

Complete How to Guide

Zion Models



HOW TO: Monitor Panel

The monitor panel is located inside the side door, above the doorframe. Depending on the options you have, there may be a gasoline generator starter switch and hour run meter to the right.

Battery Disconnect Switch

The battery disconnect switch turns the coach battery power off and on. When off, it prevents your coach batteries from being drained while the Roadtrek is not in use. The lights, the water pump, the fan, the refrigerator, all need 12-volt power from the batteries. If something electrical in your Roadtrek doesn't work, the first thing to check is to make sure the battery disconnect switch is on.

The battery disconnect switch is on the bottom of the monitor panel. This is a momentary switch, meaning it will always return to the home position.

You will hear a "clunk" as the battery disconnect switch is pressed - this is a big relay connecting the coach batteries to the electrical loads. When the battery disconnect is on, you will see the voltage displayed.

If you hear a clunk-clunk, or nothing at all, there are a few things that could be happening. Your lithium batteries (if you have them) may not be turned on, it may be too cold for the batteries to work or your batteries may be depleted to the point where they cannot drive the relay. The best way to charge your batteries in this situation is to start your vehicle engine and try again after it has charged for a while. Once the relay is working, you can continue to charge with the generator or shore power.



Inverter Switch

Just as the battery disconnect switch powers the lights, fan, and other 12-volt electrical loads, the standard inverter takes 12-volt power from your coach batteries and changes it into 120-volt electricity. It powers some of the smaller 120 volt alternating current loads, such as the TV and DVD player. This is the regular electricity you have in your house. With this inverter, you can watch television or play a DVD while you are camping, without the need to plug into shore power or run your generator.

The inverter is rated for 3,000 watts maximum output. The inverter will shut off if you try to draw too much power through it.

The inverter switch is on the left side of the monitor panel, to the right of the battery disconnect switch. If you are not using any 120-volt electricity, turn the inverter off to conserve battery power, since it uses a small amount of electricity even when it's not powering any appliances.

The inverter will also shut off if the battery voltage falls below a certain level. This is to protect your batteries, wiring, and the inverter itself from damage. Your battery voltage drops under load, so it is possible to have the inverter cut off under high load when the battery voltage is normal with no load. If this happens, try turning off any power-hungry appliances and trying again. Things like electric toasters, electric curlers and hair dryers, or anything else that produces heat are usually energy hogs. Most appliances have the wattage indicated on a label somewhere on the appliance. With practice, you will learn what you can and can't run within the 3,000-watt limit.



Patio Light

On the monitor panel, the top left switch is the patio light switch. Press the top of the button to turn the lights on, and the bottom to turn them off. These are LED lights and use very little power.

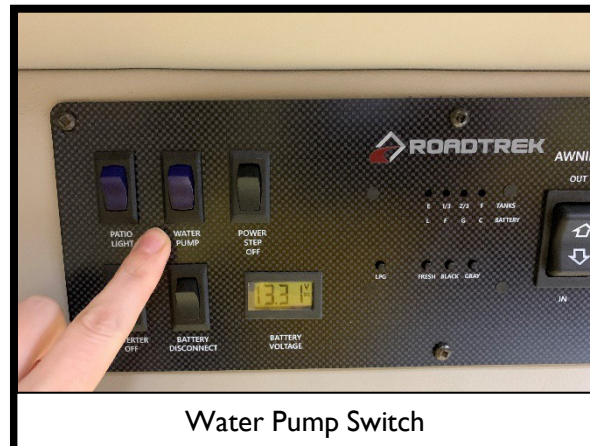
Water Pump Switch

The water pump should be on only when you have water in the freshwater tanks and wish to use the sinks, showers, or toilet. The pump should not be run without water. As with the patio light switch, pressing the top of the button turns the pump on, and pressing the bottom turns it off.

Power Step Switch

In the off position the side step will extend and retract with the sliding door. If you are parked at a location and you would like the step to remain in the extended position, turn ON the power step override switch.

- ⓘ As a safety precaution, the step will automatically retract when the key is inserted into the vehicle ignition.



Awning Switch

The awning switch is located to the right of the main panel. Press the top to extend the awning and the bottom to retract the awning.



Always check out the area and make sure that the awning will not extend into trees, bushes, or other obstructions.

If the power to the vehicle is not available, the awning can be safely retracted using the manual override located on the idler (right) end of the case. (Picture 30.4)

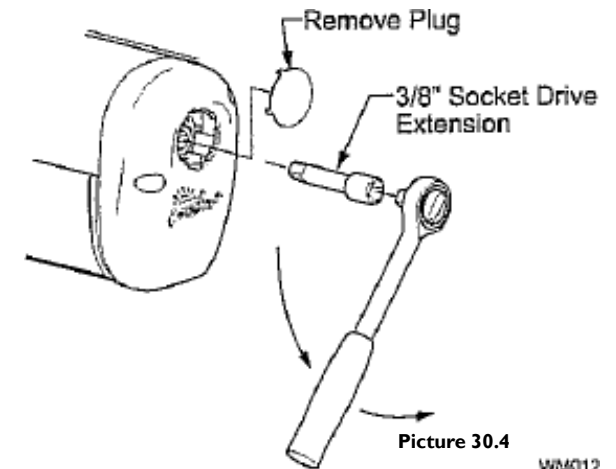
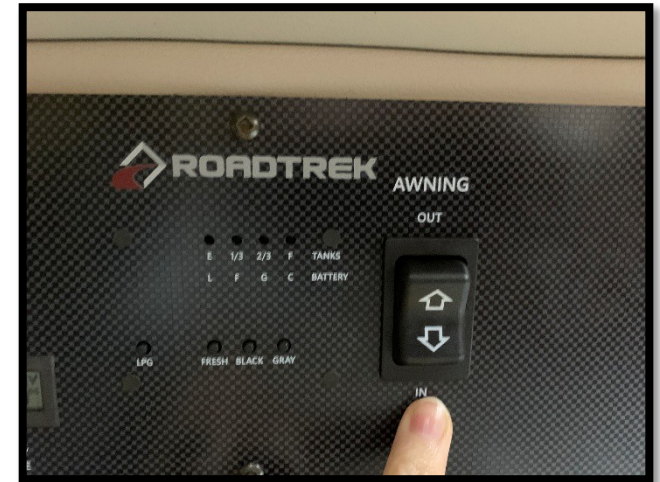


This procedure cannot be used to extend the awning.

1. Remove the plug from the right end cap and save.
2. Insert a 3/8" socket drive extension and handle into the square drive hole inside the endcap.
3. Turn the handle clockwise until the awning is retracted.
4. Replace the plug.



After closing the awning with the manual override, the lead rail may move out from the case 1/4"-1/2". This is normal and the awning is secure for travel until the power is restored or repairs are completed. Do not attempt to force the lead rail in with the override, serious damage can occur to the awning.



Tank Levels and Battery Charge Indicator

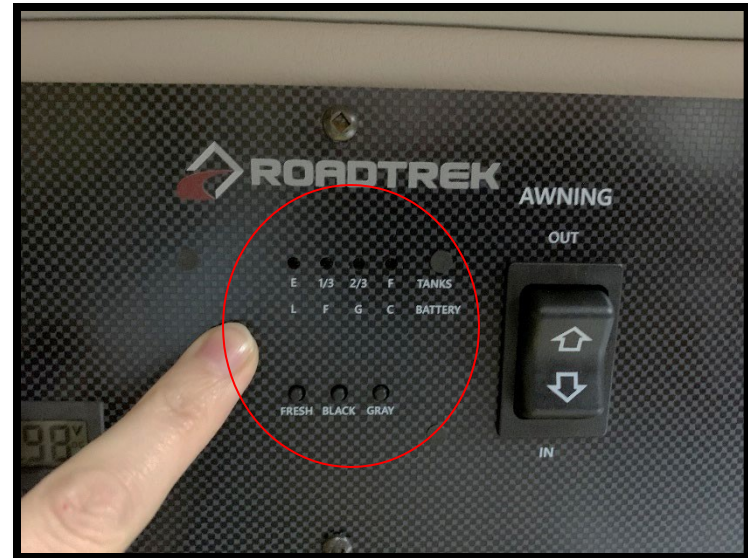
To the right of the monitor panel switches are the indicator lights for the battery charge level, the propane tank level, the freshwater tank level, and the black and gray water tank levels. Press the button for each to see the display. These will give you an approximate reading, to the nearest third, of how much is in each tank.

Roadtrek recommends that you always keep a small amount of water in your gray and black tanks. This will reduce the likelihood of material sticking to the inside of the tank.

The four indicator lights for the battery are low, fair, good, and charging. Battery voltage dips under load; the greater the load the greater the voltage dip. A battery under heavy load will show much lower state than one at rest.

The battery indicator lights are only applicable on a Roadtrek unit with AGM batteries.

The propane indicators will show full when the tank is at maximum capacity. Because of the safety-related need for a vapor space at the top of the propane tank, the maximum fill capacity is 80% of the volume of the tank. Your 22 liters/5.9-gallon propane tank is full when it holds 17.6 liters/7.2-gallons of propane. There is another gauge directly on the tank that you can see behind the propane fill door on the side of the van. This gauge has finer gradations and will give you more information about your propane level than the indicator light display will.



HOW TO: Setting Up Your Campsite

What Do You Need To Hook Up?

In a Roadtrek, the answer to this question is a lot less than you think. Rather than slog through the setup ordeal that Class A motorhomes, fifth wheels and other trailers go through, Class B's are nimble. We travel light and can set up and pack up in minutes. Let's look at the differences in these different types of units and see why.

Most big rigs and trailers don't really have a self-contained philosophy - they're basically like sticks and bricks homes on wheels, which require "full hookups" (electricity, water, and sewer connections at each campsite) to function. Roadtrek's have big fresh water and holding tanks that some of the other types of RVs lack, so it's usually easier just to plug into the electricity, and not bother with the water and sewer hookups. This makes your hookup procedure a quick process - park in a level spot and plug in. Maybe hook up the cable TV, too, if they have it at the campsite, but that's about it.

It's a different philosophy because most large RVs plunk down and don't move once they get to a campsite. They have a tow vehicle - or the truck they haul their trailer with - to take short trips around the area. Since you don't have a tow vehicle like the big rigs, you need to be able to head out to the store or go sightseeing in your Roadtrek, so the less elaborate the set-up and pack-up procedures, the better.



Full hookups - electric, water, and sewer

Connected Fresh Water vs. Using your Tanks

There's no real advantage to leaving the water hooked up all the time - it's easier just to get your hose out and fill your tanks, and then put the hose away. No leaks, no hose to trip over, no need to disassemble and store all that stuff when it's time to hit the road again. In a campground with shower facilities, your water supply will last for days, and when it runs out you just get the hose back out, fill it up again, and you're ready for another few days.

Sewer Hookup vs. Dumping

The advantage of using your tanks for fresh water over a more permanent water hookup is that you're automatically reminded of when your waste-water tanks are full. When you're close to running out of fresh water, that means it's time to dump your waste-water tanks. With a more permanent hookup, the reminder may be waste-water backing up in your sink or toilet, which is not nearly as pleasant. The tank level indicators only tell you to the nearest third what your tank levels are.

Since you have a waste water discharge pump, the big rig's semi-permanent giant sewer hose on an inclined pathway to the dump won't work for you - you have to run the pump anyway, so why not just dispense with all that unsightly and potentially hazardous plumbing? Full hookup sites have a handy sewer dump right at your campsite. When your fresh water runs low, refill your fresh-water tanks, dump your waste-water holding tanks, and you're good to go, plus you can drive off anytime merely by stowing your electrical cord.



Simplify, Simplify

Campgrounds capitalize on the helplessness of non-self-contained RVs by charging a premium for full hookup sites. You aren't helpless. With an electric-only hookup, you drive a short distance to the campground's fresh water source and waste-water dump every few days. Do it on the way to the store or other trip that you're going to take anyway, and it's no bother. In addition to saving money, you'll also have a choice of more campsites, since not all of them have full hookups.

Freedom from hookups also opens a whole range of national and provincial forest campgrounds with limited or no hookups to you. There is also dispersed camping in national forests and crown lands and other boondocking options, where you find your own campsite.



There are rules for where you can and can't boondock, so check the forest websites or drop in at the ranger station for information. Once you're out there, don't look around for those big rigs who are dependent on hookups - they're all back in town.

Leveling your Roadtrek

Roadtrek's don't have or need the built-in leveling jacks and stands large RVs have - it's usually easy enough to move back and forth in your campsite until you are reasonably level. However, many Roadtrek owners buy and carry leveling blocks for those places where finding a level spot is difficult. These are available in most camping supply stores or can be ordered online. They go under your tires and can be stacked in various combinations to lift the low corner or end of your vehicle enough to get comfortable. Many Roadtrek owners install a small bubble level in an inconspicuous place visible from the driver's seat to assist with the leveling process.

How level is level? In general, if it's level enough to be comfortable for you, it's probably good enough for your plumbing. If you have a choice, it's better to have the front of the Roadtrek very slightly higher than the back for air conditioner condensate drainage. If you're not running your air conditioner, it doesn't matter.




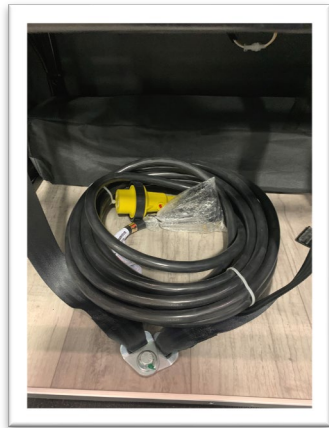
Leveling blocks

HOW TO: Shore Power

Connecting to Shore Power

Your Roadtrek Zion has a removable shore power cord.

 Connect the cord to your Roadtrek first, before plugging in to the campground power pedestal.



Cord can be found in one of two locations depending on the model and floor plan. For models with opposing sofas, it will be found in one of the drawers under the sofa. For those that have the forward-facing power sofa, it can be found behind the sofa (as shown above)

Campsite Connections

Most RV parks and campgrounds have AC power of various voltages and amperages available at each site. The power will typically be in a pedestal with a cover that flips up. If you cannot find your power pedestal or you're not sure how to open it, ask the campground personnel.



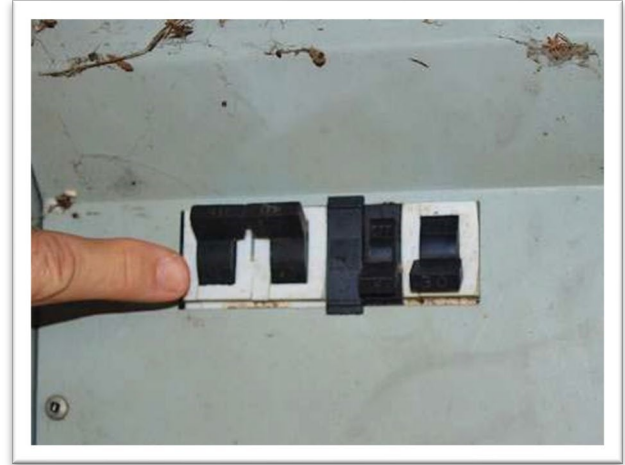
50A outlet



30A outlet



15A outlet



breakers

A typical campsite's power pedestal will have three types of plug-in receptacles: 15-amp, 30-amp and 50- amp. The 15A receptacle is typically the same as you would find in your home. The 30A and 50A receptacles are specific to the RV industry.

Other receptacles look similar but may not be wired the same. If in doubt, check with campground personnel.

The pedestal will also typically have individual breakers for the 15A, 30A, and 50A services. Many campgrounds turn off unused breakers so check that the breaker for the plug you will be using is turned on.

Your Roadtrek is equipped with a 30 Amp cord. Most power pedestals have a 30-amp receptacle.



15A to 30A adapter



50A to 30A adapter

It is possible that a campground (or perhaps a friend's driveway) will not have a 30A receptacle available for your use. You can purchase a 15A to 30A adapter and connect to an ordinary 15A household outlet. **Please note** that you may experience issues if you are plugged into a GFI protected circuit as the coach has GFI protected circuits when plugged into 15 AMP.

Be aware that in those situations, you will have limited power compared to a 30A circuit. You will be able to run a single large appliance at a time; you may need to turn off your induction stove (if you have one) should you want to use the microwave, for example.



It is not recommended to operate the A/C on less than 30 AMP, as damage may occur.

It is also possible that you will find a 50A receptacle. Again, you can purchase a 50A to 30A adapter. In this case your power should not be limited as you will have the full 30 AMPS available. Although you are connected to a 50A service, you can only draw 30A; there is no advantage to connecting to a 50A service if a 30A service is available.

Steps to getting power to your coach via shore power

1. Turn on your lithium batteries (if your coach has AGM batteries instead of lithium batteries, please proceed to step 2)
2. Turn the battery disconnect on
3. Turn your inverter on
4. Plug the power cord into your coach



Connect the cord to your Roadtrek first, before plugging in to the campground power pedestal.

5. Plug the other end of the cord into the power pedestal
6. Turn on the breaker at the post




If you exceed the current capacity of the receptacle you may pop the breakers in the pedestal. If this happens, turn off some appliances and reset the breaker.

HOW TO: Potable Water Use

Your Roadtrek can operate in either fully self-contained mode or can be connected to a water supply such as a campsite's faucet.

The city water connection is under the rear bumper on the passenger side. Unscrew the black plastic protective cap and connect your clean hose to the water faucet and this connection point. Turn the faucet on and check for leaks, tightening the connections as necessary.

 Campgrounds and municipalities vary greatly in supplied water pressure. The Roadtrek system has a regulator built in to help with the varied pressure.

In a typical campground you may see the faucet with a backflow preventer attached. These look like a pressure regulator but do not affect the pressure. The backflow preventer is there to protect the campground.



Backflow preventer

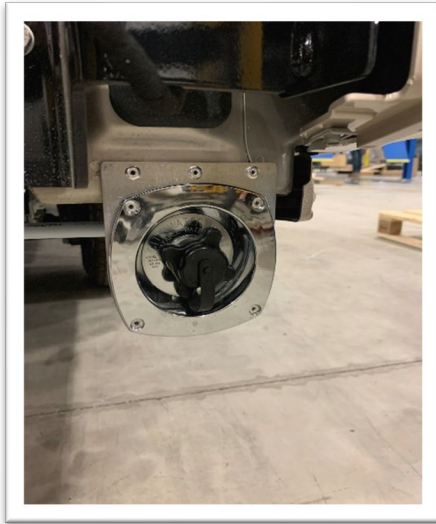


The SHURflo connector on your Roadtrek has a built-in pressure regulator

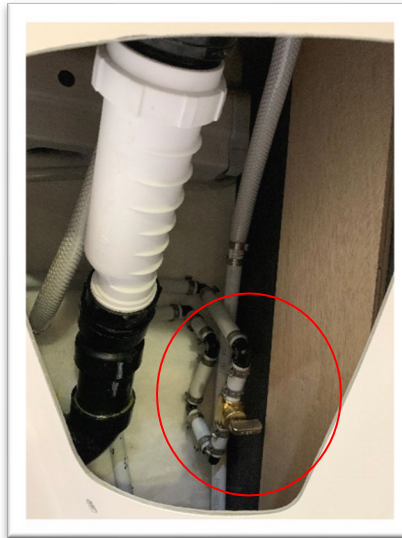
 You can fill your tanks using the gravity fill.

You can connect to a city water connection whenever your Roadtrek is not winterized. The city water inlet connection is in the small compartment just in front of the driver's side rear tire.

 Roadtrek recommends that you use a potable-water hose. These are usually white in color.



The city water fill is on the passenger side, under the rear bumper.



To use city water to fill your freshwater tank, you will need to open the valve which is located under the sink in the water closet.



The gravity feed to fill the freshwater tank is in the B pillar of the driver's side door frame.

To connect the Roadtrek's water system to an outside source:

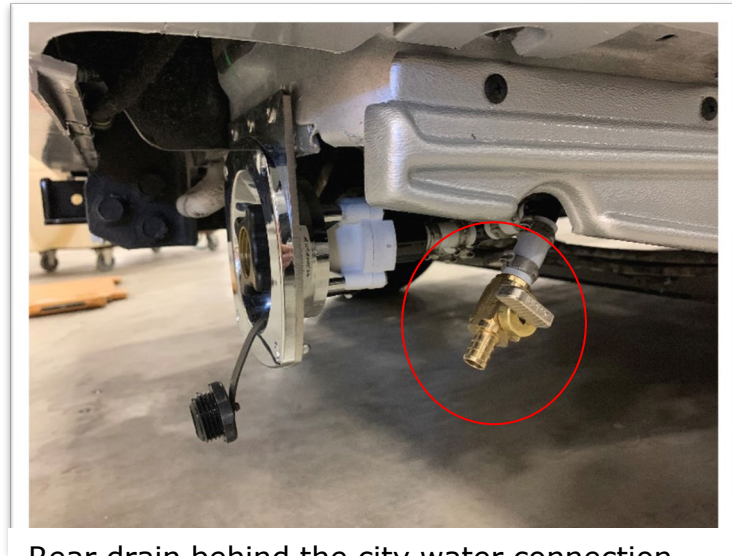
- Turn the water pump off.
- Close all interior faucets.
- Flush old water and any contaminants out of the water supply faucet.
- Connect your fresh-water hose to the faucet.
- Slowly open the faucet of the city water source.
- The city water connection by-passes the water pump and fresh-water tank. Therefore, the use of these items is not necessary when connected directly to an external watersource.

To disconnect the city water connection:

- Turn off the external water source.
- Open a faucet to relieve the pressure in the system. Failure to do so will not damage your vehicle but may result in an unexpected shower when you disconnect the hose. The rear drain just behind the city water connection is a good place for this.
- Make sure the city tank fill valve is closed (handle vertical).
- Remove the hose from the city water connection and replace the cap on the fill connection.
- Disconnect the hose from the supply faucet and stow it in your storage compartment. Connecting the ends is a handy way to prevent dirt or other contaminants from entering the hose while stored.



If you hear your pump running and water pressure is low inside the vehicle after disconnecting from an external water source, it is because you have not properly positioned the city water valve. Make sure the silver handle on the city water valve, located under the sink in the water closet is vertical, and perpendicular to the water line when your water system is in self-contained mode.




Rear drain behind the city water connection.

HOW TO: Wastewater Dumping


Wastewater storage and dumping


Your house is permanently connected to your septic system or a municipal sewer; you don't have to worry about the wastewater you generate because gravity takes it away. Your Roadtrek doesn't have that connection and must hold any wastewater until you have the opportunity to dump it at an approved dump station.


 Most municipalities have severe penalties for improper disposal of human waste, especially into a watershed - fines can be several thousand dollars, and it's often a felony. Even if it's "just gray water", it will still flunk a coliform bacteria test because of the common discharge hose, which is difficult to explain to a judge. Never dispose of wastewater unless you're sure you are at an approved dump station.


Tanks

Your vehicle is equipped with a gray holding tank and a black holding tank. The gray tank holds the sink and shower water. The black tank holds the toilet waste. As a result, the black tank is a lot nastier than the gray tank.

 Do not throw any paper towels, personal wipes, rags, baby wipes, tampons, hairballs, etc. into the toilet. The wastewater system is not capable of handling these types of solids and may clog up. Only use toilet paper that is intended for RVs or septic systems.

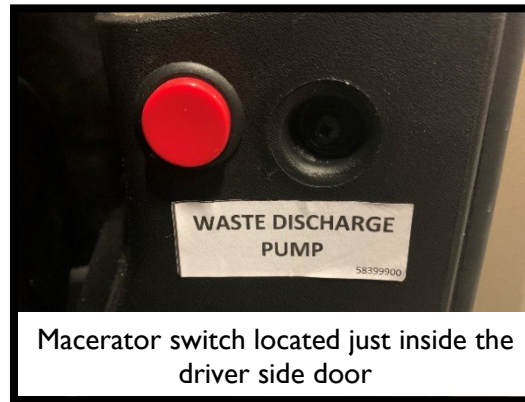
 If in doubt, take a tissue, and leave it in a glass of water. Stir with a spoon a couple of times. If it falls apart into a goeey slurry after a few minutes, it's safe for your tank. If it stays together, swells up, or clumps into a solid mass, it's not safe and should be disposed of in the trash and not down the toilet.

 If possible, you want to dump the tanks after driving as the movement of the vehicle will have sloshed the water in the tanks, loosening any solids.

 You should dump the black tank first, then the gray tank. The water in the gray tank is considerably cleaner and will rinse any remaining solids from the hose. You should dump both tanks in sequence if possible.

Dumping the tanks

The wastewater removal system is located behind the access door on the driver's side, just in front of the rear wheel. Using the two molded handles, lift and pull out to open the door. This will expose the black and gray water valves.



- Remove the dump hose from its compartment and extend it to the drain.



Open the valve on the end and insert into the drain




Use a rock or other weight to hold hose down

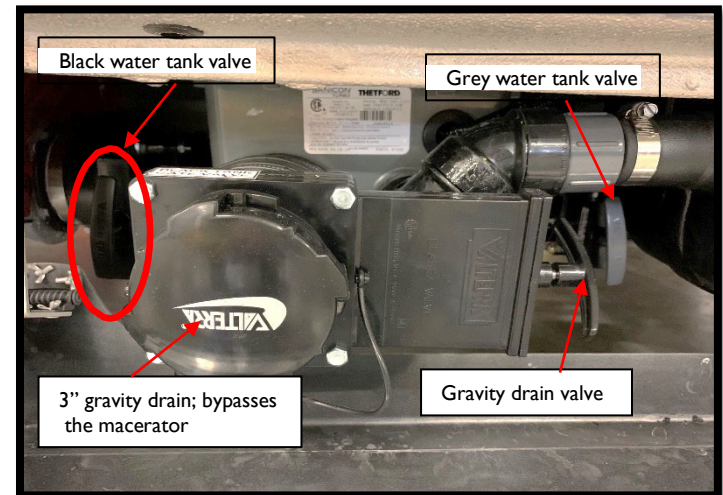



Alternately use the rubber donut to snug fit the hose


- Open the black water tank gate valve by pulling the black handle out.
- Push and hold the macerator button until tank is empty.
- After the black water tank is empty, close the black water tank valve by pushing in on the handle.
- Open the grey water tank gate valve by pulling the grey handle out.
- Again, push and hold the macerator button until the tank is empty.
- After the grey water tank is empty, close the gray tank valve by pushing it back in to the original position.

 Always dump the black tank first and the gray tank second. The graywater will help flush any remaining solids from the dump hose.

- Use the dumpsite rinse hose to clean the end of the hose.
- Replace the hose in its compartment and close the cover.
- Add about ½ gallon of fresh water to the black tank. While you're doing this, add a packet of black holding tank chemicals to the tank.



 In the event the macerator is not usable, the gravity feed can be utilized to empty the tanks. A slinky style 3" sewer hose with a 3' bayonet fitting will be required. Always empty the black tank first, then the grey tank.

 Do not toss the packet into the toilet, even if it claims to be 'dissolvable'. It may not be dissolvable enough for the wastewater system. Tear open the packet and pour the contents into the toilet and dispose of the packet in the trash. The contents of the powder packets can be irritating to your eyes and nose, so hold the packet low to the bowl and try to pour directly into the tank.

HOW TO: Propane System

If you have the propane option, your vehicle is equipped with a propane system which, when properly handled and maintained, will provide trouble- and worry-free operation of your propane fueled appliances. With the propane option, you get a propane furnace and a propane cooktop.

Regulatory Concerns

Many jurisdictions place restrictions on propane on highways, in tunnels, on ferries, and on bridges. Please follow all local restrictions in all the jurisdictions along your trip. Some bridges/tunnels/ferries require you to have your main tank valve closed. This valve must be closed whenever the vehicle is in motion in any case, not just in certain areas. Other bridge/tunnels/ferries ban vehicles with propane tanks entirely. Plan and take an alternate route if passing through areas where vehicles with propane are prohibited.

Propane Tank Location

The propane tank is located on the passenger side, rear of the sliding door.

Main Shutoff valve



Propane Tank

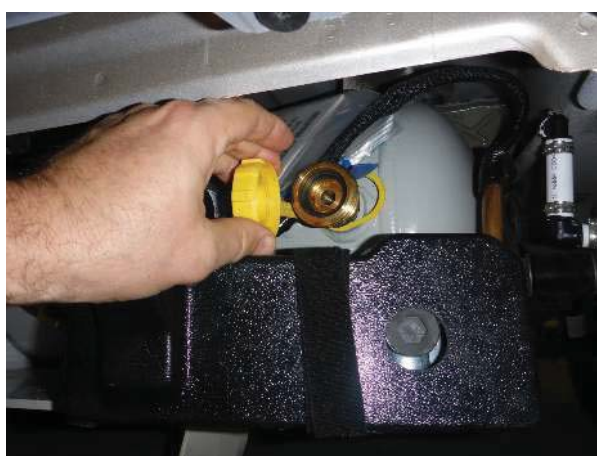


Propane tank main shutoff valve

✘ You must close the tank shutoff valve when the vehicle is not in daily use. Further, you must close the shutoff valve when the vehicle is traveling. Never operate any propane appliance while the vehicle is in motion.

If you close the main valve for an extended period it is possible for the distribution lines to fill with air. It may take a while for propane to fill the lines again. Turn on one of the propane cooktop burners and light it until the air is purged and the burner lights.

Propane Tank Filling



Propane fill valve



Propane bleed

To fill the tank, first turn off all propane appliances, then turn off the tank shutoff valve.

We recommend that you find a qualified LPG technician to fill the tank. The following is an outline of the process to help you understand and not intended to be complete, nor to substitute for formal training or instruction.

✘ Do not attempt to fill the tank unless you have had appropriate training. Reading this manual does not constitute sufficient training to safely fill propane. If you overfill the tank, propane will vent uncontrollably out of the relief valve.

Attach the fill hose to the fill valve, open the bleeder valve slightly, and fill the tank to 80% capacity. The stop-fill valve should automatically stop the filling process. You may also see liquid propane spit out of the bleeder valve. Stop filling immediately and close the bleeder valve.

We recommend that you use only propane from certified LPG retailers.

Propane relief valve

There is a pressure relief valve on the tank. It is not easily visible on the Zion.

Under no circumstances should anyone fill the tank to more than 80% capacity; doing so can cause liquid propane to flow into the regulators. If this happens the regulators will have to be replaced. The relief valve with the blue plastic cover will automatically vent propane if the tank is overfilled or overheats. This is not a user-serviceable item; never attempt to remove the cover, test, or otherwise interfere with the operation of this valve. Sometimes an overfilled tank will not start venting until the temperature rises. If this valve should open, it is best to remove all sources of ignition and expeditiously leave the area until propane odor is no longer detectable. Venting unburned propane is a slightly more advantageous situation than a tank explosion, which is what this valve is designed to prevent.



Propane Sender

The propane tank has a level indicator with a remote sender to the Monitor Panel. Both the three-light system on the monitor panel and the gauge on the tank will give you a rough idea of your propane level; you will get a more accurate indication when you fill up. Note the amount it takes to fill your tank. The seven-gallon tank in your Roadtrek will hold 5.9 gallons / 22 liters when completely empty and filled to the correct 80% full level. Subtract the amount you buy from this number, and you'll know how much was in the tank when you filled it. You may find that the gauge will read one light when you still have a considerable reserve, or you may find that empty means empty, and you'd be wise to refill as soon as it goes down to one light. It depends on the characteristics of your individual propane system.

Slam shut valve

The propane system is equipped with a slam-shut valve. If this valve detects a sudden increase in flow (as if from a ruptured line) or a shock (as if from an accident) the valve will shut down the propane system. The slam shut valve can also be triggered by a sudden high demand, for example turning on both burners and the furnace. If you detect weak or no propane flow, and you have checked that you have propane in the tank, shut off all appliances and the main valve.

Turn on one burner on the stove and light it. Let it burn out completely.

Slowly turn on the propane, turning the main valve very slowly, until the valve is open. Check for propane smell as you turn on the valve. You may hear a click as the slam shut valve resets.

Once the valve is open, turn on the stove and try to light it. If air entered the line, it may take a short time to purge the air out of the line.


It may take a few tries to reset the slam shut valve.


If you still have no propane at the stove, and you detect no propane smell, have a qualified technician check the system.

About Propane

Propane fuel is colorless, heavier than air and smells like garlic or rotten eggs. The odor is added by the distributor so propane may smell differently as you travel and purchase propane from various distributors. Being heavier than air it will collect in low spots and along the floor of your vehicle.

If you smell propane or your propane detector sounds, immediately get all occupants out of the vehicle, and turn the manual shutoff valve off. Wait for the propane to dissipate. Once the smell is gone, take the vehicle to a qualified repair facility to find and fix the problem before using the propane system again. If closing the manual shutoff valve does not stop the propane leak and you still smell propane, do not attempt to start, drive, occupy or otherwise use the vehicle in the presence of a propane smell.


 Propane tanks must not be placed or stored inside your vehicle. Propane tanks are equipped with safety devices which relieve excessive pressure by discharging gas to the atmosphere. The Roadtrek's propane tank is mounted outside the vehicle and will vent propane where it can dissipate; any tank inside the vehicle will vent into the passenger compartment, creating an explosive propane-air mixture inside the enclosed space, which also contains many potential sources of ignition.


 To reduce the danger of fire or explosion do not store gasoline or other flammable liquids inside your vehicle. In a moving vehicle, containers get tipped over or jostled and leak, and flammable vapors will create an explosive air-vapor mixture inside your passenger compartment, which also contains many potential sources of ignition.


 Purchase propane from a reputable propane facility. Contaminated propane is a common cause of system failure.

HOW TO: Water System Winterizing

Do you really need to winterize?

 If your Roadtrek is going to remain heated to comfortable temperatures, and the temperatures during the day are well above freezing (above 40 deg. F or above 4 deg. C) and the forecast is for temperatures just below freezing for a few hours at night with calm winds, then you don't need to winterize. The heat in your Roadtrek is enough to keep the lines from freezing.

 If the forecast is for extended cold periods, with daytime temperatures at or below freezing, if you're not heating your Roadtrek, or if you expect sustained winds and the roads and ground is already frozen, you need to winterize.

 As always, you are final judge and you need to do what is comfortable and makes you feel good. If you are not comfortable with leaving water in your lines when it gets cold, and you will sleep better, go ahead and winterize.

How to winterize using anti-freeze

- Get three gallons of RV antifreeze.

✘ DO NOT use automotive antifreeze. RV antifreeze is non-toxic and safe for potable water lines.



Typical RV anti-freeze



Turn off the water heater



Fresh tank drain under the driver's door



Drain by the fresh water fill in the rear

- Buy three gallons of pink RV/marine antifreeze.
- Turn off the water heater. The main switch is on the outside, behind the water heater access panel on the driver s side.
- Take your Zion to a dump site and drain the gray and black water tanks.
- Turn off the water pump.
- Look for the drain underneath the driver s door for the fresh water tank drain. Open the valve and allow the tank to drainuntil empty.
- Look for the drain by the rear city water connection. Open the drain valve and let it drain.
- Close all drain valves.
- Open the driver s door, remove the orange plug in the fresh water tank gravity fill, and pour in 2 1/2 of the three gallons ofpink antifreeze, saving a half gallon for the drains. Replace the orange plug.
- Turn the water pump on.
- Open the galley sink faucet, both hot and cold sides, until you see undiluted pink antifreeze come out. Do the same with
the bathroom sink. Flush the toilet until you see pink antifreeze coming down into the bowl. Open both outside showerfaucets until you see undiluted antifreeze coming out of them.
- Turn on the city water valve for about 30 seconds. The water pump should start running.
- Divide the remaining half gallon of antifreeze between the three drains - shower, bathroom sink, and galley sink - and thetoilet.
- Open the three water drain valves for a few seconds each and allow a small amount of antifreeze to leak out.
- Run the macerator until the pink stuff comes out. You may need to add a small amount of antifreeze to the black or graytanks.



Do not attempt to bypass the water heater. The three valves in bypass configuration are for maintenance andfactory testing only. The tankless water must be filled with antifreeze and must not be bypassed.

HOW TO: De-Winterizing

If you winterized only for a short time (less than a week) you can skip to the second step.

First step

You will need 2 gallons of water and 1 cup of fresh bleach. (Bleach loses its potency over time; always start with bleach that is less than 6 months old.)

1. Mix up two gallons of water and one cup of chlorine bleach. Add to the fresh water fill in the driver's door post, using a funnel.
2. This is a good time to get some stuff for spring cleaning of your Roadtrek, so drive around for an hour. Let it sit for a couple more hours.
3. Open the fresh water tank drain valve under the driver's door step, and drain the tank.

This kills any bacteria in the tanks before you distribute them through the entire water system.

Second step

- Fill and drain to ground the fresh water tank. Fill again so that the tank is filled with fresh water, adding a cup of chlorine bleach halfway through the filling process.
- Turn the water pump on.
- Run both hot and cold water through the galley and bathroom sink until all pink antifreeze is out of the lines, and the faucets are running clear. Depress the toilet valve until the water runs clear. Run the outside shower faucets until they are clear.
- Drain the remaining contents of the fresh water tank to ground, and refill with fresh water. You can help get rid of any residual chlorine smell by adding a half cup of vinegar to this tankful, letting it sit a few hours or overnight, and then draining and refilling the tank.
- You do not have to dump the water in your gray and black water tanks after de-winterizing immediately, since it's just water and antifreeze.