10 / TRAVEL

Since your dealer probably had your new trailer hitched up to your tow vehicle when you took delivery of the trailer, your first task as a new owner will be to unhitch and stabilize it at your home or first camp site. So that's where we'll start, along with some information about setup and stabilizing equipment and techniques. We'll go on to preparing for travel and hitching up later in the chapter.

Landing Legs, Tongue Jacks and Stabilizer Jacks

Landing Legs (5th-Wheels only)

The landing legs of a 5th-wheel trailer are used for positioning the trailer during hitching and unhitching from the to tow vehicle and to support the trailer during camping and storage. They level the trailer front-to-rear to provide comfort for the occupants, and to allow the refrigerator to operate properly. ***They are not designed to support the full weight of the trailer to change tires or for servicing tre trailer. Do not use the landing legs to raise the tires off the ground.***

The landing legs are made up of three steel tubes that slide inside of each other, either a hand crank or electric motor drive that turns gears and a screw-drive shaft in each leg to extend or retract the legs, foot pads, pull pins and related hardware.

WARNING

Do not exceed the individual leg or system load ratings.

Do not use the legs to jack up the trailer during tire changes. The legs are not designed to support the trailer's weight during tire changes or servicing.

Never drop the trailer off the hitch.

Tongue Jack (Conventional Trailers only)

The tongue jack of a conventional trailer is used for positioning the trailer during hitching and unhitching from the tow vehicle and to support the trailer during camping and storage. They level the trailer front-to-rear to provide comfort for the occupants, and to allow the refrigerator to operate properly. ***It is not designed to support the full weight of the trailer to change tires or for servicing the trailer. Do not use the tongue jack to raise the tires off the ground.***

The tongue jack is made up of steel tubes that slide inside of each other, either a hand crank or electric motor drive that turns gears and a screw-drive shaft to extend or retract the jack, a foot pad and related hardware.

WARNING

Do not exceed the tongue jack load rating.

Do not use the tongue jack to jack up the trailer during tire changes. The tongue jack is not designed to support the trailer's weight during tire changes or servicing.

Never drop the trailer off the hitch.

CAUTION

Do not attempt to raise or place all of the trailer's weight on the stabilizer jacks.

Tip! When you select your site, pay attention to where the utility connections are located. Try to position the trailer so that these hookups are within reach of your cords and hoses.

CAUTION

Make sure you have adequate lighting to safely operate all equipment and vehicles.

WARNING

Never stand between the tow vehicle and the trailer. Unexpected vehicle movement could pin a person between the tow vehicle and the trailer.

CAUTION

Do not attempt to raise the trailer on one landing gear only. Uneven distribution of weight on the landing gear jacks will make the trailer unstable and may damage the overloaded jack.

CAUTION

The crank handle will rotate when the electric drive motor is operated. Remove the crank handle before using the electric motor to prevent injury.

Stabilzer Jacks

Stabilizer jacks are located at the corners of the trailer frame. They are designed to stabilize the trailer after it has been leveled at the camp site. ***They are not designed to level the trailer or to support the full weight of the trailer to change tires or for servicing tre trailer. Do not use the stabilizer jacks to raise the tires off the ground.*** Use them to give the trailer a firm setting and to keep it from "jouncing" when you move around inside. If you use after-market stabilizer jacks, they must be placed under the chassis frame rails only.

Unhitching Fifth Wheel (full unhitch)

Always try to park your trailer as level as possible. When you are unable to find a reasonably level place, you should use leveling blocks under the trailer wheels before unhitching. An accessory visual level available at RV supply stores can be installed on the front/side of the trailer to assist leveling.

1. When you have located your intended parking space, look over the site carefully. Check above the site and the approach to the site to be sure there are no overhead obstacles that might damage the trailer or that might be damaged by it. Check the side clearance to be sure the slide-outs (if equipped) can be extended without interference. Ensure the ground is not soft or uneven and will support the weight of the trailer on the stabilizing jacks or other support devices.

2. Drive the trailer onto the site. Use commercial plastic or solid wood leveling blocks if necessary to level the trailer. **Do not use rocks, concrete blocks or pavers, bricks, or particle board as leveling blocks**. Place the blocks on the ground forward of the wheels, and tow the trailer onto the blocks. **Chock the trailer wheels so there is no wheel movement.**

3. Extend the landing gear legs: Insert the hand crank into the alignment tube until the end engages the cross shaft. ***For electric drive, do not insert the crank handle.*** Turn the crank clockwise, or press the switch (electric drive) in the **DOWN** position until the middle tube is halfway to the ground. This will optimize the overlap of all tubes, maximizing trailer stability.

   Pull the lock pin on the landing gear leg and allow the drop tube to drop to the ground. Adjust the tube up or down so you can re-engage or re-pin in the nearest adjustment hole.

Repeat for the other side. Begin to extend the landing gear to raise the trailer until the lock pins engage. If the lock pins do not engage simultaneously, the ground is not level in the landing gear area. Under these circumstances, use solid wood or plastic wedges to even the load of the landing gear legs.

Raise the unlocked drop tube until the pin locks. Slide the wedge under the foot. If it does not fit, raise the drop tube to the next lock position. Kick the wedge into place firmly.

NOTE: If the parking spot is on asphalt on a very hot day or on dirt and/or gravel, a block of wood under each landing gear leg can be used to spread the load and reduce the possibility of the leg sinking into the surface.

4. Extend the landing gear legs until there is a small gap between the hitch and trailer pin box.
5. Lower the truck tailgate. Remove all obstacles in the truck bed. Disconnect the 7-way cord and the breakaway switch from the truck. Lay the cables over the tailgate.
6. Unlock the 5th-wheel hitch keeper. Slowly drive the truck forward until the king pin disengages from the hitch. Stop the truck. If the trailer does not disengage, the king pin and hitch may be binding. Move the truck about one-quarter inch front or back to free the king pin.
7. When the king pin is free, move the truck away.
8. Raise or lower the landing gears checking the front to back level with a bubble level. Remove and stow the crank handle (manual operation).
9. Lower the rear stabilizer jacks. On soft ground, place a load spreader board under the jacks. Lower the jacks to the ground and firm them up.

NOTE: Setting up the trailer without a complete unhitch allows you to locate the trailer at a site when you want to leave the trailer attached to the truck. Use steps 1 through 3 and steps 8 and 9 above. When extending the landing gear legs, avoid using the landing gear to lift or raise the truck. Since you will not be disconnecting the king pin from the truck hitch, the truck will be an additional load on the landing gear. If you cannot level the trailer reasonably well without lifting the truck, you will need to reposition the trailer on a more level surface.

NOTICE

At either full extension or full retraction, you may hear a clicking noise from the motor. This is the action of the slip clutch built into the drive motor to protect it against overload or to prevent over-extension or over-retraction.

Release the switch as soon as you hear this noise to prevent damage to the motor or bevel gears at the top of the legs. If you hear this noise when the legs are neither fully extended nor fully retracted, one or both of the legs may be overloaded and you will have to shift items around in the trailer or remove items from the trailer.

Continuing to operate the legs overloaded will lead to premature wear and poor performance of the legs.

CAUTION

Do not attempt to raise the trailer on one landing gear only. Uneven distribution of weight on the landing gear jacks will make the trailer unstable and may damage the overloaded jack.

CAUTION

Do not use the stabilizer jack for any other purpose. Use only the stock handle supplied. Do not use a cheater bar on the handle.

WARNING

When lowering the landing gear and stabilizing jacks, keep all body parts away from the bottom of the gear and/or jack.

NOTICE

Never move the trailer with the landing gear legs down.

WARNING

After-market stabilizer stands must be placed only under chassis frame rails. Stabilizer jacks should not be placed at extreme corners of the frame. Locating stabilizers in these locations can cause slide-room damage if leveling blocks were to shift or settle. Do not attempt to level, raise or otherwise place all of the weight of the unit on the stabilizer jacks. Do not use stabilizer jacks for tire-changing.

Once the trailer is stabilized, you can continue with setting up the trailer by connecting to site facilities, extending slide-outs, etc. according to your personal preferences and needs. There is no particular order to set up procedures, and with practice you will find the order that is the most efficient for your situation.

Conventional Trailer Unhitching & Leveling

Always try to park your trailer as level as possible. When you are unable to find a reasonably level place, you should use leveling blocks under the trailer wheels before unhitching. An accessory visual level available at RV supply stores can be installed on the front/side of the trailer to assist leveling.

1. When you have located your intended parking space, look over the site carefully. Check above the site and the approach to the site to be sure there are no overhead obstacles that might damage the trailer or that might be damaged by it. Check the side clearance to be sure the slide-outs (if equipped)can be extended without interference. Ensure the ground is not soft or uneven and will support the weight of the trailer on the stabilizing jacks or other support devices.
2. Drive the trailer onto the site. Use commercial plastic or solid wood leveling blocks if necessary to level the trailer. **Do not use rocks, concrete blocks or pavers, bricks, or particle board as leveling blocks**. Place the blocks on the ground forward of the wheels, and tow the trailer onto the blocks. **Chock the trailer wheels so there is no wheel movement.**
3. Put the foot pad on the tongue jack post, and turn the tongue jack crank clockwise (or press the switch to **EXTEND**) to lower the tongue jack nearly to the ground. If the ground surface is soft or may not be able to fully support the weight of the trailer tongue, place a sturdy 2" x 6" wood block under the jack post foot pad to support the jack post. The block should rest level and remain stable.
4. Disconnect the breakway switch lanyard and safety chains. Unplug the 7-way cord from the tow vehicle.
5. Unlatch the hitch ball lock.
6. Turn the tongue jack clockwise (or press switch to **EXTEND**) to lower the jack post until the trailer tongue rises up and off the tow vehicle hitch ball. When the tongue is completely off the ball, drive the tow vehicle forward out of the way.
7. Check the level of the trailer with a carpenter's level both crosswise and lengthwise on the trailer floor. Raise or lower the tongue with the jack until the trailer is reasonably level front to rear.

Tip! When you select your site, pay attention to where the utility connections are located. Try to position the trailer so that these hookups are within reach of your cords and hoses.

WARNING

Never stand between the tow vehicle and the trailer. Unexpected vehicle movement could pin a person between the tow vehicle and the trailer.

NOTICE

Never move the trailer with the tongue jack down and supporting the trailer tongue.

Put a small round bubble level inside the refrigerator to help determine proper level for refrigerator operation.

CAUTION

Do not attempt to raise or place all of the trailer's weight on the stabilizer jacks.

WARNING

Do not attempt to use the stabilizer jacks or the landing gear jacks to change a trailer tire.

WARNING

After-market stabilizer stands must be placed only under chassis frame rails. Stabilizer jacks should not be placed at extreme corners of the frame. Locating stabilizers in these locations can cause slide-room damage if leveling blocks were to shift or settle. Do not attempt to level, raise or otherwise place all of the weight of the unit on the stabilizer jacks.

WARNING

Do not attempt to use the stabilizer jacks or the tongue jack to change a trailer tire.

8. Lower stabilizers, if desired. After stabilizing the trailer, be sure the trailer frame is not twisted, buckled, or stressed. Check that all doors and windows operate freely and do not bind.

Once the trailer is stabilized, you can continue with setting up the trailer by connecting to site facilities, extending slide-outs, etc. according to your personal preferences and needs. Although there are no rules about setting up, usually you'll connect to the electrical service first so you can have light when needed, or operate other electrical power needs. With practice you will find the order that is the most efficient for your situation.

The Entry Step

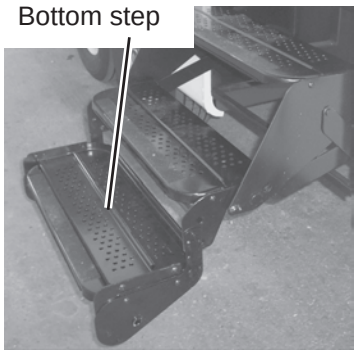
The entry steps make it easy to enter and exit your trailer. There are a few things that you should know to be safe and to keep the steps operating the way they should.

The steps consist of several elements that fold over each other to store compactly under the trailer body. There may be up to four step elements depending on trailer model. They all operate the same, as shown below (4-element step shown).

Extending the entry step

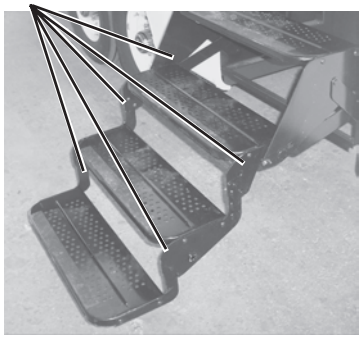
1. Grasp and pull up and out on the release handle under the top of the step assembly. Pull step assembly out from trailer body. Grasp and wiggle the step to be sure it is completely extended and locked in position. (Step is shown partially extended.)

2. Rotate the step elements out and downward.



3. Fold the bottom step down. Be sure bottom step is unfolded completely.

PINCH / AMPUTATION HAZARDS



4. Reverse the procedure to retract. Be sure the step assembly is sescure.

⚠ WARNING

PINCH / AMPUTATION HAZARD
Keep fingers, feet and other body parts away from the step hinges when lowering or raising the entry step. The hinges form a “scissor”-like device and can cause serious injury to or amputation of fingers or toes.

The steps will become a routine item in your daily life with your trailer. But there are some safety precautions that you should be aware of that will help you use the steps safely and keep them working for the life of the trailer.

- ***Remember that the entry steps are like any other stairs. Use the same caution when going in and out of your trailer that you would on any other stairway. Use the entry assist bar/grab handle.***
- ***The steps may be hot, wet, slippery, dirty or in some other condition that may be potentially hazardous. Check the condition of the steps before entering or exiting your trailer.***
- ***There may be sharp machined edges on some parts of the step mechanism. Be careful when extending or retracting the steps. Keep your fingers and toes away from the hinge elements at the sides of the steps.***
- ***Be sure the step areas are well lit. Avoid entering or exiting the trailer at night or in conditions of poor visibility without good lighting. Turn on the porch/scare lights.***
- ***Do not move the trailer with the steps extended. The step could be damaged from hitting rocks, trees, posts, etc. and may not be able to be retracted. It may also be broken in a way that is not visible and fail the next time you need to use it.***
- ***Although the steps are strong and capable of supporting normal foot traffic, they are not infinitely strong and may fail under extreme loads.***
- ***Inspect the steps before every trip. Look for cracked or bent parts or obvious damage. If any damage is found, have the step repaired before using it.***
- ***Keep the step clean. Wash off oil, grease, wax, or other slippery substances. Clean off ice and snow accumulations, and accumulations of dirt and sand.***

Preparing the Trailer for Travel

1. Pack up the trailer. As you become familiar with your traveling need, you can develop checklists to use to remind you as you pack. Be sure to follow the loading guidelines in Chapter 7.

2. Do a walk-around inside the trailer. Check these items:

- ☐ All cabinets closed tightly.
- ☐ All interior sliding door travel locks are in place.
- ☐ Raise and lock blinds to keep them from swinging and causing damage.
- ☐ Be sure emergency escape windows are secure.
- ☐ Close and latch all windows, and close roof vents.
- ☐ Secure fold-down beds/lounges and collapsible tables.
- ☐ Secure ALL loose items: bunk ladders, freestanding furniture, small appliances, food and housekeeping items, TVs and entertainment equipment, etc. Retract and lock TV attachment arms (if equipped).
- ☐ Close all drawers. Tug on them to make sure.
- ☐ Be sure all doors near slide-outs are closed.
- ☐ Move chairs or other furniture/equipment away from the walls.

  NOTE: If you expect to travel on bad roads, turn the dinette table over and move the chairs to the front.
- ☐ Retract all slide-outs (if equipped).
- ☐ Retract TV antenna and/or satellite dish (if equipped).
- ☐ Turn off range and oven controls and be sure all pilots are off. Close all faucets, and turn all appliance switches OFF.
- ☐ Turn off water pump.

3. Do a walk-around outside the trailer:

- ☐ Retract and lock all awnings (if equipped).
- ☐ Disconnect all electric, water and waste connections (if connected). Stow all cables and hoses.

- ☐ Close and lock all outside compartment doors (except propane compartment).
- ☐ Clear all obstacles under the trailer.
- ☐ Retract stabilizer jacks, and remove and stow all portable jacks/blocks.
- ☐ Check tire pressures (see Chapter 6)
- ☐ Check wheel nut torque (see Chapter 6)
- ☐ Retract entry steps.
- ☐ Close, latch and lock rear and side cargo doors (if equipped)
- ☐ Close and lock entry door.

NOTE: Keep the trailer wheels chocked until hitching is completed.

HITCHING UP

Hitching your trailer to your tow vehicle will become routine with experience. Make it a habit to examine all hitch components before hitching the trailer. If you have a conventional ball hitch, check for cracked or bent parts, cracked welds, deformed or stripped bolts. Inspect the spring bars and chains. Be sure the ball is tight and well lubricated.

Check the trailer tongue for cracks. Be sure the ball locking device works freely. Inspect the safety chains. If you find a defect in any hitch component, correct it before towing the trailer.

If you have a fifth-wheel trailer, check all truck-mounted hitch components. Check for worn, cracked, or bent parts. Be sure the locking device works properly. Inspect the pin box assembly on the trailer. Check the king pin. If you find any defective components, repair or replace them before towing. Be sure all moving parts of the hitch are well lubricated.

Hitching Up Fifth Wheel

1. **Chock the trailer wheels so there is no wheel movement.**
2. Extend the 5th-wheel landing gear legs and raise the king pin to the appropriate hitch height.
3. Lower the tow vehicle (truck) tailgate and remove any obstacles in the truck bed. Be sure the trailer king pin will clear the truck bed.
4. Open and lock the jaws of the hitch (not required on some hitches). Position the hitch level to give a clear view of the hitch and king pin.
5. Back the truck so that the king pin is directly in front of the mouth of the 5th wheel hitch. Stop and check that the tailgate will not hit the trailer and that the king pin is even with or slightly below the top of the hitch plate.
6. Lay the 7-way power cord and the breakaway switch cable over the truck to keep them clear of the truck and to make connection easier.
7. Insert the hand crank into the alignment tube until the end engages the cross shaft (manual operation). ***For electric drive, do not insert the crank handle.***
8. Turn the crank counterclockwise (or press the switch **UP**) until the trailer king pin is lined up with the tow vehicle hitch.
9. Back the truck into position until the king pin locks into the hitch jaws. Some hitches require manually locking the jaws. Install all locking pins on the hitch plate lever.
10. Secure the breakaway switch cable to a secure attachment point on the tow vehicle. Make sure the cable is free and will not bind against the truck or any equipment in the truck bed, especially during turns. Make sure the pin in the breakaway switch is securely in place.
11. Connect the 7-way power cord to the tow vehicle receptacle.
12. Check the running lights on the trailer and tow vehicle for proper operation: brake lights, taillights, clearance lights, turn signals.
13. Raise the trailer landing gear legs an inch or two and do a short “pull test” to make sure the hitch is secure. If everything is okay, completely raise the landing gears legs.
14. Remove (or disengage) the pull pin and raise the drop tube, re-pinning it in the highest position. Middle tube is halfway to the ground.

CAUTION

Do not attempt to raise the trailer on one landing gear only. Uneven distribution of weight on the landing gear jacks will make the trailer unstable and may damage the overloaded jack.

An assistant outside can help you align the tow vehicle and trailer.

WARNING

Never stand between the tow vehicle and the trailer. Unexpected vehicle movement could pin a person between the tow vehicle and the trailer.

CAUTION

Do not attempt to raise the trailer on one landing gear only. Uneven distribution of weight on the landing gear jacks will make the trailer unstable and may damage the overloaded jack.

15. Fully retract the legs so that the foot pad is higher than the lowest point of the trailer, to prevent dragging.
16. Remove and stow the crank handle (manual operation).
17. Remove and stow the wheel chocks. If possible, move the rig ahead about 50 feet and test the trailer brakes and lights. Check the ground for forgotten objects.
18. Check inside the trailer to be sure that everything is stored away, vents and windows are closed, and doors and drawers are closed.
19. Be sure entry door is locked and steps are retracted.
20. Regularly check tire pressures, hub temperatures, and wheel nut torque while under way.

TrailAir Pin Box Air Spring *(If Equipped)*

The air spring can lose air pressure over time. Before starting on any trip you should check ride height mark on the front of the shock absorber with the truck and trailer at rest. Also, certain circumstances such as a dramatic change in weight (500 lbs or more), temperature (50 to 70 degrees F or more) or altitude (5000 feet or more) may change the ride height and require some adjustment. Inflate the air bag with only enough air to raise pin box to the ride height mark on the front of the shock absorber with the truck and trailer at rest.

NOTICE

Altering the pin box in any manner may void the TrailAir warranty. If you have any questions regarding about the operation or maintenance of the TrailAir air spring, please call TrailAir at (800)-998-4238.

Hitching Procedure For Conventional Trailers

Before attempting to hitch up your trailer, read the instructions provided by the manufacturer of the hitch. Your hitch must be able to accept a 2-5/16" ball. The following instructions apply in most cases. If the instructions provided with your hitch are different from these instructions, follow those of the hitch manufacturer:

Hitch ball size: 2-5/16"

NOTICE

If you tow using a weight distributing hitch, the spring bars MUST be disconnected when towing off-road. Weight distributing hitches are not designed for operation on unlevel surfaces. Failure to disconnect the spring bars when towing off-road may result in damage to the tongue of the trailer.

1. **Chock the trailer wheels so there is no wheel movement.**
2. Turn the tongue jack crank clockwise. This will extend the jack and raise the tongue and coupler. Raise the tongue sufficiently to clear the hitch ball on the tow vehicle.
3. Back the tow vehicle until the hitch ball is under the hitch ball socket. If you are working alone, a backing aid mirror may be helpful.
4. The coupler latch locking lever on the tongue should be fully open. Lower the tongue jack until the ball is firmly seated in the socket. Close the coupler latch and secure it with a locking pin or bolt.

5. Raise the tow vehicle and trailer with the tongue jack high enough to allow room to install the hitch spring bars (if using a weight distributing hitch).
6. Attach the spring bars according to the hitch manufacturer's instructions.
7. After adjusting the spring bars, retract the tongue jack completely. Note that the trailer must be relatively level front to back. Tilt in either direction must be kept to an absolute minimum. Having the front lower than the rear reduces towing stability on tandem axle trailers.
8. Install the sway control system according to the manufacturer's instructions (if using sway control).
9. Connect all safety chains. Safety chains are extremely important, and as a trailer owner, it is your responsibility to be familiar with these devices and their correct use. The hitch on your tow vehicle must be equipped with two chain attachment eyes, on each side of the vehicle's centerline. Install the chains by threading each one through its attachment eye and hooking it back on itself. Adjust each chain length so that it is as short as possible, but still permits full "jackknife" turns without becoming tight. Both chains should be the same length and crossed under the trailer's tongue to hold the tongue off the ground if the trailer accidentally becomes uncoupled.
11. Connect the 7-way power cord to the tow vehicle receptacle, and the breakaway switch lanyard to a non-removable part of the hitch or the tow vehicle chassis.
13. Check the running lights on the trailer and tow vehicle for proper operation: brake lights, taillights, clearance lights, turn signals.
11. Completely raise the coupler jack and jack wheel (if equipped).
12. Remove and stow the wheel chocks. If possible, move the rig ahead about 50 feet and test the trailer brakes and lights. Check the ground for forgotten objects.
13. Check inside the trailer to be sure that everything is stored away, vents and windows are closed, and doors and drawers are closed.
14. Be sure entry door is locked and steps are retracted.
15. Regularly check tire pressures, hub temperatures, and wheel nut torque while under way.

WARNING

Follow the instructions of the hitch manufacturer for adjusting the weight distributing hitch. Overtightening of hitch spring bars will reduce cornering and stopping ability as well as stability.

WARNING

Never attach safety chains to the hitch bar or any removable part of the hitch.

Simple hitching aids are avaiable from RV accessory suppliers that make it easier to align the coupler and hitch ball withouit leaving the driver's seat.

WARNING

Never attach the breakaway switch lanyard to the hitch bar or any removable part of the hitch.

Electrical Hookup (see Chapter 12)

Before connecting to the electrical supply, check the supply rating. Be sure it is 110- to 125-volt single phase AC for 30-amp service or 2-phase 220 to 240-volt AC (two 110 to 120-volt legs) for 50-amp service.

1. Be sure the site power source breakers are OFF (both legs on 50-amp service).
2. If the site power source breakers are not accessible, turn OFF the main breakers inside the trailer.
3. Insert the plug of the cord into the site source receptacle, seating the connector squarely and completely.
4. Turn site source breakers ON.
5. Turn trailer main breakers ON.

To disconnect:

1. Turn trailer main breakers OFF.

   OR

   Turn site source breakers OFF.
2. Pull the plug end of the cord straight out of the source receptable.
3. Coil and stow the shore power cord.

Fresh Water Hookup (see Chapter 13)

The city water system is connected through a potable water hose to a hookup on the exterior wall of the trailer. Since campground water systems have varying pressures, a pressure regulator should be used to reduce the city water pressure to the trailer (see below).

To connect to the city water system:

1. Set the water pump switch to OFF.
2. Pull out the fresh water hose.
3. Turn on the site water supply and allow clean water to flow for a few seconds or until the water is clean and clear. Turn off the site supply valve and connect the fresh water hose to the supply.
4. Turn on the site supply valve.

WASTE WATER/SEWER HOOKUP (SEE CHAPTER 14)

During self-containment, the sewer line is securely capped to prevent leakage of waste material onto the ground or pavement. Do not pull the holding tank knife valves open when the protective cap is installed on the pipe. Always drain the tank into an acceptable sewer inlet or dump station.

Drain the holding tanks only when they are at least 3/4-full. If necessary, fill the tanks with water to 3/4-full. This provides sufficient liquid to allow complete flushing of waste material into the sewer line.

Whenever possible, drain the tanks before traveling. Waste water and sewage in the holding tanks reduce the carrying capacity of the trailer, and there's no sense driving around with it.

During extended hookups, waste materials will build up in the tank and cause serious plugging if the tank valves are left open. Keep the valves closed until the tanks are 3/4-full, then dump into the sewage system. When not connected to a sewage system, keep the protective cap in place on the drain line fitting.

To dump the holding tanks:

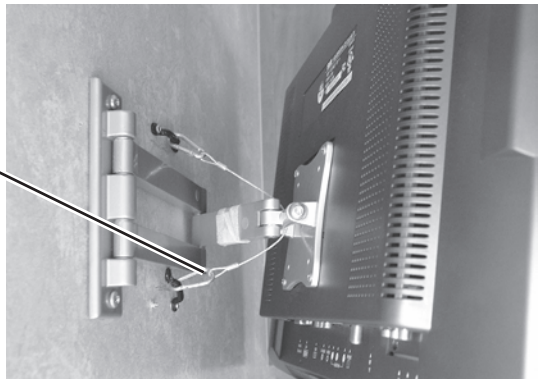
1. Turn the outlet cap counterclockwise to remove it.
2. Attach the sewer hose to the holding tank outlet by turning clockwise, locking the tabs on the outlet.
3. Place the other end of the sewer hose into an approved dump station inlet. Push it far enough into the opening to be secure. Adapters may be required between the line and the inlet. Arrange the hose so it slopes evenly to the sewer inlet. Avoid sharp bends.
4. Open the black tank termination valve (the larger one) and drain. Grasp the valve handle firmly and slide the valve open with a quick, steady pull. Allow enough time for the tank to drain completely. Rinse and flush the tank through the toilet. When the tank is empty, push the valve handle back in to close the valve. Run enough water (up to five gallons) into the tank to cover the bottom. This will help to break up solids and reduce "pyramiding" of solid wastes.

5. To drain the gray water tank, open the gray tank termination valve (the smaller one) and drain. Drain the gray tank last to aid in flushing the outlets and hose. When the tank is empty, push the valve handle back in to close the valve.
6. Disconnect sewer hose, reinstall termination cap on the outlet.
7. Rinse out the sewer hose with fresh water and remove the sewer hose from the dump station.
8. Replace the sewer or dump station covers, and store the sewer hose and fittings.

Interior Set Up

1. Check the inside of the trailer for any open doors, drawers or furniture that might block the operation of the slide-outs.
2. Make sure there are no obstacles on the outside and extend the slide-outs (if equipped).
3. If not connected to city water, turn the water pump switch on the monitor panel to ON. Open both hot and cold faucets to bleed air from the lines. Make sure water heater is full and turn on the water heater.
4. Make sure oven and range controls are off. Open the propane gas main valve.
5. Operate the appliances as desired.
6. When TVs are positioned as desired, it's a good idea to replace the restraining cable/strap/pin (as equipped). In case of any accidental trailer movement, this will help keep TVs from falling, swinging or otherwise moving and causing damage or injury.

TV Restraint Cable (shown with wall-mounted LCD TV - other types may have straps or shelf lockbolts or pins)



Before You Leave Your Site

- ☐ Make sure all cabinets are closed, travel locks are in place, and interior doors and drawers are closed.
- ☐ Turn off range and oven controls and turn off oven pilot.
- ☐ Turn off all vents and fans and close vents.
- ☐ Turn off fresh water pump.
- ☐ Turn off climate control system.
- ☐ Turn off water heater.
- ☐ Turn off all appliances and interior lights.
- ☐ Retract TV antenna.
- ☐ Retract awnings and set travel locks.
- ☐ Position furniture to prevent damage from retraction of the slide-outs. Retract slide-outs.
- ☐ Position and stow all loose-loaded items such as furniture, TVs, electronic devices and components, food, tools, supplies, etc.
- ☐ Raise and lock all blinds.
- ☐ Close all propane gas cylinder main valve(s).
- ☐ Drain waste tanks.
- ☐ If connected, turn off the site circuit breakers. Disconnect the shore power cord and stow it in the compartment.
- ☐ Drain the waste holding tanks. Wear gloves to protect your hands while handling the waste system. If you are not situated at a site with sewer connections, drive the trailer to a dump facility and dump the tanks.
- ☐ If connected, turn off the site water valve. Loosen the water connector at the supply valve to reduce pressure, then disconnect the hose pressure regulator from the valve. Disconnect the hose from the city water inlet on the trailer. Coil and store the water hose.
- ☐ Retract the entry steps.
- ☐ Check the roof and under the trailer for any obstructions. Check the campsite for any forgotten items and for obstacles before moving the trailer.
- ☐ Close and lock exterior compartment doors, and entry door. Give them a tug to be sure.
- ☐ Hitch up the trailer as outlined in **“Hitching Up”** section.
- ☐ Check trailer wheel nut torque, and adjust if necessary.

Owner Notes