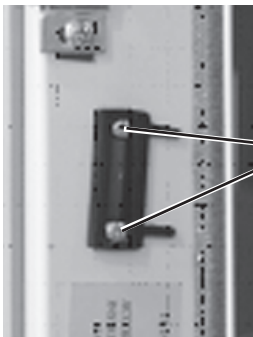
Use a wood block and mallet to tap the frame near the point of binding. Use light taps to adjust the frame and remove the interference. Taps in several locations near the interference may be required.



To align/adjust the screen door, pull up on the screen frame. Do it carefully so as to not bend the screen frame. You may have to repeat it a few times to get it just right. If you “overadjust”, just pull it back in the opposite direction, or pull down on the top corner of the frame.



The hinges are not designed to handle significant downward force as may happen over time when opening and closing the screen door. Pulling up on the corner of the frame will realign the hinge slightly to compensate for any settling. There is no adjustment available at the hinge.



Adjust the screen door latch by loosening the screws as shown. Move the latch plate for a good fit when the screen door is closed. Tighten screws after adjustment.

Normal operation and over the road dynamics will cause the screen door hinges to settle slightly, causing the screen frame to drag on the threshold.

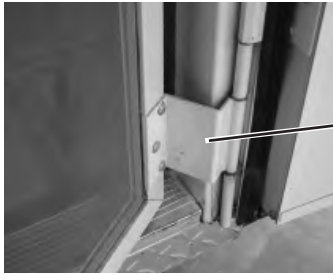
Adjust it by carefully pulling up on the screen frame as shown. Be careful to not overdo it. Avoid severely bending the screen frame. Pulling up on the corner of the frame will slightly adjust the bottom hinge to compensate for the normal settling over time. Several gentle adjustments may be more effective than a single forceful one.

This is a routine maintenance adjustment and may be done several times over the life of the trailer.

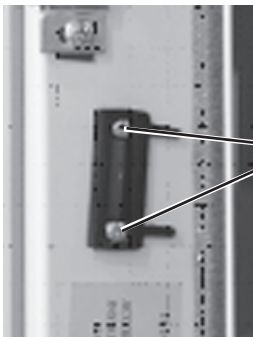
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Adjust the screen door latch as shown.

SEALANTS & ADHESIVES

YOUR TRAILER'S #1 ENEMY IS WATER. SEALANT INSPECTION AND MAINTENANCE OF THE SEALS ON YOUR TRAILER IS A CRUCIAL OWNER RESPONSIBILITY AND IS NOT COVERED BY THE WARRANTY.

Close inspection and routine maintenance are crucial to the longevity of the trailer. Exposure to the elements and regional weather variations can accelerate sealant deterioration. Even the finest materials will eventually dry out and lose their effectiveness. Inspect the sealants around windows, doors, moldings and exterior components at least every three months. Also inspect around roof vents, other roof components, moldings around the front and rear caps, and perimeter moldings. A quick inspection prior to every trip will help reduce potential problems down the road.

When inspecting, check for cracks, voids, shrinkage, or any sign of deterioration. If any of these signs are noticed, have your dealer inspect and reseal if necessary. Cracked, void, deteriorated sealants in need of repair may allow water into the structure which can lead to very costly repairs.

If you ever notice interior leaks, contact your dealer or an authorized RV service center as soon as possible. Leak damage caused by failure to inspect and maintain the exterior sealants may affect your warranty coverage.

Proper, complete and effective resealing usually requires the removal and/or partial disassembly of some components on the trailer. These components may include:

- windows
- exterior compartment/luggage doors
- roof-mounted appliances and vents
- exterior appliance access doors
- exterior moldings/trim

Your dealer can perform the sealant inspection and resealing work for you. Your dealer also has current information on sealants used in your trailer, and can recommend the appropriate sealant products for you if you prefer to do this work yourself. Always use the recommended sealants.

Be aware that the removal of these components, and proper removal of old sealing materials, cleaning of surfaces and re-installation of components is time consuming and may require special tools. Your RV dealer or service center is best equipped to do a complete re-sealing of your trailer. Genesis Supreme RV recommends that you have this work done by a qualified RV dealer or service center.

RUBBER SEALS

Rubber seals will deteriorate over time depending on the environment. This is normal, and these parts may need replacing every two years. The seals on the entry door, exterior access, ramp door (if equipped) and compartment doors need to be checked for proper sealing from time to time. They can be cleaned with a mild detergent and coated with **303 Protectant®**.

SLIDEOUTS

Check the slideout seals every three months. Clean the seals with a mild detergent and coat them with **303 Protectant®**. Check the area behind the seals for debris. Pull out the edge of the seal and clean as necessary.

When the slideout is extended, visually inspect the inner slide rails. Check for excess buildup of dirt or other material. Clean off any debris that may have accumulated. Generally, lubrication is not required, but a dry lubricant such as graphite or silicone spray lubricant, or a light lithium grease can be applied to the roller and bearing sleeve inner diameter. Remove any excess lubricant or grease so that dirt or debris do not build up. Do not lubricate the slideout drive gears, gear racks, or roller outer diameter as this will attract dirt and debris.

WINDOWS AND SCREENS

While washing the trailer, check for leaks around the windows. If a leak is detected inside the trailer, check for voids in the seal and the clear sealant at the top of the window. If necessary, have the sealant replaced.

The window frames contain drain slots at the bottom. These slots allow any water collected in the frame to drain. Make sure these drain slots are open.



CAUTION

Do not work on the slideout room or mechanism unless the battery is disconnected, the cables are removed or main disconnect switch is OFF.

To remove window screens:

1. Slide window glass open.
2. Move the screen to the middle of the window frame.
3. Lift the screen by its frame at both sides until it clears the bottom of the frame. Tilt the bottom out and remove the screen. Note the guide springs at the top of the screen frame.
4. Reverse the above procedure to replace. Be sure the guide springs are aligned in the top of the frame track.

AWNINGS

A&E DOMETIC AWNING CARE

Awnings come with two types of fabric: acrylic, a cloth-type fabric, or vinyl. Acrylic awnings have the color woven right into the fabric. Acrylic also performs a little differently than vinyl in wet weather. It is water repellent, not waterproof. Because it's a woven cloth, it breathes. Air circulates through the fabric so dew and rain can dry quickly. However, you should avoid touching the underside of an acrylic awning when it is wet. This will break the surface tension and allow seepage through the fabric. If your awning gets rolled up while wet, unroll it as soon as the weather allows. It should be completely dry before rolling it up again to avoid mildew.

To keep your acrylic awning clean:

1. Simply hose it off occasionally and let it dry. Do not scrub your acrylic awning as this could remove its water retardant finish. If you need to remove a grease spot, use **K2R Spot Remover®**; this is different than how you would remove a similar spot from a vinyl awning.
2. While a vinyl awning is mildew resistant, mildew can still form on the dirt and dust that sticks to the awning. To avoid these problems you will need to keep your UV-protected vinyl awning clean. Use a mixture of 1/4-cup mild dish soap, 1/4-cup bleach and five gallons of fresh water. Soap the open awning with this mixture, then roll it up to soak for five minutes while you apply the mixture to the bottom of the awning. Next, open the awning and hose it off with fresh water top and bottom.

3. Repeat this process if necessary. After the awning is completely dry, roll it up. To remove a grease spot from a vinyl awning, use only soap and water.
4. ***Do not use household cleaners, mildew removers or hard bristle brushes!***

CAREFREE AWNING CARE

FABRIC MAINTENANCE

DO NOT USE OIL BASED CLEANERS OR ANY CAUSTIC, GRANULATED, OR ABRASIVE TYPE CLEANERS ON YOUR CAREFREE AWNING PRODUCT.

One of the best ways to keep the fabric looking good and to delay the need for deep or vigorous cleanings is to hose fabrics off on a monthly basis with clear water. This practice will help prevent dirt from becoming deeply imbedded in the fabric and eliminate the need for more frequent vigorous cleanings. In most environments, a thorough cleaning will be needed every two to three years.

When it's time for a thorough cleaning, the fabric can be cleaned while still on an awning frame.

Vinyl Fabric – Use a soft brush and warm water with soap.

Acrylic Fabric – Use a stiff brush and warm water with soap.

When cleaning the fabric:

Always use a natural soap. Never detergent.

Water should be cold to lukewarm. Never more than 100 degrees.

Air-dry only. Never apply heat to the fabric.

MILDEW

Mildew is a fungus growth that looks like dirt. Vinyl coated polyester fabrics are mildew resistant because of a chemical biocide in the vinyl coating. Under ordinary conditions, mildew will not appear. However, in areas where high temperature and humidity are common, mildew can be a problem and require the material to be washed more frequently. THOROUGHLY rinse the fabric with clean water and allow to air dry completely before rolling up the awning.

ADDITIONAL TIPS FOR ALL AWNINGS:

1. At the start of each camping season, make sure the top and bottom bracket screws are tight.
2. If the lift handle is hard to operate, spray it with silicone spray. You may have to repeat this process periodically. You may also need to spray the bottom bracket release tab and rafter and support arms.
3. One of the secrets to a long life for your awning is to keep it clean. Follow the instructions for your type of awning.
4. If you get water streaking or experience seeping behind your awning rail, inspect the rail for loose screws or peeled sealant.
5. To avoid water pooling, lower one end of the awning for proper water runoff.
6. For ease of hardware operation, rub candle wax on all sliding surfaces.
7. If you're expecting heavy or prolonged wind or rain or if you will be leaving the awning unattended, it's best to roll it up. **Damage as a result of weather is not covered by warranty.**
8. Finally, make sure the awning is extended high enough before opening the entry door.

DECALS/EXTERIOR GRAPHICS

The decals are made of vinyl. They will fade from exposure to the sun. If you expect to park the trailer for an extended period outdoors, reposition it occasionally so the decals will fade equally. Clean the decals with soap and water. Never use strong solvents, rubbing compound, petroleum distillates, citrus based soaps, etc. **Do not apply wax to the graphics.**

APPLIANCES AND COMPONENTS

Please refer to the individual appliance or component manual included in your Owner's Packet. If service is required for one of the appliances in your trailer, follow the instructions for service as outlined in the Owner's Manual for that appliance. Each appliance manufacturer has its own network of service outlets, and these centers are best qualified to service your appliances. If a problem persists, contact your selling dealer.

INTERIOR

The interior of your trailer has been carefully crafted and decorated to accommodate your comfort and travel needs.

INTERIOR CABINETS AND WALLS

The interior cabinets and wall panels are made of a vinyl surface on semi-hard plywood. They require little maintenance during the life of your trailer. Use a warm water and mild soap solution to clean them, and wipe them dry with a smooth, dry cloth. Do not use citrus based soaps, petroleum distillates or polish. These products will attack the vinyl. Lightly wash with a soft cloth and quickly dry the finish.

FLOORS

Carpets - Vacuum carpet regularly. Clean with a good quality carpet cleaner.

Tile floors - Use a good quality cleaner.

Squeaky floors - Squeaky floors are usually caused by loose screws holding the floor and the walls or cabinets. Open the cabinet doors and remove the drawers to inspect screws and other fasteners holding the floor and cabinet.

DRAPERIES AND CLOTH UPHOLSTERY

The draperies and upholstery are of similar quality as found in your home. Treat them as you would any fine fabric. Some bedspreads and drapes require dry cleaning.

LEATHER FURNITURE (IF EQUIPPED)

Leather furniture should not be placed near a source of heat, or exposed to sunlight. Dust and wipe clean frequently to eliminate the clogging of pores.

For spills and stains, blot with a clean, dry absorbent cloth or sponge. For matte finish leathers, if necessary, wipe with a clean cloth and damp lukewarm water. Do not dry wet areas with hair dryers, etc. For natural or non-protected leathers, blot liquid with a clean absorbent cloth. If a stain appears it will dissipate in time. Do not apply water to clean butter, oil or grease spots. Do not use furniture polish, varnish, ammonia, saddle soaps, oils, abrasive cleaner soaps, etc.



WARNING

Do not use flammable or poisonous materials, such as polish remover, gasoline, naphtha, lacquer thinner, or carbon tetrachloride for any cleaning purpose. These items could cause damage to the materials and could cause injury or death.

DAY-NIGHT SHADES (IF EQUIPPED)

Clean day-night shades with an automotive upholstery cleaner.

COUNTERS AND SINKS

Countertops and sinks are made of high pressure laminate materials. These surfaces are stain resistant and require very little care. Clean and remove stains as follows:

Cleaning - For most dirt and stains, use soapy water or ammonia-based cleaner. For water marks, wipe with a damp cloth and towel dry. For difficult stains, use an abrasive cleaner and a green Scotch Brite® pad.

To disinfect, occasionally wipe the surface with a solution of 1 part household bleach and 1 part water.

Porcelain fixtures

Clean porcelain with a cleaner made for porcelain fixtures.

TUBS AND SHOWERS

Tubs and showers are made of ABS plastic materials. Use a mild soap and water solution to clean the surface. DO NOT USE harsh chemicals, abrasives or abrasive cleansers, gasoline, chlorine, acetone, kersoene, Fomula 409, or citrus-based cleaners. Citrus-based cleaners contain D-Limonene which attacks ABS plastic products. Check any cleaners for ABS plastic compatibility. Recommended cleaners:

- Ammonia diluted 1:3 with water
- Armorall Cleaner
- Armorall Protectant
- Fantastic Spray Cleaner (5% solution)
- Top Job Detergent (3%)
- Joy Liquid Detergent (5% solution)
- Mineral spirits
- Gel Gloss
- Krazy Clean All Purpose
- Murphy Household Oil Soap (diluted)
- Plexus Plastic Cleaner
- Windex Glass Cleaner
- ZEP 50, diluted 1:4 with water

CABINET DOORS AND DRAWERS

Make sure the catches on all cabinets and doors are adjusted properly to prevent them from opening while traveling.

Adjusting the hinges, latches and catches is a routine maintenance task and is not covered under the warranty. You may have to make adjustments or tighten screws several times over the life of the trailer. Normal use and travel vibrations may cause minor flexing of the cabinets, drawers, and doors. Loosened screws or hardware is a normal part of the RV lifestyle.

PROPANE SYSTEM MAINTENANCE

PROPANE LEAK TESTING

Inspect all propane lines and fittings, including connections to appliances, frequently for possible damage and leaks. Brush or spray an approved gas leak detection solution or a non-chlorinated, non-ammoniated soap suds solution over all fittings and any areas showing apparent damage in the lines. The bubbles will grow in size to indicate a leak.

Always tighten flared fittings with two wrenches with opposing torque and do not over tighten. Using only one wrench or over tightening can cause leaks. Have someone stand by to close the main propane tank valve(s) while you are tightening fittings in case a leak occurs. After tightening, check again with the leak detection solution to be sure the leak is stopped. If bubbles still appear, your dealer or a gas service center may need to fix the problem.

The primary manifold is a black pipe located under the trailer. Copper tubing with flare fittings is used for secondary lines running to the gas appliances. NEVER attempt to splice ruptured lines. A new line should always be installed. Your dealer or authorized service center should perform any propane gas line service.

Although your propane system was thoroughly inspected for leaks before delivery, gas fittings can loosen from vibration during travel. Inspect the system at least once a year, and have any problems corrected immediately.



WARNING

Do not use an open flame or any spark producing device to locate a leak.



CAUTION

Do not use products containing ammonia or chlorine to check for leaks. Ammonia and chlorine can cause cracks to form on copper lines and brass fittings, causing a leak.

PLUMBING SYSTEM MAINTENANCE

FRESH WATER SYSTEM

DRAINING THE FRESH WATER SYSTEM

The fresh water system should be drained whenever the system becomes contaminated, prior to winter storage, and after long storage when the system was not drained prior to storage.

Drain the fresh water system as follows:

1. Open the fresh water tank drain valve. Allow the tank to drain completely. If you are not draining the tank for storage, close the drain valve.
2. Turn the water heater OFF. Allow the heater to cool. Drain the water heater by removing the drain plug.
3. Disconnect the ice maker (if equipped) behind the refrigerator. Drain the ice maker as directed in the **Storage and Winterization** chapter.
4. Open all faucets, both hot and cold, in the galley, bathroom and shower. Open the shower head valve.
5. Open the system drain valves. These are the lowest points in the water system. If you are not draining for storage, close the valve. See the diagram in **Fresh Water System** chapter.
6. Completely drain the water from the toilet by depressing the foot pedals.
7. Remove the water filter cartridge (if equipped). If you are draining for storage, do not reinstall the filter cartridge. Store the cartridge in a safe place.
8. Disconnect the outside shower hose (if equipped) and drain the hose. Reconnect the hose.
9. Refer to the **Storage and Winterization** chapter.

WATER PUMP MAINTENANCE

Normal pump maintenance is all that is needed: Check and cleaning the strainer. Sanitize, winterize and occasionally check all plumbing hardware and fittings for tightness. Lack of sanitizing is the number one reason for premature pump failure and poor performance. Lack of sanitizing will cause scale build-up on the diaphragm and valves, causing low flow and leak back.

FRESH WATER SYSTEM SANITATION (“SHOCK TREATMENT”)

The entire fresh water system should be sanitized before the first use, after a period of nonuse, or if the system becomes contaminated. To fully sanitize the system:

1. Open the water tank drain valve and completely drain the water tank. Close the valve after the tank is fully drained.
2. Add about 10 gallons of fresh water to the water tank.
3. Add 2/3-cup (six ounces) of liquid chlorine bleach for each 10 gallons of tank capacity (1/2-gallon bleach for 100 gallon tank).
4. Completely fill the water tank with fresh water.
5. Close the valve at the water purifier (if equipped) unless the water has been contaminated. If the water is contaminated, discard the filter cartridge and leave the valve open.
6. Close the ice maker valve and drain the ice maker (if equipped).
7. Turn the water pump ON and open all the sink, tub/shower drains and faucets to allow air to escape from the plumbing. After all air has escaped, and solution has flowed through the faucets, close the drains and faucets and turn the pump OFF. This fills the entire system with solution. When you can smell the chlorine from each faucet, that's enough.
8. Run the hot-water faucets until the old water has been purged from the hot-water tank, and it is now filled with the water/bleach solution from the water tank.
9. Allow the filled system to stand for several hours.
10. Open the tank drain valve, water heater drain valve and all faucets. Turn the water pump ON and flush the system until the water tank is empty. Turn the water pump OFF. Be careful to not overfill the waste tanks.
11. After draining the system, close the drain system.
12. To remove the bleach odor, mix ½ cup of baking soda with a gallon of water and pour into the fresh water tank.
13. Fill the tank completely and pump this solution through the water heater and the rest of the water lines. This solution can sit in the system for a few days.

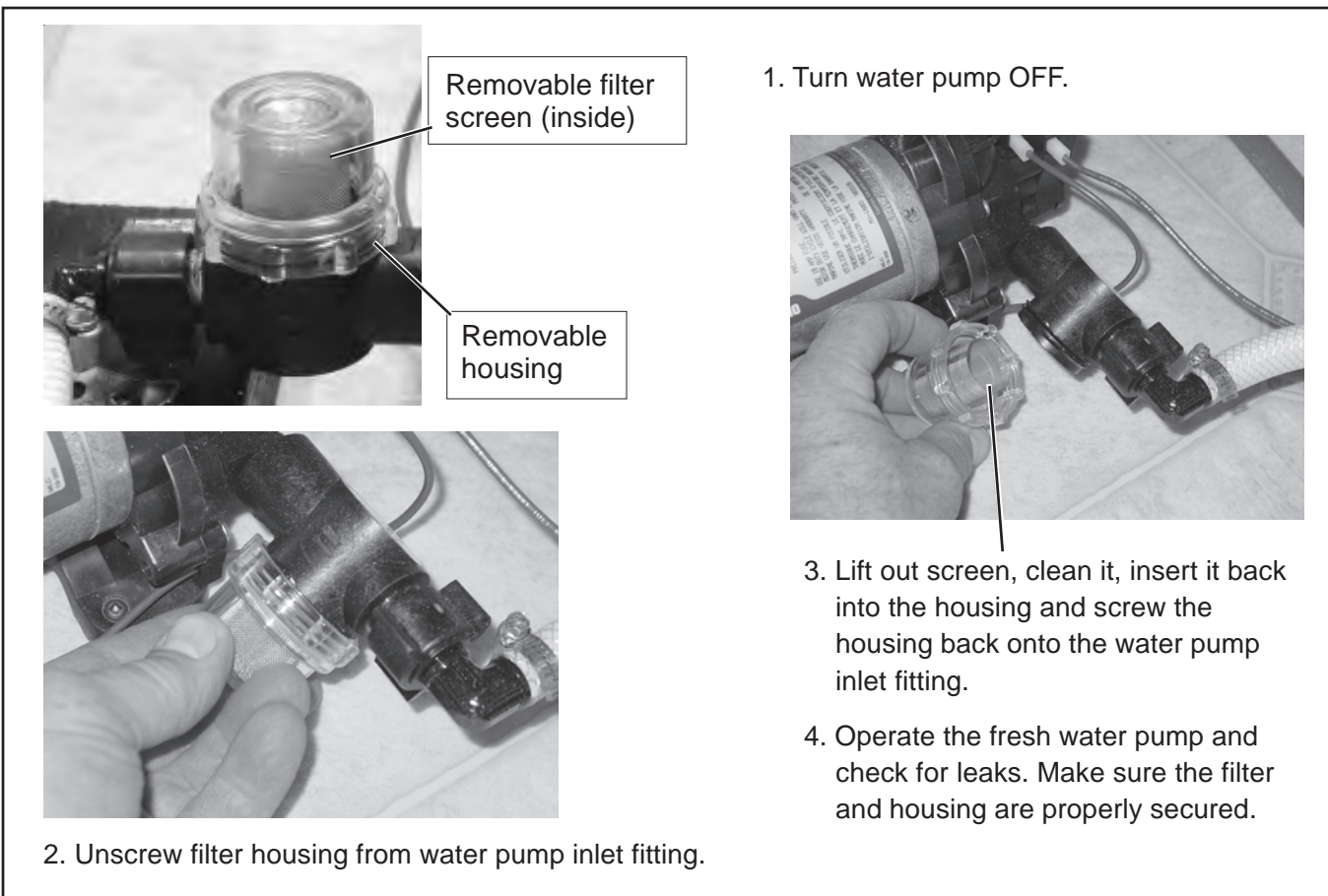
14. To remove residual chlorine from the system, run fresh water through the system using the water pump with the faucets open.
15. Fill the water tank with fresh water for use.
16. Open the icemaker valve and water purifier valve (if equipped). Replace the filter cartridge if it had become contaminated.

WATER PUMP STRAINER CLEANING

Cleaning the fresh water pump inlet filters is a normal customer maintenance item. It is normal for debris to collect in this filter, especially during the first use of the plumbing system. It is performing its function by trapping any minor debris which might be present in the water.

Cleaning this filter is not considered a warranty item. It is routine, and may be done many times over the life of the trailer depending on the purity of the water coming from the tank.

Check the water pump strainer at 90 days and at least once a year thereafter. Clean if necessary as follows:



1. Turn water pump OFF.
2. Unscrew filter housing from water pump inlet fitting.
3. Lift out screen, clean it, insert it back into the housing and screw the housing back onto the water pump inlet fitting.
4. Operate the fresh water pump and check for leaks. Make sure the filter and housing are properly secured.

DRAINING THE WATER HEATER

If the trailer is to be stored during winter months in freezing temperatures, the water heater must be drained to prevent damage from freezing. See the *“Storage and Winterization”* chapter for more details on winterization.

1. Set water heater switches to OFF.
2. Set the heater bypass valve to BYPASS. Let water heater cool.
3. Remove drain plug from water heater tank, and depress the lever on the pressure/temperature relief valve to aid tank draining.
4. When water is drained, reinstall the drain plug. Replace the drain plug if it shows signs of deterioration.
5. Set the bypass valve to NORMAL unless you are winterizing with antifreeze. In that case, leave the valve in the BYPASS position.
6. Turn off the circuit breaker in the main panel that supplies power to the water heater element.

FRESH WATER LINE MAINTENANCE

The water lines need little, if any, maintenance. Plumbing system fittings can loosen over time due to vibration and flexing from road dynamics. This loosening can also occur during storage periods because of temperature changes. When the trailer is new, there may be a brief “break-in” period for plastic parts as the sealing surfaces seat and become permanently water tight. This is normal, and does not indicate a defect. Tightening these fittings is a routine maintenance item not covered under warranty.

Check the water line fittings where they attach to fixtures. Look for drips and other evidence of water. You can easily tighten the threaded fittings by hand or with basic hand tools. Occasionally, simple Teflon tape can be used to assist this process. The photos show some of these typical fittings. Exact installation details differ from those shown depending on model and placement of fixtures.



Typical galley/bath faucet fittings



Typical shower/tub faucet fittings

WASTE SYSTEM

The waste system plumbing is black ABS plastic. The fittings are designed to be tightened by hand. Do not use tools to tighten the fittings.

The P-traps need to have water in them in order to prevent holding tank odors from entering the trailer. After draining the holding tanks, run some water into the traps .

Typical galley/bath
P-trap and drain
fittings

Tighten by hand only.



HOLDING TANKS

After draining a black water waste tank (toilet waste), the monitor panel indicator lights may appear to malfunction. Foreign material (toilet paper, grease, hair, etc.) may collect on and adhere to the monitor probes and can cause a false reading. If this happens, flush the black water tank as directed below. Usually, the motion of the trailer on the road and the natural sloshing of the tank contents will keep these materials from sticking to the probes.

1. Wear a pair of gloves to protect your hands while handling the waste system.
2. Drain the waste tank as outlined in the **Waste Water System** chapter.
3. The tank can be flushed through the toilet if a flushing system is not installed.
4. Connect a water hose (NOT the fresh water supply hose) to a city water supply. Hold open the toilet flush valve and insert the other end of the hose into the black tank through the toilet bowl outlet.
5. Open the black tank dump valve and the final dump valve. Open the city water valve and flush the black tank for approximately two minutes.
6. Close the black water dump valve and final dump valve. Disconnect the waste hose, rinse it, and install the dust cap.
7. Run fresh water into the black tank for approximately 30 seconds to prime the tank. Never leave it unattended. It can back fill into the trailer through the toilet.
8. Turn off the water supply, and remove the hose from the toilet outlet.
9. Rinse, coil and store the flushing hose. Store the waste drain hose. Wash your hands.
10. If the monitor does not read properly, fill the waste tank approximately 3/4-full with fresh water. Tow the trailer to allow the water to slosh and clean the monitor sending probes. Drain the waste tank and check the monitor.
11. If there is still a malfunction, pour 1/2-cup of muriatic acid (pool acid) into 4 gallons of water in a 5-gallon pail. Pour the mixture into the toilet to thoroughly mix the solution. Fill the tank through the toilet and let it stand overnight. Drain and flush with clean water.



**Do not pour water into acid.
Always pour acid into water.**

Genesis Supreme RV welcomes you as a new customer. We want you to be happy with your new trailer, and we are here to assist you and stand behind the product. You have made a significant investment, and protecting it means it will deliver the years of enjoyment you expect. Your trailer was built by trained assemblers using excellent materials, but like your home or your car, maintenance and service is required to enhance value and performance. You can help by being informed and insuring certain inspections and preventive maintenance are performed. A few easy steps can help prevent small issues from developing into significant problems. Please read and observe these steps:

- ▶ Make certain your dealer has submitted your warranty registration. This insures your warranty protection has begun and avoids possible confusion later.
- ▶ Review your Owner's Guide and the equipment literature and operating guides that are in your Owner's Information Packet. Keep your Owner's Guide and other documents in a convenient location for reference.
- ▶ Fill out and send in the warranty registrations for the equipment and appliances installed in your trailer.
- ▶ It is vitally important that you inspect your trailer frequently for irregularities. Be especially vigilant about the roof and roof sealants, sealants around windows, doors, exterior accessories, and all exterior moldings. Over time, water intrusion may begin in these areas. Proper, high quality sealants have been used to produce your trailer, but just like a house, sealed areas should be checked and maintained regularly.
- ▶ Do not store your trailer without first inspecting the sealants. Visit the trailer regularly to inspect for anything unusual, such as any leaks. Early detection and remedy is the best method of preventing a serious repair.
- ▶ If you discover a problem, remedy it as soon as possible. Neglect may cause it to grow bigger. Let your dealer or Genesis Supreme RV know as soon as possible if you need help.

Follow these use and maintenance requirements:

Exterior & Chassis

Every 90 days, thoroughly inspect the roof sealants, sealants around windows, exterior doors, cargo doors, fittings and moldings. Reseal annually.

Inspect the chassis frame rails and components. Check for loosened bolts. Look for bent or dented parts.

Check visible wiring. Look for damaged wiring. Look for loosened connections.

Check the tires and wheels. Be sure tires are properly inflated and wheel lug nuts remain torqued correctly to the specification.

Open exterior storage compartments regularly and ventilate. Look for any signs of water intrusion. Reseal as required or ask your dealer for assistance.


Interior & Furnishings


Thoroughly ventilate the interior when using the trailer. This will reduce the effects of condensation that could damage walls and fabrics.


Wipe up spills and excess moisture from floors and carpets. Vacuum frequently to enhance carpet performance.

Close window shades when the trailer is stored in direct sunlight to minimize possible fabric and carpet fading.

When storing your trailer for long periods, empty all foodstuffs from cabinets and the refrigerator, especially during freezing weather.

 **CAUTION:** Do not leave the trailer unattended for an extended period with city water connected and under pressure. Turn it off when the trailer is unattended. A water pressure regulator is recommended.

 **WARNING:** When storing the trailer, close the propane tank valves to the off position.

 **CAUTION:** Do not leave the gravity water fill unattended when filling. Damage may result. Fill the fresh water tank slowly. Let the air escape to prevent any possibility of over expansion of the fresh water tank.

Plumbing & Propane Systems

Frequently open cabinets and plumbing access panels to look for any signs of plumbing leaks or water intrusion.


Over time, road dynamics from towing may cause some plumbing fittings to loosen. This is normal. You can easily tighten most fittings by hand or with basic tools to stop or prevent minor leaks.


Check and clean the fresh water filter at the water pump regularly. When reinstalling the filter housing, be sure it is tight, run the fresh water pump and check for any leaks.

If you store your trailer in freezing weather, completely drain the fresh water plumbing system, water heater, toilet, ice maker, and holding and fresh water tanks. See your dealer for the proper winterization procedure. Visit your trailer while it is in storage. Inspect for anything unusual.

Check the propane gas tank hold down bracket. Be sure it is tight before towing your trailer.

Each time your propane tanks are filled, check the propane hose fittings at the tanks. Tighten them securely, but by hand only.

 **WARNING (Ramp/"Toybox" trailers):** When loading the trailer, load 60% of the cargo over or forward of the centerline of the axle(s). Overloading and unbalanced loads may cause towing and handling problems or create an unstable towing condition. This can result in damage to the trailer, the towing vehicle and cargo.

 **WARNING (Non-ramp conventional trailers):** Overloading and unbalanced loads may cause towing and handling problems or create an unstable towing condition. This can result in damage to the trailer, the towing vehicle and cargo. Load evenly from side to side and front to back, keeping heavy items near the floor and directly over or as close to the forward-most axles as practicable.

There are many other maintenance items that are covered in your Owner's Guide and the equipment operating guides for many of the components in your trailer.

19 / CARE & MAINTENANCE

Your trailer will provide you with many years of use if you follow a good plan of maintenance and care. Time spent taking care of your trailer will pay for itself in extended vehicle life, and will protect your investment. A copy of the **"It's Smart To Care"** poster is reproduced at the end of this chapter.

You can do most of the maintenance items on your trailer if you are mechanically inclined. If you prefer, your dealer can coordinate or perform these services for you.

This section is intended to give you a general overview of the service and maintenance required for the trailer. Detailed service and maintenance information can be found in the owner's/operator's manuals for the various components installed in the trailer. These manuals are in your Owner's Package. There may be times when comprehensive and detailed diagnostic and repair procedures may be required. In those situations, you should contact your dealer or Genesis Supreme RV.

CHASSIS

TIRES AND WHEELS

The tire manufacturer's recommended inflation pressure is stamped on the sidewall of the tire. The maximum tire pressure is also listed on the trailer VIN label. Check the tires frequently to be sure they are properly inflated. Always check tire pressure when the tires are cold. Check that the air pressure is equal in all tires. When replacing tires, make sure the replacement tire is the same size and load capacity as the original. See the **"Tires and Wheels"** chapter for more information.

Direct sunlight and "smog" can be very damaging to your trailer tires. Periodically coat them with a tire preservative such as 303 Protectant®. Generally, good tire care requires only washing with water and a good quality car wash soap.

During periods of non-use or storage, make sure the tires are fully inflated to the maximum rated pressure. Keep the tires shaded from the sun to prevent weather cracking. A barrier such as a heavy garbage bag, a piece of carpet or a piece of plywood between the trailer tires and a concrete or asphalt surface it is parked on will help prevent possible tire damage from chemicals in the parking surface.

You may notice some tire sidewall discoloration, especially during warm weather. This discoloration is normal. It is the migration of the wax and anti-oxidant compounds that are part of the tire materials. The wax forms a protective coating on the tire to reduce damage from ozone and ultraviolet rays from the sun. Please note that this coating affects only the cosmetic look of the tire and does not affect the structure or strength of the tire.

CAUTION

The spare tire and wheel are heavy. Be careful when lowering the spare to the ground.

CHANGING A FLAT TIRE

If you have a flat tire, Genesis Supreme RV recommends you call for road service. We do not suggest that you change a flat tire yourself. Road service providers will have the necessary tools to change your tire quickly and safely. **There is no jack supplied with the trailer.** If you **MUST** change a flat tire yourself:

5-Lug Bolt Pattern

6-Lug Bolt Pattern

8-Lug Bolt Pattern

NOTE: Use a torque wrench to tighten wheel nuts. Do not tighten with an impact wrench unless using a torque stick. See the **Wheel Nut Torque Table** at the end of chapter 6, **“Tires and Wheels”** for correct wheel nut torque values.

Wheel Nut Torquing Sequence

1. Be sure the tow vehicle and trailer are completely out of any traffic lane, and on a solid ground or pavement surface. **Do not attempt to change a flat tire on a soft, wet or uneven surface. Turn on the tow vehicle emergency flashers and set up flares or warning lights/signs.**
2. Lower the spare tire to the ground and roll it near the flat tire. With the spare close to the flat, you can more quickly get the tire changed.
3. Place wheel chocks in front of and behind a tire diagonally opposite the flat to keep the trailer from rolling. If connected to the tow vehicle, place transmission in PARK, set the parking brake and loosen the hitch bars if applicable. Stop the tow vehicle engine. (For manual transmission, shift to reverse, stop engine, and set parking brake.)
4. Place a minimum 10-ton bottle jack **only** directly under the trailer frame near the flat tire. **Do not jack at any other point.** Serious chassis damage can occur if other jacking points are used. **Do not use a bumper jack.**
5. Raise the jack enough to take some of the load, but not enough to raise the tire you are changing.
6. Loosen the wheel nuts on the flat tire.
7. Using the bottle jack, raise the trailer high enough to remove the flat tire. Remove the wheel nuts and remove the wheel and tire.
8. Place the spare tire on the axle and secure it with the wheel nuts. Tighten the nuts until the wheel is secure on the axle.
9. Lower the trailer to the ground. Tighten the wheel nuts in the sequence shown in the illustration.
10. Place the removed wheel on the spare tire carrier, lift up and lock the carrier.

When attaching wheels:

1. Start all nuts by hand to prevent cross threading.
2. Tighten all nuts in the sequence shown, in three stages to the torque values shown in the Wheel Nut Torque Table at the end of chapter 6, ***"Tires and Wheels"***.
3. Torque wheel nuts before the first road use and after each wheel removal. Check and recheck torque after the first 10 miles, 25 miles, and again at 50 miles. Check periodically thereafter. STOP AT THE NEAREST SERVICE FACILITY AND HAVE THE TORQUE CHECKED.

See the ***"Tires and Wheels"*** chapter for detailed wheel nut torquing information.

AXLES, BRAKES AND SUSPENSION

The axles are designed to last the life of your trailer with periodic service, lubrication of the wheel bearings and shackles, adjustment and inspection of shackles, shackle links and springs. Refer to the axle manufacturer's manual in your Owner's Package for detailed service and maintenance information.

SUSPENSION LUBRICATION

The suspension system has anti-friction bushings located in the spring eyes and equalizer. These parts do not require routine lubrication. They should be periodically inspected for signs of excessive wear, cracking or hole elongation. If excessive wear, cracking or hole elongation exists, all links and worn parts should be replaced immediately.

LUBRICATING THE *SUPERLUBE* HUB (IF EQUIPPED)

1. Remove rubber plug from grease cap.
2. Place nozzle of standard grease gun onto the grease fitting found behind plug. Nozzle must completely engage grease fitting.
3. Begin pumping new grease into fitting. The previously used grease will begin to seep from the cap at the nozzle of the grease gun.
4. To evenly coat the bearings, rotate the hub during grease application.
5. When new grease begins to seep from the fitting, remove the grease gun. Replace plug in the grease cap.

NOTE: Visually inspect bearings every 12,000 miles or annually, whichever comes first. If water is present, grease appears old or contaminated or if there is an insufficient amount of grease present, follow the lubrication procedure.



Always wear eye protection when examining the underside of the trailer. Road debris, dirt, oil, or other hazardous substances may be present and fall into your eyes.

5TH-WHEEL LANDING GEAR

1. Before each use, inspect the drop tube and inner ram tube. Replace if either are bent or damaged.

2. Lubricate the landing gear once each year:

Extend the landing gear legs as far as possible. Clean the drop tube and inner ram tube. Coat the exposed surface of the tubes with silicone spray lubricant. Oil the shaft bushings in the gearbox and leg gear heads with SAE 30 oil. Lubricate the gears in the gearbox and landing leg gear heads with extreme pressure grease.

3. Twice each year, check the wiring connections at the battery. Clean the battery terminals.

FRAME

The frame has been painted with an environmentally safe paint. This paint may wear off after a time. This is normal. You should inspect the frame for damage and paint wear. When necessary, have the frame touched up or repainted to prevent rust. The frame should be spray washed at least once a year and more often if traveling in dirty or dusty areas.

If the trailer is used in an area where salt is used on the roads or near the sea shore, rustproofing or undercoating the frame can help prevent rust and corrosion.

EXTERIOR

FIBERGLASS SIDE WALLS

Fiberglass exterior wall surfaces will provide years of environmental protection. The finish on these parts is durable, but not indestructible. Any material and finish will deteriorate in time. Exposure to sunlight, moisture and airborne pollutants can cause dulling and fading of the finish. Generally, changes in the finish due to weathering are cosmetic – they are on the surface of the part and do not affect its strength or integrity. Weathering can take the form of chalking, fading and yellowing and are excluded from warranty coverage.

Wash the exterior with any mild, nonabrasive car or RV wash soap or detergent to remove oil, grease, dust, and dirt. Never use strong solvents or harsh abrasives. Do not dry wipe the surface. Always clean the exterior in the shade or on a cloudy day when the wall surfaces are

cool. After washing, follow with a thorough clean water rinse. Dry with a chamois or soft cloth to reduce spots and streaks.

Apply a good, nonabrasive automotive wax to the fiberglass surfaces only after washing and drying. **NOTE: Do not apply wax to the graphics. Do not use rubbing compound on the fiberglass finish.**

FIBERGLASS FRONT AND REAR CAPS (IF EQUIPPED)

Depending on model, the front and rear caps of your trailer may be made of fiberglass with a gel coat surface. This gel coat surface contains the color material and is generally about 10 times thicker than paint. The gel coat is strong and robust, but can be damaged by sun exposure, road grime, dust, dirt, insects, saps and drippings from trees, and environmental air pollution. Routine maintenance will keep the gel coat looking like new.

Generally, you can use automotive wash and wax products to maintain the gel coat. **NOTE: Do not apply wax to the graphics.** Cleaning with a mild detergent or car wash solution will remove normal accumulations of soil. Avoid products advertised as "all-in-one" or liquid spray or rinse wash products that don't require actual physical rubbing of the fiberglass surface. The rubbing or wiping of the surface with the wash product and wash mitt or cloth helps to remove any slight oxidation of the surface, and any grime or grit that may have become imbedded in the gelcoat. It also provides a slight polishing effect. About every six months, you should follow a thorough washing with an application of a high quality automotive finish polish to the fiberglass surfaces only, and then a good coat of automotive wax. **NOTE: Do not apply wax to the graphics.** The wax helps seal the gelcoat surface, and helps prevent grit, grime and air pollution particles from embedding in the gelcoat. Never use caustic, highly alkaline cleaners, or cleaners containing ammonia. These products can cause a chemical reaction that will cause staining or darkening of the color which will require the use of rubbing compound or 400-grit sandpaper to remove. This will shorten the life of the gel coat.

NOTICE

Do not allow rubbing compound to get on the decals. Do not use wax with petroleum distillates on the decals. It will cause them to shrink and prematurely peel and fade.

NOTICE

Do not use cleaners or conditioners containing petroleum solvents, harsh solvents, or citric based cleaners. You may cause irreparable damage to your roof.

As the gel coat begins to lose its gloss from constant exposure to the natural environment and pollutants, it will require some special attention to restore the original gloss and color. After washing with a mild soap solution, waxing in the spring and fall with a self-cleaning automotive wax will restore most of the original gloss. If the gel coat surface has been allowed to weather badly, and washing and waxing do not restore the gloss, compounding will be necessary.

Polishing compound (fine abrasive) or rubbing compound (coarser abrasive) is recommended to remove scratches, stains, or a severely weathered surface. It can be applied by hand or by machine. After the stain, scratches, or weathering has been removed, wax the surface to restore the gloss and seal out new soil accumulations. Consult with your dealer before attempting to restore badly weathered or stained gel coat surfaces.

EXTERIOR ALUMINUM WALLS (IF EQUIPPED)

Wash with any mild, nonabrasive car or RV wash soap or detergent and water to remove oil, grease, dust, and dirt. Never use strong solvents or harsh abrasives. **Do not "dry wipe" the surface.** Always clean the exterior in the shade or on a cloudy day when the wall surfaces are cool. After washing, follow with a thorough clean water rinse. Dry with a chamois or soft cloth to reduce spots and streaks.

Apply a good, nonabrasive automotive wax to the metal surfaces only after washing and drying. **NOTE: Do not apply wax to the graphics.** This will help increase the life of the finish, especially in coastal areas or other areas where the finish is exposed to salt or industrial pollution. Do not use rubbing compound on the metal finish.

Important Note: You may notice waviness or slight distortion of the exterior metal surfaces, especially when the trailer has been sitting in the sun in hot weather. This is normal and does not indicate a defect in the sidewall(s). Thermal expansion and contraction of the metal causes this effect, and when the temperature returns to normal, the metal surfaces will return to their normal appearance. If you ever see this distortion of the metal surfaces, don't try to fix it. Just leave it alone – nothing bad is happening.

EPDM (ETHYLENE PROPYLENE DIENETERPOLYMER MEMBRANE) RUBBER ROOF

Proper care and maintenance is simple, easy, and requires no special materials. Inspect the roof every three months. Check the roof material for possible damage from trees or overhanging obstacles. Check the sealant used on the edge areas and around all accessories and components mounted on the roof as well as their mounting hardware and fasteners. If any defects, gaps or voids in the sealant are evident, reseal as soon as possible to prevent water leaks.

Use caution when placing objects on the roof, and use care when working on the top of your trailer. The roof membrane can be punctured, but is easily patched. The roof surface may be slippery when wet.

Rinse the roof completely with clean water to remove loose dirt or debris.

Scrub the entire roof with a medium bristle brush, and a household cleaner such as Top Job®, Spic-N-Span®, or Ajax® cleanser mixed with water. Granulated cleaners do a better job on EPDM than liquid cleaners. Since the surface is not smooth like fiberglass, a medium bristle brush works better than a sponge. The rubber membrane requires scrubbing much like a white-wall tire. For tougher stains, like those from oak leaves or pine sap, use kitchen cleanser with bleach. Use extra care to control runoff onto the sidewalls when using products containing bleach. Rinse the roof and sidewalls thoroughly with clean water to remove all residue. Go inside the trailer and check for leaks.

DO NOT USE ACETONE, ANY OIL BASED PRODUCTS OR PRODUCTS CONTAINING PETROLEUM DISTILLATES ON THE ROOF MEMBRANE.

The roof membrane does not require periodic application of any product to protect it from UV rays or ozone. If desired, 303® Protectant for EPDM rubber roofs or other products compatible with EPDM roofing may be safely used. The membrane could be damaged by application of products not designed for use with EPDM.



CAUTION

The roof membrane may be very slippery when wet. Use caution when working on top of the trailer.

NOTICE

Beware of areas where fruit or tree sap or harsh environmental fallout may stay on the roof for an extended period of time. These conditions may result in unremovable stains. If you are in these conditions, you may have to increase the frequency of your cleaning or premature deterioration may occur.

EXTERIOR DOORS

All exterior doors should be closed and securely latched when traveling. Silicone spray lubricant can be used on hinges and latch mechanisms. Lubricate locks with dry graphite.

Covers on receptacles, vents, and other ABS plastic parts will fade or yellow over time. These items can be painted with Polar White enamel. Do not paint over labels.

DOOR ADJUSTMENTS

The cargo and compartment doors used in your trailer have no built-in adjustment feature. Over time, slight variations in installation and road dynamic conditions may cause the doors to settle slightly in the frame, causing the door to touch the frame before being completely closed. This very seldom reduces the actual performance of the door or lock.

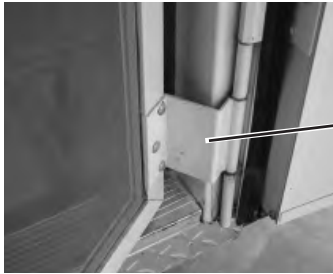
A firm tug on the door at the opposite corner from any binding can almost always eliminate this problem. Another technique is to use a mallet and block of wood to remove any slight interference. During the course of ownership, these doors might normally require this minor routine maintenance adjustment, and is not a warranty defect.



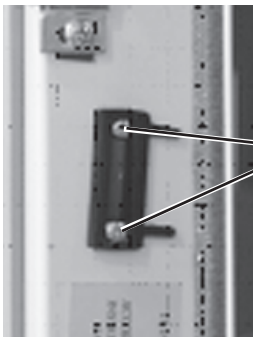
Use a wood block and mallet to tap the frame near the point of binding. Use light taps to adjust the frame and remove the interference. Taps in several locations near the interference may be required.



To align/adjust the screen door, pull up on the screen frame. Do it carefully so as to not bend the screen frame. You may have to repeat it a few times to get it just right. If you “overadjust”, just pull it back in the opposite direction, or pull down on the top corner of the frame.



The hinges are not designed to handle significant downward force as may happen over time when opening and closing the screen door. Pulling up on the corner of the frame will realign the hinge slightly to compensate for any settling. There is no adjustment available at the hinge.



Adjust the screen door latch by loosening the screws as shown. Move the latch plate for a good fit when the screen door is closed. Tighten screws after adjustment.

Normal operation and over the road dynamics will cause the screen door hinges to settle slightly, causing the screen frame to drag on the threshold.

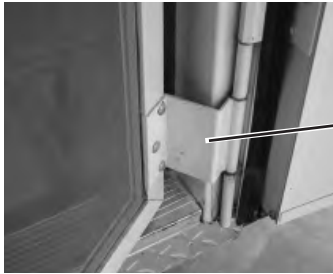
Adjust it by carefully pulling up on the screen frame as shown. Be careful to not overdo it. Avoid severely bending the screen frame. Pulling up on the corner of the frame will slightly adjust the bottom hinge to compensate for the normal settling over time. Several gentle adjustments may be more effective than a single forceful one.

This is a routine maintenance adjustment and may be done several times over the life of the trailer.

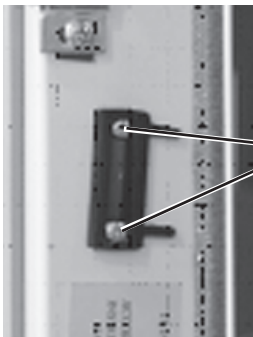
Adjust the screen door latch as shown.



To align/adjust the screen door, pull up on the screen frame. Do it carefully so as to not bend the screen frame. You may have to repeat it a few times to get it just right. If you “overadjust”, just pull it back in the opposite direction, or pull down on the top corner of the frame.



The hinges are not designed to handle significant downward force as may happen over time when opening and closing the screen door. Pulling up on the corner of the frame will realign the hinge slightly to compensate for any settling. There is no adjustment available at the hinge.



Adjust the screen door latch by loosening the screws as shown. Move the latch plate for a good fit when the screen door is closed. Tighten screws after adjustment.

Normal operation and over the road dynamics will cause the screen door hinges to settle slightly, causing the screen frame to drag on the threshold.

Adjust it by carefully pulling up on the screen frame as shown. Be careful to not overdo it. Avoid severely bending the screen frame. Pulling up on the corner of the frame will slightly adjust the bottom hinge to compensate for the normal settling over time. Several gentle adjustments may be more effective than a single forceful one.

This is a routine maintenance adjustment and may be done several times over the life of the trailer.

Adjust the screen door latch as shown.

SEALANTS & ADHESIVES

YOUR TRAILER'S #1 ENEMY IS WATER. SEALANT INSPECTION AND MAINTENANCE OF THE SEALS ON YOUR TRAILER IS A CRUCIAL OWNER RESPONSIBILITY AND IS NOT COVERED BY THE WARRANTY.

Close inspection and routine maintenance are crucial to the longevity of the trailer. Exposure to the elements and regional weather variations can accelerate sealant deterioration. Even the finest materials will eventually dry out and lose their effectiveness. Inspect the sealants around windows, doors, moldings and exterior components at least every three months. Also inspect around roof vents, other roof components, moldings around the front and rear caps, and perimeter moldings. A quick inspection prior to every trip will help reduce potential problems down the road.

When inspecting, check for cracks, voids, shrinkage, or any sign of deterioration. If any of these signs are noticed, have your dealer inspect and reseal if necessary. Cracked, void, deteriorated sealants in need of repair may allow water into the structure which can lead to very costly repairs.

If you ever notice interior leaks, contact your dealer or an authorized RV service center as soon as possible. Leak damage caused by failure to inspect and maintain the exterior sealants may affect your warranty coverage.

Proper, complete and effective resealing usually requires the removal and/or partial disassembly of some components on the trailer. These components may include:

- windows
- exterior compartment/luggage doors
- roof-mounted appliances and vents
- exterior appliance access doors
- exterior moldings/trim

Your dealer can perform the sealant inspection and resealing work for you. Your dealer also has current information on sealants used in your trailer, and can recommend the appropriate sealant products for you if you prefer to do this work yourself. Always use the recommended sealants.

Be aware that the removal of these components, and proper removal of old sealing materials, cleaning of surfaces and re-installation of components is time consuming and may require special tools. Your RV dealer or service center is best equipped to do a complete re-sealing of your trailer. Genesis Supreme RV recommends that you have this work done by a qualified RV dealer or service center.

RUBBER SEALS

Rubber seals will deteriorate over time depending on the environment. This is normal, and these parts may need replacing every two years. The seals on the entry door, exterior access, ramp door (if equipped) and compartment doors need to be checked for proper sealing from time to time. They can be cleaned with a mild detergent and coated with **303 Protectant®**.

SLIDEOUTS

Check the slideout seals every three months. Clean the seals with a mild detergent and coat them with **303 Protectant®**. Check the area behind the seals for debris. Pull out the edge of the seal and clean as necessary.

When the slideout is extended, visually inspect the inner slide rails. Check for excess buildup of dirt or other material. Clean off any debris that may have accumulated. Generally, lubrication is not required, but a dry lubricant such as graphite or silicone spray lubricant, or a light lithium grease can be applied to the roller and bearing sleeve inner diameter. Remove any excess lubricant or grease so that dirt or debris do not build up. Do not lubricate the slideout drive gears, gear racks, or roller outer diameter as this will attract dirt and debris.

WINDOWS AND SCREENS

While washing the trailer, check for leaks around the windows. If a leak is detected inside the trailer, check for voids in the seal and the clear sealant at the top of the window. If necessary, have the sealant replaced.

The window frames contain drain slots at the bottom. These slots allow any water collected in the frame to drain. Make sure these drain slots are open.



CAUTION

Do not work on the slideout room or mechanism unless the battery is disconnected, the cables are removed or main disconnect switch is OFF.

To remove window screens:

1. Slide window glass open.
2. Move the screen to the middle of the window frame.
3. Lift the screen by its frame at both sides until it clears the bottom of the frame. Tilt the bottom out and remove the screen. Note the guide springs at the top of the screen frame.
4. Reverse the above procedure to replace. Be sure the guide springs are aligned in the top of the frame track.

AWNINGS

A&E DOMETIC AWNING CARE

Awnings come with two types of fabric: acrylic, a cloth-type fabric, or vinyl. Acrylic awnings have the color woven right into the fabric. Acrylic also performs a little differently than vinyl in wet weather. It is water repellent, not waterproof. Because it's a woven cloth, it breathes. Air circulates through the fabric so dew and rain can dry quickly. However, you should avoid touching the underside of an acrylic awning when it is wet. This will break the surface tension and allow seepage through the fabric. If your awning gets rolled up while wet, unroll it as soon as the weather allows. It should be completely dry before rolling it up again to avoid mildew.

To keep your acrylic awning clean:

1. Simply hose it off occasionally and let it dry. Do not scrub your acrylic awning as this could remove its water retardant finish. If you need to remove a grease spot, use **K2R Spot Remover**[®]; this is different than how you would remove a similar spot from a vinyl awning.
2. While a vinyl awning is mildew resistant, mildew can still form on the dirt and dust that sticks to the awning. To avoid these problems you will need to keep your UV-protected vinyl awning clean. Use a mixture of 1/4-cup mild dish soap, 1/4-cup bleach and five gallons of fresh water. Soap the open awning with this mixture, then roll it up to soak for five minutes while you apply the mixture to the bottom of the awning. Next, open the awning and hose it off with fresh water top and bottom.

3. Repeat this process if necessary. After the awning is completely dry, roll it up. To remove a grease spot from a vinyl awning, use only soap and water.
4. ***Do not use household cleaners, mildew removers or hard bristle brushes!***

CAREFREE AWNING CARE

FABRIC MAINTENANCE

DO NOT USE OIL BASED CLEANERS OR ANY CAUSTIC, GRANULATED, OR ABRASIVE TYPE CLEANERS ON YOUR CAREFREE AWNING PRODUCT.

One of the best ways to keep the fabric looking good and to delay the need for deep or vigorous cleanings is to hose fabrics off on a monthly basis with clear water. This practice will help prevent dirt from becoming deeply imbedded in the fabric and eliminate the need for more frequent vigorous cleanings. In most environments, a thorough cleaning will be needed every two to three years.

When it's time for a thorough cleaning, the fabric can be cleaned while still on an awning frame.

Vinyl Fabric – Use a soft brush and warm water with soap.

Acrylic Fabric – Use a stiff brush and warm water with soap.

When cleaning the fabric:

Always use a natural soap. Never detergent.

Water should be cold to lukewarm. Never more than 100 degrees.

Air-dry only. Never apply heat to the fabric.

MILDEW

Mildew is a fungus growth that looks like dirt. Vinyl coated polyester fabrics are mildew resistant because of a chemical biocide in the vinyl coating. Under ordinary conditions, mildew will not appear. However, in areas where high temperature and humidity are common, mildew can be a problem and require the material to be washed more frequently. THOROUGHLY rinse the fabric with clean water and allow to air dry completely before rolling up the awning.

ADDITIONAL TIPS FOR ALL AWNINGS:

1. At the start of each camping season, make sure the top and bottom bracket screws are tight.
2. If the lift handle is hard to operate, spray it with silicone spray. You may have to repeat this process periodically. You may also need to spray the bottom bracket release tab and rafter and support arms.
3. One of the secrets to a long life for your awning is to keep it clean. Follow the instructions for your type of awning.
4. If you get water streaking or experience seeping behind your awning rail, inspect the rail for loose screws or peeled sealant.
5. To avoid water pooling, lower one end of the awning for proper water runoff.
6. For ease of hardware operation, rub candle wax on all sliding surfaces.
7. If you're expecting heavy or prolonged wind or rain or if you will be leaving the awning unattended, it's best to roll it up. **Damage as a result of weather is not covered by warranty.**
8. Finally, make sure the awning is extended high enough before opening the entry door.

DECALS/EXTERIOR GRAPHICS

The decals are made of vinyl. They will fade from exposure to the sun. If you expect to park the trailer for an extended period outdoors, reposition it occasionally so the decals will fade equally. Clean the decals with soap and water. Never use strong solvents, rubbing compound, petroleum distillates, citrus based soaps, etc. **Do not apply wax to the graphics.**

APPLIANCES AND COMPONENTS

Please refer to the individual appliance or component manual included in your Owner's Packet. If service is required for one of the appliances in your trailer, follow the instructions for service as outlined in the Owner's Manual for that appliance. Each appliance manufacturer has its own network of service outlets, and these centers are best qualified to service your appliances. If a problem persists, contact your selling dealer.

INTERIOR

The interior of your trailer has been carefully crafted and decorated to accommodate your comfort and travel needs.

INTERIOR CABINETS AND WALLS

The interior cabinets and wall panels are made of a vinyl surface on semi-hard plywood. They require little maintenance during the life of your trailer. Use a warm water and mild soap solution to clean them, and wipe them dry with a smooth, dry cloth. Do not use citrus based soaps, petroleum distillates or polish. These products will attack the vinyl. Lightly wash with a soft cloth and quickly dry the finish.

FLOORS

Carpets - Vacuum carpet regularly. Clean with a good quality carpet cleaner.

Tile floors - Use a good quality cleaner.

Squeaky floors - Squeaky floors are usually caused by loose screws holding the floor and the walls or cabinets. Open the cabinet doors and remove the drawers to inspect screws and other fasteners holding the floor and cabinet.

DRAPERIES AND CLOTH UPHOLSTERY

The draperies and upholstery are of similar quality as found in your home. Treat them as you would any fine fabric. Some bedspreads and drapes require dry cleaning.

LEATHER FURNITURE (IF EQUIPPED)

Leather furniture should not be placed near a source of heat, or exposed to sunlight. Dust and wipe clean frequently to eliminate the clogging of pores.

For spills and stains, blot with a clean, dry absorbent cloth or sponge. For matte finish leathers, if necessary, wipe with a clean cloth and damp lukewarm water. Do not dry wet areas with hair dryers, etc. For natural or non-protected leathers, blot liquid with a clean absorbent cloth. If a stain appears it will dissipate in time. Do not apply water to clean butter, oil or grease spots. Do not use furniture polish, varnish, ammonia, saddle soaps, oils, abrasive cleaner soaps, etc.



WARNING

Do not use flammable or poisonous materials, such as polish remover, gasoline, naphtha, lacquer thinner, or carbon tetrachloride for any cleaning purpose. These items could cause damage to the materials and could cause injury or death.

DAY-NIGHT SHADES (IF EQUIPPED)

Clean day-night shades with an automotive upholstery cleaner.

COUNTERS AND SINKS

Countertops and sinks are made of high pressure laminate materials. These surfaces are stain resistant and require very little care. Clean and remove stains as follows:

Cleaning - For most dirt and stains, use soapy water or ammonia-based cleaner. For water marks, wipe with a damp cloth and towel dry. For difficult stains, use an abrasive cleaner and a green Scotch Brite® pad.

To disinfect, occasionally wipe the surface with a solution of 1 part household bleach and 1 part water.

Porcelain fixtures

Clean porcelain with a cleaner made for porcelain fixtures.

TUBS AND SHOWERS

Tubs and showers are made of ABS plastic materials. Use a mild soap and water solution to clean the surface. DO NOT USE harsh chemicals, abrasives or abrasive cleansers, gasoline, chlorine, acetone, kersoene, Fomula 409, or citrus-based cleaners. Citrus-based cleaners contain D-Limonene which attacks ABS plastic products. Check any cleaners for ABS plastic compatibility. Recommended cleaners:

- Ammonia diluted 1:3 with water
- Armorall Cleaner
- Armorall Protectant
- Fantastic Spray Cleaner (5% solution)
- Top Job Detergent (3%)
- Joy Liquid Detergent (5% solution)
- Mineral spirits
- Gel Gloss
- Krazy Clean All Purpose
- Murphy Household Oil Soap (diluted)
- Plexus Plastic Cleaner
- Windex Glass Cleaner
- ZEP 50, diluted 1:4 with water

CABINET DOORS AND DRAWERS

Make sure the catches on all cabinets and doors are adjusted properly to prevent them from opening while traveling.

Adjusting the hinges, latches and catches is a routine maintenance task and is not covered under the warranty. You may have to make adjustments or tighten screws several times over the life of the trailer. Normal use and travel vibrations may cause minor flexing of the cabinets, drawers, and doors. Loosened screws or hardware is a normal part of the RV lifestyle.

PROPANE SYSTEM MAINTENANCE

PROPANE LEAK TESTING

Inspect all propane lines and fittings, including connections to appliances, frequently for possible damage and leaks. Brush or spray an approved gas leak detection solution or a non-chlorinated, non-ammoniated soap suds solution over all fittings and any areas showing apparent damage in the lines. The bubbles will grow in size to indicate a leak.

Always tighten flared fittings with two wrenches with opposing torque and do not over tighten. Using only one wrench or over tightening can cause leaks. Have someone stand by to close the main propane tank valve(s) while you are tightening fittings in case a leak occurs. After tightening, check again with the leak detection solution to be sure the leak is stopped. If bubbles still appear, your dealer or a gas service center may need to fix the problem.

The primary manifold is a black pipe located under the trailer. Copper tubing with flare fittings is used for secondary lines running to the gas appliances. NEVER attempt to splice ruptured lines. A new line should always be installed. Your dealer or authorized service center should perform any propane gas line service.

Although your propane system was thoroughly inspected for leaks before delivery, gas fittings can loosen from vibration during travel. Inspect the system at least once a year, and have any problems corrected immediately.



WARNING

Do not use an open flame or any spark producing device to locate a leak.



CAUTION

Do not use products containing ammonia or chlorine to check for leaks. Ammonia and chlorine can cause cracks to form on copper lines and brass fittings, causing a leak.

PLUMBING SYSTEM MAINTENANCE

FRESH WATER SYSTEM

DRAINING THE FRESH WATER SYSTEM

The fresh water system should be drained whenever the system becomes contaminated, prior to winter storage, and after long storage when the system was not drained prior to storage.

Drain the fresh water system as follows:

1. Open the fresh water tank drain valve. Allow the tank to drain completely. If you are not draining the tank for storage, close the drain valve.
2. Turn the water heater OFF. Allow the heater to cool. Drain the water heater by removing the drain plug.
3. Disconnect the ice maker (if equipped) behind the refrigerator. Drain the ice maker as directed in the **Storage and Winterization** chapter.
4. Open all faucets, both hot and cold, in the galley, bathroom and shower. Open the shower head valve.
5. Open the system drain valves. These are the lowest points in the water system. If you are not draining for storage, close the valve. See the diagram in **Fresh Water System** chapter.
6. Completely drain the water from the toilet by depressing the foot pedals.
7. Remove the water filter cartridge (if equipped). If you are draining for storage, do not reinstall the filter cartridge. Store the cartridge in a safe place.
8. Disconnect the outside shower hose (if equipped) and drain the hose. Reconnect the hose.
9. Refer to the **Storage and Winterization** chapter.

WATER PUMP MAINTENANCE

Normal pump maintenance is all that is needed: Check and cleaning the strainer. Sanitize, winterize and occasionally check all plumbing hardware and fittings for tightness. Lack of sanitizing is the number one reason for premature pump failure and poor performance. Lack of sanitizing will cause scale build-up on the diaphragm and valves, causing low flow and leak back.

FRESH WATER SYSTEM SANITATION (“SHOCK TREATMENT”)

The entire fresh water system should be sanitized before the first use, after a period of nonuse, or if the system becomes contaminated. To fully sanitize the system:

1. Open the water tank drain valve and completely drain the water tank. Close the valve after the tank is fully drained.
2. Add about 10 gallons of fresh water to the water tank.
3. Add 2/3-cup (six ounces) of liquid chlorine bleach for each 10 gallons of tank capacity (1/2-gallon bleach for 100 gallon tank).
4. Completely fill the water tank with fresh water.
5. Close the valve at the water purifier (if equipped) unless the water has been contaminated. If the water is contaminated, discard the filter cartridge and leave the valve open.
6. Close the ice maker valve and drain the ice maker (if equipped).
7. Turn the water pump ON and open all the sink, tub/shower drains and faucets to allow air to escape from the plumbing. After all air has escaped, and solution has flowed through the faucets, close the drains and faucets and turn the pump OFF. This fills the entire system with solution. When you can smell the chlorine from each faucet, that's enough.
8. Run the hot-water faucets until the old water has been purged from the hot-water tank, and it is now filled with the water/bleach solution from the water tank.
9. Allow the filled system to stand for several hours.
10. Open the tank drain valve, water heater drain valve and all faucets. Turn the water pump ON and flush the system until the water tank is empty. Turn the water pump OFF. Be careful to not overfill the waste tanks.
11. After draining the system, close the drain system.
12. To remove the bleach odor, mix ½ cup of baking soda with a gallon of water and pour into the fresh water tank.
13. Fill the tank completely and pump this solution through the water heater and the rest of the water lines. This solution can sit in the system for a few days.

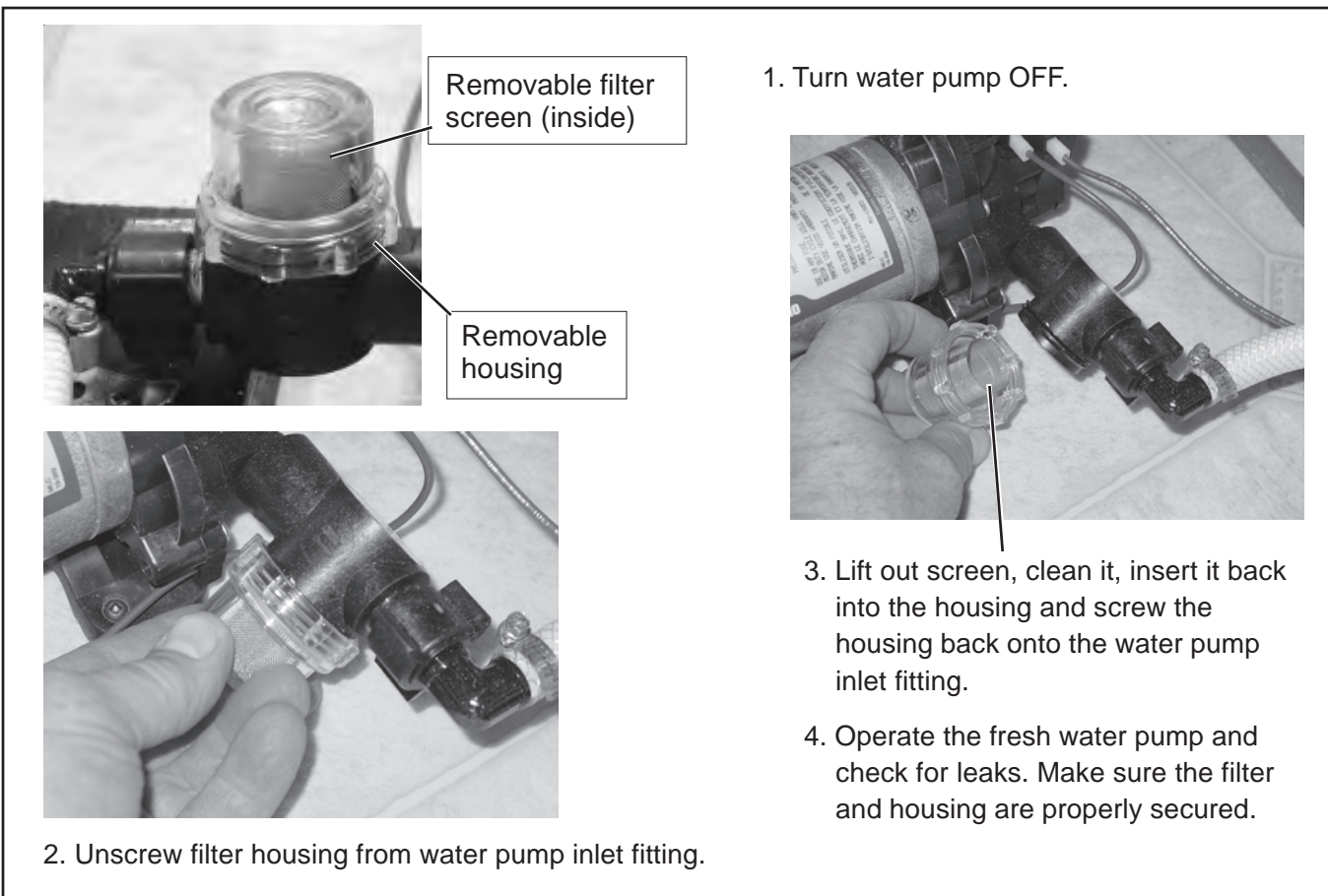
14. To remove residual chlorine from the system, run fresh water through the system using the water pump with the faucets open.
15. Fill the water tank with fresh water for use.
16. Open the icemaker valve and water purifier valve (if equipped). Replace the filter cartridge if it had become contaminated.

WATER PUMP STRAINER CLEANING

Cleaning the fresh water pump inlet filters is a normal customer maintenance item. It is normal for debris to collect in this filter, especially during the first use of the plumbing system. It is performing its function by trapping any minor debris which might be present in the water.

Cleaning this filter is not considered a warranty item. It is routine, and may be done many times over the life of the trailer depending on the purity of the water coming from the tank.

Check the water pump strainer at 90 days and at least once a year thereafter. Clean if necessary as follows:



1. Turn water pump OFF.

2. Unscrew filter housing from water pump inlet fitting.

3. Lift out screen, clean it, insert it back into the housing and screw the housing back onto the water pump inlet fitting.

4. Operate the fresh water pump and check for leaks. Make sure the filter and housing are properly secured.

DRAINING THE WATER HEATER

If the trailer is to be stored during winter months in freezing temperatures, the water heater must be drained to prevent damage from freezing. See the *“Storage and Winterization”* chapter for more details on winterization.

1. Set water heater switches to OFF.
2. Set the heater bypass valve to BYPASS. Let water heater cool.
3. Remove drain plug from water heater tank, and depress the lever on the pressure/temperature relief valve to aid tank draining.
4. When water is drained, reinstall the drain plug. Replace the drain plug if it shows signs of deterioration.
5. Set the bypass valve to NORMAL unless you are winterizing with antifreeze. In that case, leave the valve in the BYPASS position.
6. Turn off the circuit breaker in the main panel that supplies power to the water heater element.

FRESH WATER LINE MAINTENANCE

The water lines need little, if any, maintenance. Plumbing system fittings can loosen over time due to vibration and flexing from road dynamics. This loosening can also occur during storage periods because of temperature changes. When the trailer is new, there may be a brief “break-in” period for plastic parts as the sealing surfaces seat and become permanently water tight. This is normal, and does not indicate a defect. Tightening these fittings is a routine maintenance item not covered under warranty.

Check the water line fittings where they attach to fixtures. Look for drips and other evidence of water. You can easily tighten the threaded fittings by hand or with basic hand tools. Occasionally, simple Teflon tape can be used to assist this process. The photos show some of these typical fittings. Exact installation details differ from those shown depending on model and placement of fixtures.



Typical galley/bath faucet fittings



Typical shower/tub faucet fittings

WASTE SYSTEM

The waste system plumbing is black ABS plastic. The fittings are designed to be tightened by hand. Do not use tools to tighten the fittings.

The P-traps need to have water in them in order to prevent holding tank odors from entering the trailer. After draining the holding tanks, run some water into the traps .



Typical galley/bath
P-trap and drain
fittings



Tighten by hand only.



HOLDING TANKS

After draining a black water waste tank (toilet waste), the monitor panel indicator lights may appear to malfunction. Foreign material (toilet paper, grease, hair, etc.) may collect on and adhere to the monitor probes and can cause a false reading. If this happens, flush the black water tank as directed below. Usually, the motion of the trailer on the road and the natural sloshing of the tank contents will keep these materials from sticking to the probes.

1. Wear a pair of gloves to protect your hands while handling the waste system.
2. Drain the waste tank as outlined in the **Waste Water System** chapter.
3. The tank can be flushed through the toilet if a flushing system is not installed.
4. Connect a water hose (NOT the fresh water supply hose) to a city water supply. Hold open the toilet flush valve and insert the other end of the hose into the black tank through the toilet bowl outlet.
5. Open the black tank dump valve and the final dump valve. Open the city water valve and flush the black tank for approximately two minutes.
6. Close the black water dump valve and final dump valve. Disconnect the waste hose, rinse it, and install the dust cap.
7. Run fresh water into the black tank for approximately 30 seconds to prime the tank. Never leave it unattended. It can back fill into the trailer through the toilet.
8. Turn off the water supply, and remove the hose from the toilet outlet.
9. Rinse, coil and store the flushing hose. Store the waste drain hose. Wash your hands.
10. If the monitor does not read properly, fill the waste tank approximately 3/4-full with fresh water. Tow the trailer to allow the water to slosh and clean the monitor sending probes. Drain the waste tank and check the monitor.
11. If there is still a malfunction, pour 1/2-cup of muriatic acid (pool acid) into 4 gallons of water in a 5-gallon pail. Pour the mixture into the toilet to thoroughly mix the solution. Fill the tank through the toilet and let it stand overnight. Drain and flush with clean water.



**Do not pour water into acid.
Always pour acid into water.**

Genesis Supreme RV welcomes you as a new customer. We want you to be happy with your new trailer, and we are here to assist you and stand behind the product. You have made a significant investment, and protecting it means it will deliver the years of enjoyment you expect. Your trailer was built by trained assemblers using excellent materials, but like your home or your car, maintenance and service is required to enhance value and performance. You can help by being informed and insuring certain inspections and preventive maintenance are performed. A few easy steps can help prevent small issues from developing into significant problems. Please read and observe these steps:

- ▶ Make certain your dealer has submitted your warranty registration. This insures your warranty protection has begun and avoids possible confusion later.
- ▶ Review your Owner's Guide and the equipment literature and operating guides that are in your Owner's Information Packet. Keep your Owner's Guide and other documents in a convenient location for reference.
- ▶ Fill out and send in the warranty registrations for the equipment and appliances installed in your trailer.
- ▶ It is vitally important that you inspect your trailer frequently for irregularities. Be especially vigilant about the roof and roof sealants, sealants around windows, doors, exterior accessories, and all exterior moldings. Over time, water intrusion may begin in these areas. Proper, high quality sealants have been used to produce your trailer, but just like a house, sealed areas should be checked and maintained regularly.
- ▶ Do not store your trailer without first inspecting the sealants. Visit the trailer regularly to inspect for anything unusual, such as any leaks. Early detection and remedy is the best method of preventing a serious repair.
- ▶ If you discover a problem, remedy it as soon as possible. Neglect may cause it to grow bigger. Let your dealer or Genesis Supreme RV know as soon as possible if you need help.

Follow these use and maintenance requirements:

Exterior & Chassis

Every 90 days, thoroughly inspect the roof sealants, sealants around windows, exterior doors, cargo doors, fittings and moldings. Reseal annually.

Inspect the chassis frame rails and components. Check for loosened bolts. Look for bent or dented parts.

Check visible wiring. Look for damaged wiring. Look for loosened connections.

Check the tires and wheels. Be sure tires are properly inflated and wheel lug nuts remain torqued correctly to the specification.

Open exterior storage compartments regularly and ventilate. Look for any signs of water intrusion. Reseal as required or ask your dealer for assistance.


Interior & Furnishings


Thoroughly ventilate the interior when using the trailer. This will reduce the effects of condensation that could damage walls and fabrics.


Wipe up spills and excess moisture from floors and carpets. Vacuum frequently to enhance carpet performance.

Close window shades when the trailer is stored in direct sunlight to minimize possible fabric and carpet fading.

When storing your trailer for long periods, empty all foodstuffs from cabinets and the refrigerator, especially during freezing weather.

 **CAUTION:** Do not leave the trailer unattended for an extended period with city water connected and under pressure. Turn it off when the trailer is unattended. A water pressure regulator is recommended.

 **WARNING:** When storing the trailer, close the propane tank valves to the off position.

 **CAUTION:** Do not leave the gravity water fill unattended when filling. Damage may result. Fill the fresh water tank slowly. Let the air escape to prevent any possibility of over expansion of the fresh water tank.

Plumbing & Propane Systems

Frequently open cabinets and plumbing access panels to look for any signs of plumbing leaks or water intrusion.


Over time, road dynamics from towing may cause some plumbing fittings to loosen. This is normal. You can easily tighten most fittings by hand or with basic tools to stop or prevent minor leaks.


Check and clean the fresh water filter at the water pump regularly. When reinstalling the filter housing, be sure it is tight, run the fresh water pump and check for any leaks.

If you store your trailer in freezing weather, completely drain the fresh water plumbing system, water heater, toilet, ice maker, and holding and fresh water tanks. See your dealer for the proper winterization procedure. Visit your trailer while it is in storage. Inspect for anything unusual.

Check the propane gas tank hold down bracket. Be sure it is tight before towing your trailer.

Each time your propane tanks are filled, check the propane hose fittings at the tanks. Tighten them securely, but by hand only.

 **WARNING (Ramp/"Toybox" trailers):** When loading the trailer, load 60% of the cargo over or forward of the centerline of the axle(s). Overloading and unbalanced loads may cause towing and handling problems or create an unstable towing condition. This can result in damage to the trailer, the towing vehicle and cargo.

 **WARNING (Non-ramp conventional trailers):** Overloading and unbalanced loads may cause towing and handling problems or create an unstable towing condition. This can result in damage to the trailer, the towing vehicle and cargo. Load evenly from side to side and front to back, keeping heavy items near the floor and directly over or as close to the forward-most axles as practicable.

There are many other maintenance items that are covered in your Owner's Guide and the equipment operating guides for many of the components in your trailer.