



HOLIDAY RAMBLER®

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Instrument Panel Addendum

Endeavor 2008

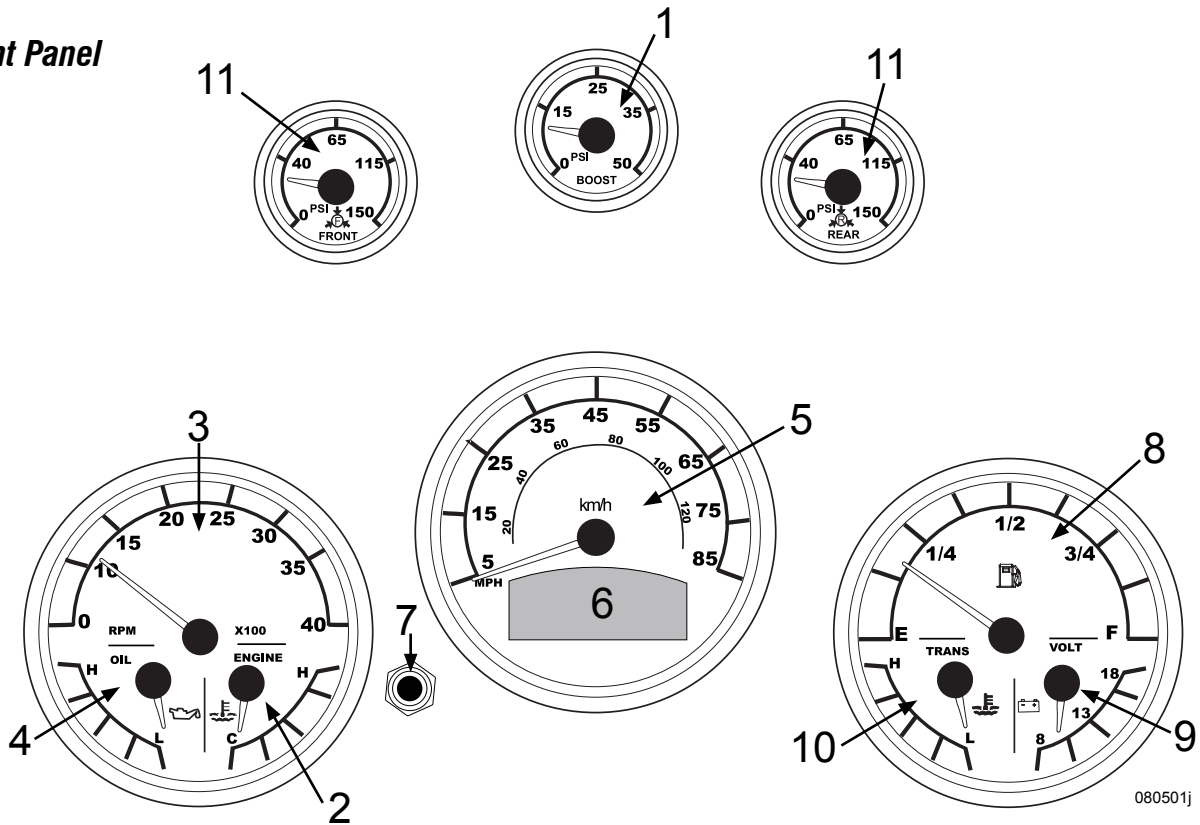
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The following information supercedes previous information and applies to all motorhomes equipped with a Roadmaster Chassis.

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The following information applies to the 2008 Holiday Rambler Endeavor. Two additional Warning Icons have been added to the instrument panel to reflect emission system operation beginning with Unit Number 174397. This information replaces the current information in Section 9 Chassis Electrical, pages 181-183 as well as a supplement to Section 10 Chassis.

DASH
Instrument Panel



1. **TURBO BOOST:** Indicates boost pressure produced by engine turbocharger.
2. **COOLANT TEMP:** Indicates an approximate normal operating range. Monitor this gauge frequently when climbing hills, towing or in high ambient temperatures. If the needle reaches an out of range condition take IMMEDIATE ACTION to avoid engine damage. Refer to the OEM instructions for specific temperature recommendations. Coolant temperature can also be monitored with the (optional) Aladdin system.
3. **TACHOMETER:** Displays engine speed in revolutions per minute (RPM).
4. **OIL PRESSURE:** Indicates oil pressure not the amount of oil in the engine. Refer to manufacturer's instructions for specific pressure recommendations. Oil pressure can also be monitored with the optional Aladdin system.

WARNING

If oil pressure drops and the **WARNING** lamp illuminates, stop the engine and check oil level.

NOTE

When operating the engine cold, pressure will be considerably higher due to increased viscosity (thickness) of the oil

5. **SPEEDOMETER:** Indicates the speed of the motorhome in MPH and KPH.
6. **ODOMETER/TRIP METER:** Records the mileage driven as well as total mileage on a trip.
7. **MILEAGE/TRIP RESET BUTTON:** Used to toggle between the odometer, Trip 1, Trip 2 and the transmission temperature. Holding the button down for two seconds resets the trip meter.
8. **FUEL:** Fuel gauge registers approximate fuel tank level when ignition switch is in the run position.

NOTE

Fuel mileage varies with driving style and road conditions. Always average more than one tank full to obtain a more accurate figure. The Diesel Generator uses fuel from main tank and will affect fuel mileage figures. Diesel generators will not operate below $\frac{1}{4}$ tank to ensure there is enough fuel to run main engine.

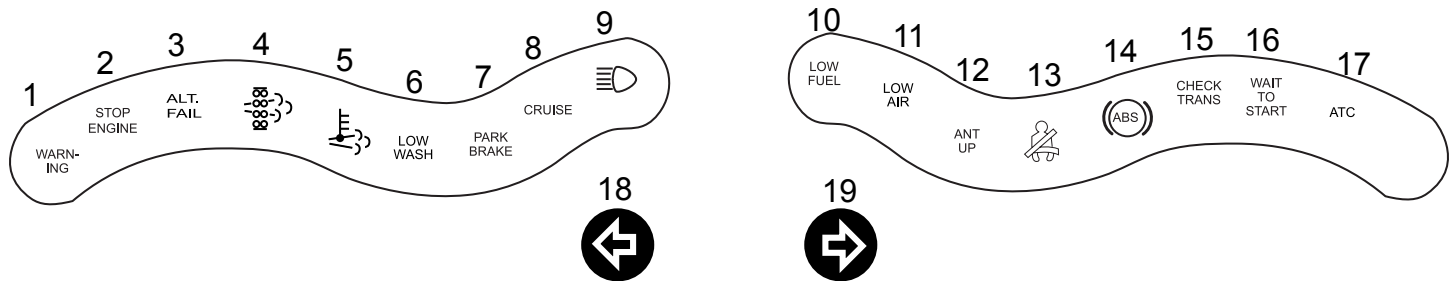
9. **VOLTMETER:** Shows the charge condition in the chassis battery. The normal voltage with the ignition switch **ON** and the engine **OFF** varies between 12.0 and 13 Volts. Battery charging voltage is about 14.0 Volts when the engine is operating under a normal load. Battery readings of less than 10.5 or more than 15 Volts usually indicate a battery or electrical system problem.
10. **TRANS TEMP:** Shows approximate temperature of the transmission fluid. **DO NOT** let the transmission cooler oil temperature exceed OEM specifications. If excess temperature is indicated, stop the motorhome and shift to neutral. Accelerate the engine at 1200 to 1500 RPM and allow temperature to return to normal. Transmission temperature can also be monitored with the (optional) Aladdin system or by using the Mileage/Trip reset button.
11. **AIR PRESSURE GAUGE:** Uses two needles to indicate air system pressures. One needle indicates air pressure of the front air tank. The other needle indicates air pressure of the rear air tank. The normal air system operating pressures are 115 to 130 psi. These air pressures are preset at the factory. If a problem occurs with either air system not maintaining normal operating pressure, there is a malfunction in the air system. Use caution and stop the motorhome in a safe area. Contact a qualified technician immediately.

NOTE

Layouts may vary with difference in models or options.

Indicator Lights

- 1. WARNING:** An out of range condition exists within the engine protection circuits. Have the engine serviced as soon as possible.



- 2. STOP ENGINE:** A severe out of range condition exists within the engine protection circuits. Pull over and stop as soon as possible. Shut-off the engine to avoid damage to the engine or related systems.

- 3. ALT FAIL:** Failure within the alternator charging system.

- 4. DPF:** The DPF (Diesel Particulate Filter) light signals an active regeneration cycle is necessary, but unable to initiate. See supplement for more information.

- 5. HEST:** The HEST (High Exhaust System Temperature) light illuminates when an active regeneration cycle is underway and exhaust temperatures are elevated. No fault exists as long as there are no other active warning lights. See supplement for more information.

- 6. LOW WASH:** Indicates low windshield washer fluid.

- 7. PARK BRAKE:** Parking/emergency brake is applied.

- 8. CRUISE ON:** Cruise control power is on.

- 9. HIGH BEAM:** High beams are active.

- 10. LOW FUEL:** Fuel level is becoming low.

- 11. LOW AIR:** Air system pressure is below operating range. Check air pressure.

- 12. ANT UP:** Indicates that the antenna is up. Lower antenna before travel.

- 13. SEATBELT LIGHT:** Alarm sounds and indicator stays lit for eight seconds after the key is turned on.

- 14. ABS:** Indicates a fault in the anti-lock braking system. Will not affect normal functions of the brake system.

15. CHECK TRANS: Alerts 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 authorized Allison service center.

16. WAIT TO START: Indicates the pre-heat cycle is active. Wait for indicator to cycle off before starting the engine.

17. ATC: The ATC (Automatic Traction Control) light is continuously lit when ignition is first turned on and stays lit until the brakes are used for the first time and then turns off. The ATC light will flash continuously when the ATC switch is on.

18. LEFT ARROW - Audible Turn Indicators:

Left turn indicator circuits active. Alarm sounds when active.

19. RIGHT ARROW - Audible Turn Indicators:

Right turn indicator circuit is active. Turn alarm sounds when active.

DIESEL PARTICULATE FILTER

The exhaust system is equipped with a DPF (Diesel Particulate Filter) to lower particulate emissions. The DPF traps particulate matter. Naturally occurring exhaust heat oxidizes built up particulate and regenerates the filter. This is called passive regeneration. If passive regeneration is not sufficient, an active regeneration cycle will automatically initiate at speeds greater than 20 mph. Both passive and active regeneration cycles initiate automatically.

WARNING:

Use Ultra Low Sulfur Diesel (ULSD) only. Do not use Low Sulfur Diesel (LSD) with a DPF equipped engine. LSD will damage the DPF, which may cause the Stop Engine light to illuminate and the engine to severely derate.

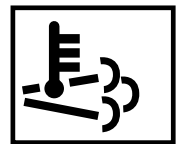
Passive Regeneration:

Passive regeneration uses heat from naturally occurring exhaust gasses to oxidize built-up particulate.

Active Regeneration:

An active regeneration cycle will initiate if exhaust temperatures are not high enough to regenerate the filter. The motorhome must be traveling in excess of 20 mph for an active regeneration cycle to initiate.

Diesel fuel is introduced into the exhaust system upstream of the DPF during an active regeneration cycle. The fuel will ignite and super-heat the DPF to oxidize particulate matter. The HEST (High Exhaust System Temperature) dash light will illuminate when an active regeneration is underway and exhaust system temperatures are elevated above normal levels. Exhaust temperature can reach 1450° F., which may last for up to 40 minutes. The HEST light will remain on until the exhaust temperature cools to 650° F., which may not be until the engine is turned off and the exhaust system cools before restarting. The HEST light does not indicate a fault as long as there are no other active warning lights.



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HEST Dash Light

CAUTION:

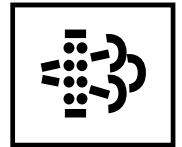
Use extreme caution if parking the motorhome while the HEST light is on. The exhaust system and exhaust gas will be extremely hot to the point of fire hazard. Do not park the motorhome on or around anything combustible.

NOTE:

If the engine is turned off during an active regeneration cycle, the cycle will automatically begin again (if necessary) when the motorhome is operated at speeds above 20 mph.

DPF Dash Light:

A DPF (Diesel Particulate Filter) indicator light on the dash illuminates when an active regeneration cycle is necessary and unable to initiate. Driving the motorhome above speeds of 20 mph will allow an active regeneration cycle to initiate. The HEST light will turn on when an active regeneration cycle is underway. Once the DPF is clear of particulate matter the DPF light will turn off.



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DPF Dash Light

DPF Light Warning System:

If the DPF remains clogged, there are four stages of the DPF light warning system. The HEST light may illuminate during this sequence, which indicates an active regeneration cycle is underway. The only indication the DPF is clear and in good working order is the DPF light turning back off.

- ◆ **Stage One:** The DPF light glows steady. This means an active regeneration cycle is necessary but unable to initiate.
- ◆ **Stage Two:** The DPF light flashes. The DPF filter is clogged to the point the engine will slightly derate (lose power).
- ◆ **Stage Three:** The DPF light flashes and the Check engine light turns on. The DPF is clogged to the point that service is required immediately. The engine will severely derate at this point.
- ◆ **Stage Four:** The DPF light and Check Engine lights extinguish and the Stop Engine light turns on. Turn off the engine as soon as possible to avoid severe engine and/or system component damage. Do not drive the motorhome in this condition. The DPF will need to be removed for repair.



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