

# **2004 General Information**



**Sahara  
Zanzibar**

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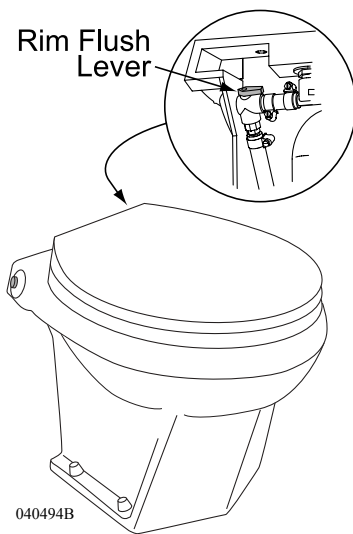
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## ADDITION TO SECTION 6

As a result of product changes the following information applies only to certain floorplans using the Hydro-Vac toilet. This information was omitted during printing and should be included to the manual in section six.

The Hydro-Vac toilet operates on a simple principle of accelerating pressurized water through a Venturi jet to create a vacuum. City water supply or the water pump and an accumulator tank can be used to supply the pressurized water. The Venturi jet water macerates and discharges waste to the black sewage holding tank. The push button on the toilet begins the flushing process.



### **Prior to Use:**

Make the following checks and adjustments:

- Check all plumbing connections for obvious problems. Make repairs as needed.
- The fresh water supply is available.

### **If using the fresh tank supply:**

- The water pump should be fully primed.
- The pressure pre-charge in the accumulator tank should be adjusted to 4 psi below the pump cut-in pressure of 25 psi.
- Close the rim flush lever on the back of the bowl.

### **After Initial Checks:**

Make the following initial adjustments:

- Flush the toilet until any air has been purged out of the system.
- Check the entire plumbing for any leaks. Make repairs as needed.
- Check the water pressure system gauge located in the service bay.
- Adjust the rim feed to the desired level by opening the rim flush lever at the back of the toilet. A higher rim-feed will allow a higher water level in the bowl, but less powerful flushing action. Likewise, a lower water level in the bowl gives a more powerful flushing action.

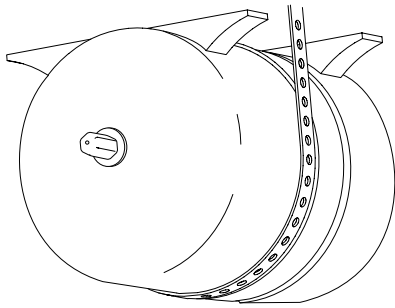
**Tip:**

When preparing to travel, close the rim flush valve and flush the toilet. No water will enter the bowl that may slosh around when traveling.

**Routine Maintenance**

The system has been designed for trouble-free operation. No moving parts ever touch the waste stream, so clogging is very unlikely. However, regular checks of the plumbing components should be performed to identify leaks or minor problem.

Using a tire air pressure gauge, one that reads low air pressure, check the accumulator tank pressure bi-monthly. The accumulator tank has a tire valve for checking the air pressure in the tank. In the event air pressure needs to be increased, a manual pump is recommended. Compressed air flow can quickly overcharge the tank causing the tank to rupture.



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**Problem**

Toilet will not flush

Toilet flushes continuously

Bowl fills up while flushing

Bowl fills up when not flushing

Pump cycles too frequently

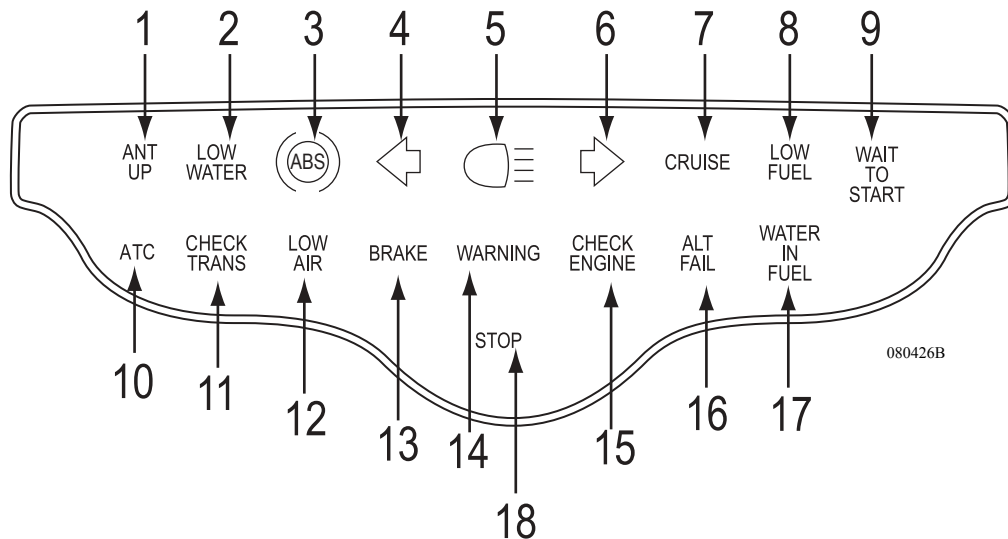
Water will not stay in bowl

**Possible Causes**

- System not pressurized
- Debris stuck in flush valve diaphragm.
- Holding tank is full
- Holding tank is not adequately ventilated
- Blockage in discharge plumbing
- Blockage in supply plumbing
- System pressure is too low.
- Debris stuck in jet macerator.
- Debris stuck on flush valve seat, preventing valve from closing completely
- Accumulator tank bladder is ruptured
- Accumulator air pressure is too high. (Adjust it to 4 psi below the pump cut-in pressure).
- Water system has a leak.
- Vented loop is missing, or is installed too low.

## DASH - Indicator Lamps

The information in section 9 on pages 334 to 335 for the Zanzibar and pages 314 to 315 of the Sahara have been changed to the following:



### 1. Ant Up:

TV antenna is raised. Lower antenna before moving coach.

### 2. Low Water:

Coolant level in the overflow tank is below acceptable level.

### 3. ABS:

ABS possible fault in the ABS Brake system. Also indicates fault codes for service technicians.

### 4. Left Arrow - Audible Turn Indicators:

Left turn indicator circuits active. Audible indicator cancels when the brake is applied.

### 5. Headlight Beam:

High beams when illuminated.

**6. Right Arrow - Audible Turn Indicators:**

Right turn indicator circuits active. Audible indicator cancels when the brake is applied.

**7. Cruise:**

Indicates when cruise control is activated.

**8. Low Fuel:**

Fuel level is becoming low.

**9. Wait to Start:**

Monitors the air intake heater at engine start up.

**10. ATC:**

**Indicates status of ATC events and ATC circuit.**

**11. Check Trans:**

Alerts driver of problems related to the Allison Transmission. The light should momentarily illuminate when the ignition is switched ON. When starting the lamp will extinguish indicating the circuits are working properly. If the lamp fails to illuminate or remains on, the transmission needs to be checked immediately. Contact the nearest Allison dealer.

**12. Low Air:**

Air tank pressures are out of operating range. Check air pressure.

**13. Brake:**

Parking/emergency brake is applied.

**14. Warning:**

Out of range condition exists within the engine protection circuits. Stop motorhome, check all fluid levels.

**15. Check Engine:**

Problem with the engine.

**16. Alt Fail:**

Failure within the alternator charging system.

### 17. Water in Fuel:

Water has been detected in the fuel filter.

### 18. Stop:

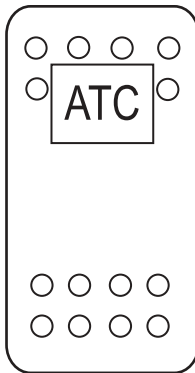
Alerts driver of severe out of range condition within the engine protection circuits. Pull over and stop as soon as possible. Shut-off engine to avoid engine damage.

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## ABS/ATC SYSTEM

As a result of product design changes

The information in section 10 on page 379 for the Zanzibar and page 359 of the Sahara have been changed to the following:



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### ATC Switch:

Activating the ATC switch reduces ECU control over engine torque. Momentarily pressing the ATC switch allows the ECU to increase the amount of engine torque applied to the drive wheel in an ATC event. The amount of engine torque applied to the drive wheel will vary with the amount of drive wheel slip versus road speed. In an ATC event, the ECU remains active regardless of road speed or switch position. The dash indicator light flashes slowly when the ATC switch is activated.

### ATC Indicator Light: (Part of Dash Indicator Lamps)

During normal operation, the ATC dash indicator light will illuminate steady when the ignition key is turned ON. The light remains illuminated until the first brake application. If an ATC event occurs, the indicator light will flash quickly. The dash indicator light will flash slowly if the ATC switch is activated.

**CAUTION: Normally the switch should remain inactive. During an ATC event (drive wheel slip) the ECU will automatically optimize drive wheel traction in most situations. Activating the switch during periods of wheel slip can increase torque to the spinning drive wheel. Drive train damage can occur if the spinning drive wheel should suddenly regain traction. If the motorhome is stuck it is advised to call a professional towing company to limit the possibility of body and drive train damage.**



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