

Appendix

For assistance with this manual, warranty information or information on Keystone Products, please visit us on the web or contact Keystone RV Company Retail Customer Service.

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Exterior Pre-Travel Checklist

- Fill the LP bottles
- Empty the holding tanks
- Connect the trailer to the tow vehicle and test all of the exterior lights
- Inspect the awning and ensure that it is properly retracted and secured for travel. It is recommended that a tie wrap be used on the awning arms preventing the possibility of the awning deploying while in travel.
- Inspect all exterior baggage doors and hatches ensuring they are locked
- Inspect the tires and check the pressures. Refer to Chapter 9
- Loosen and Torque the lug nuts. Refer to Chapter 9
- Connect the breakaway switch and test the brakes on the trailer. Adjust the tow vehicle brake controller in accordance with the manufacturer's recommendations
- Secure the rear leveling jacks in the "up" position
- Position the battery disconnect to the on position. This is required to engage the trailer's brakes in the event of an emergency
- Ensure the steps are retracted

Interior Pre-Travel Checklist

- Close all vents and windows
- Place the television antenna "down" position
- Retract the slide rooms
- Inspect the interior of the unit ensuring that all cabinet, interior, and the shower doors are closed and secured
- Secure all loose items in storage compartments
- Ensure that the travel latch is closed on the refrigerator
- Test the smoke, carbon monoxide and LP alarms.

Battery

- Check the electrolyte levels in the battery cells. Refer to Chapter 5
- Clean the battery terminals and ensure they are securely tightened. Refer to Chapter 5





Exterior

- Wash and wax the exterior of the coach at least monthly. Pay particular attention to the graphics when washing and waxing. Power buffers and high pressure washers can remove or damage the graphics. This type of damage is not covered under the warranty. Refer to Chapter 9
- Inspect the seals around the windows, doors and appliance vents. Clean and reseal as required. Refer to Chapter 9
- Remove debris from the window weep holes. Refer to Chapter 9

Frame and Chassis

- Inspect the frame for signs of corrosion. Clean and lightly sand any corroded areas and touch them up with good quality paint. Refer to Chapter 9
- Inspect the steps for corrosion. Clean and touch up any corroded areas. Lubricate the pivot points on the steps. Refer to Chapter 9
- Check the tire pressure. Refer to Chapter 9
- Generator - Review the preventative maintenance requirements in the manufacturer's owner manual. Refer to Chapter 4

Plumbing

- Flush the waste water system and sanitize. Refer to Chapter 7
- Flush the water heater tank. Refer to Chapter 7
- Replenish the water tank air pocket. Refer to Chapter 7
- Winterize your coach prior to the onset of freezing temperatures. During extreme freezing temperatures it is recommended that the unit be winterized. Damage to the plumbing system due to freezing is not covered under the warranty.

Roof

- Remove all debris from the roof and thoroughly clean using a mild detergent. Refer to Chapter 9
- Inspect the roof seals for signs of deterioration. Reseal areas as required. Refer to Chapter 9

Glossary of Common RV Terms

ACCESSORY WEIGHT: The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

AC ELECTRICITY: Alternating Current. Standard Household 110 Volt AC current.

ANODE ROD: Part of the water heater that attracts impurities in the water that cause corrosion.

BEAD: The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

BEAD SEPARATION: This is the breakdown of the bond between components in the bead.

BIAS PLY TIRE: A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the center line of the tread.

BLACK TANK: The holding tank into which the toilet directly drains.

BLACK WATER: The term associated with sewage contained within the black tank.

BRAKE CONTROLLER: Device located under the dash of a towing vehicle that controls the braking system of the fifth-wheel.

BTU: The measurement of the amount of heat required to raise the temperature of one (1) pound of water, one (1) degree F.

CARCASS: The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

CHUNKING: The breaking away of pieces of the tread or sidewall.

CITY WATER: Refers to exterior water source, not water from the fresh water tank that you hook up to at campgrounds. "City Water" refers to pulling water from a central source (like in a city).

CONDENSATION: The result of warm humid air coming in contact with cold glass also known as 'Sweat'.

CONVERTER: Device that converts 110V AC to 12V DC.

CURBSIDE: Term used to refer to the side of your coach, which faces the curb or shoulder when parked. Also called DOOR SIDE (the main entrance door) or OFFROAD SIDE.

DC ELECTRICITY: Direct Current. Also termed Battery Power. Used to run all 12 Volt powered systems or lighting.

DRY CAMPING: Refers to camping using only the resources within your unit and without amenities such as city water hook-ups, electrical hook-ups, etc., often provided at commercial campsites.





DSI IGNITION: Direct Spark Ignition – The method of lighting a main burner on a LP fired appliance.

COLD INFLATION PRESSURE: The pressure in the tire before you drive.

CORD: The strands forming the plies in the tire.

CORD SEPARATION: The parting of cords from adjacent rubber compounds.

CRACKING: Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT: A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

CURB WEIGHT: The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

DUCTED AC: Air conditioning distributed through a ducting system.

DUCTED HEAT: Warm air distributed through a ducting system.

DUAL ELECTRICAL SYSTEM: Coach equipped with appliances and lights, which operate on 12V power when self-contained, and with a converter, on 110 AC when in campgrounds or run off of a generator.

DUMP STATION: Term used for locations to drain the waste holding tanks (gray and black tanks). In most states, it is illegal to dump your tanks anywhere except at dump stations.

DUMP VALVE: Another name for the T-Handle used to drain the black and gray tanks.

EGRESS WINDOW: Term for the emergency exit windows within recreational vehicles: Usually identified by a red handles or levers.

EXTRA LOAD TIRE: A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.
Groove - The space between two adjacent tread ribs.

FULL HOOK-UP SITE: A Campsite that offers full amenities: City water, sewer, and electrical hook ups – many have cable and phone available.

GALLEY TANK: A gray water holding tank used specifically for the kitchen waste water.

GENERATOR: Powered by LP gas, generates 110 Volt power.

GRAY TANK: the waste holding tank into which water from the kitchen and bath sinks, shower and tub drains.

GRAY WATER: Water drained into the gray holding tank.

GROSS AXLE WEIGHT RATING (GAWR): Maximum amount of weight (in lbs.) that can be placed on the axle.

GROSS COMBINED WEIGHT RATING (GCWR): Maximum load weight (in lbs.) allowed for the coach and tow vehicle.

GROSS VEHICLE WEIGHT RATING (GVWR): Maximum load weight (in lbs.) allowed for the vehicle.

GROSS Fifth-Wheel WEIGHT (GTW): Weight of the fully loaded coach in its actual towing condition.

HITCH WEIGHT: Amount of a coach's weight that rests on the tow vehicle's hitch.

HOLDING TANKS: Refers to the tanks typically known as fresh water, gray and black, where the water is held.

HOOK-UPS: Where you connect to a campground's facilities.

INNERLINER SEPARATION: The parting of the innerliner from cord material in the carcass.

INTENDED OUTBOARD SIDEWALL: The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

LIGHT TRUCK (LT) TIRE: A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating - The maximum load that a tire is rated to carry for a given inflation pressure.

NET CARRYING CAPACITY (NCC): Maximum weight without exceeding the GVWR. Also referred to as 'Payload Capacity'

LOW POINT/LOW POINT DRAIN: Lowest point in the plumbing system. Drain valves are placed at these points for sewage dumping.

LP GAS: Liquefied Petroleum Gas – Used to fuel appliances.

MAXIMUM LOAD RATING: The load rating for a tire at the maximum permissible inflation pressure for that tire.

MAXIMUM PERMISSABLE INFLATION PRESSURE: The maximum cold inflation pressure to which a tire may be inflated.

MAXIMUM LOADED VEHICLE WEIGHT: The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

MEASURING RIM: The rim on which a tire is fitted for physical dimension requirements.

NON-PNEUMATIC RIM: A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

NON-PNEUMATIC SPARE TIRE ASSEMBLY: A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic





tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

NON-PNEUMATIC TIRE: A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

NON-PNEUMATIC TIRE ASSEMBLY: A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

NORMAL OCCUPANT WEIGHT: This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

OCCUPANT DISTRIBUTION: The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

OPEN SPLICE: Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

OUTER DIAMETER: The overall diameter of an inflated new tire.

OVERALL WIDTH: The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

PILOT: Small flame that is used to ignite the main burner of a LP-fired appliance.

PIN WEIGHT: The vertical trailer load supported by the king pin of a fifth-wheel hitch.

PLY: A layer of rubber-coated parallel cords.

PLY SEPARATION: A parting of rubber compound between adjacent plies.

PNEUMATIC TIRE: A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

PRODUCTION OPTIONS WEIGHT: The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

PRIMITIVE CAMPSITE: Campsite that offers limited connections. May have city water or electrical available but not both.

PULL-THROUGH SITES: Camp sites that you can pull your recreational vehicle through, eliminating the need to back in.

RADIAL PLY TIRE: A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the center line of the tread.

RECOMMENDED TIRE INFLATION PRESSURE: This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

REINFORCED TIRE: A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

RIM: A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

RIM DIAMETER: This means the nominal diameter of the bead seat.

RIM SIZE DESIGN: This means the rim diameter and width.

RIM TYPE DESIGNATION: This means the industry of manufacturer's designation for a rim by style or code.

RIM WIDTH: This means the nominal distance between rim flanges.

ROADSIDE: Refers to the side of the unit that faces the road when parked. Also commonly referred to as "Off DOOR SIDE."

RV: Short for Recreational Vehicle.

RVIA: Recreational Vehicle Industry Association

SECTION WIDTH: The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

SHORE LINE: The electrical cord that connects 110V from an exterior outlet (such as campgrounds) to the RV. Also called 'Power Cord'

SHORE POWER: The 110V outlet that connects to the Shore Line.

SIDEWALL: That portion of a tire between the tread and bead.

SIDEWALL SEPARATION: The parting of the rubber compound from the cord material in the sidewall.

TEST RIM: The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

TREAD: That portion of a tire that comes into contact with the road.

TREAD RIB: A tread section running circumferentially around a tire.

TREAD SEPARATION: Pulling away of the tread from the tire carcass.

TREAD-WEAR INDICATORS (TWI) - The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

UNLOADED VEHICLE WEIGHT (UVW): Weight of the unit without adding fuel, water, propane, supplies and passengers. Also referred to as 'Dry Weight'

VEHICLE CAPACITY WEIGHT: The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.





Vehicle maximum load on the tire - The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

VEHICLE NORMAL LOAD ON TIRE: The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

WEATHER SIDE: The surface area of the rim not covered by the inflated tire.

WET WEIGHT: Weight of the coach with fuel, fresh water and LP tanks full.

WHEEL CENTER MEMBER: In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the nonpneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

WHEEL HOLDING FIXTURE: The fixture used to hold the wheel and tire assembly securely during testing.

Index

- 110 Volt System 31
- 12 Volt System 31
- Air Conditioner 9, 10, 19, 22, 23, 32, 33
- Antenna 14, 20, 22, 77
- Awning 21, 77
- Bargman 7-Way Plug 34
- Battery 15, 29, 31, 33, 34, 35, 39, 45, 51, 52, 58, 62, 63, 77, 79, 82
- Brakes 14, 15, 16, 34, 35, 62, 74, 77, 79, 82
- Breakaway Switch 14, 15, 35, 77
- Carbon Monoxide Detector 29
- Condensation 9, 28, 57
- Convection Oven 24
- Converter 22, 31, 32, 33, 39, 80
- Fan-Tastic Vent 28
- Fifth-Wheel 1, 9, 11, 12, 13, 14, 17, 18, 41, 57, 58, 77, 79, 81
- Fireplace 24
- Fresh Water 41, 42, 43, 45, 46, 47, 48, 74, 79, 81, 84
- Furnace 9, 22, 24, 27, 37, 55
- Generator 11, 24, 78, 80
- Hitch 74, 81, 82
- King Pin 82
- LP Detector 29, 39
- Microwave 24, 32
- Mold 10, 21
- Monitor Panel 25, 41, 42, 45
- No Fuss Flush 48
- Power Cord 83
- Refrigerator 17, 27, 28, 31, 32, 55, 77
- Regulator 37, 38
- Roof 9, 14, 19, 28, 31, 32, 47, 51, 56, 78, 82
- Slide-Out 21, 51, 52, 53
- Stabilizing Jacks 17, 18
- Toilet 79
- Torque 14, 16, 59, 60 77
- Travel-Trailer 1, 11, 12, 13, 14, 15, 17, 18, 41
- Warranty 1, 3, 7, 8, 21, 45, 51, 55, 58, 77, 78
- Waste Water 46, 47, 78, 80
- Water Heater 11, 32, 41, 42, 43, 44, 45, 46, 47, 78, 79
- Water Pump 41
- Winterization 44, 45, 46, 47