

MOTORHOME SPECIFIC	Notes
<p><b>Drive shaft</b></p> <p>Inspect the driveline for apparent damage. The drive shaft should be solid with no play. U-Joints should be lubricated. Where the drive shaft connects to the transmission and rear differential should be relatively dry. Seeping is fairly common but there should be no obvious leaks. It should not be wet to the touch.</p>	
<p><b>Differential</b></p> <p>Inspect for damage and signs of leaks at the axels. Check the differential fluid. For used units, determine if fluid has ever been changed. Refer to owner's manual for the manufacturer's suggested maintenance interval.</p>	
<p><b>Engine appearance and overall condition</b></p> <p>Check engine and engine compartment. Is the engine clean? For used RVs is there a maintenance history? Are all covers and caps in place?</p>	
<p><b>Boots</b></p> <p>There are ball joint boots, tie rod cover boots, dust cover boots, steering dampening rod boots and other assorted boots depending on the chassis and manufacturer. Inspect each for damage or deterioration.</p>	
<p><b>Mileage</b></p> <p>For used units, is there a maintenance history that corresponds to the reported mileage?</p>	
<p><b>Bags</b></p> <p>For diesel pushers (or other chassis with air bags), carefully inspect the air bags for condition. They should be clean and uniform in color. Check for signs of cracking, indications of something rubbing against a bag or signs of fluid on the bag. Operate the air system and check the bags for leaks. This can be accomplished using leak detection fluid or a mixture of soap and water. Listen for the compressor running. If the compressor kicks on often with no application of brakes, it may be a sign of an air leak in the system.</p>	

	<p><b>Engine oil – condition</b></p> <p>For used units, check engine oil. It should be clean and full. Ask for oil change records. For larger diesel engines, consider sending off an oil sample.</p>	
	<p><b>Engine coolant – test strip</b></p> <p>For used units, check the cooling system using the appropriate test strips. Test strips are available at most automotive parts stores for most engine cooling system types. For larger diesel units, specific formula strips can be obtained at heavy truck fuel stops and maintenance shops.</p>	
	<p><b>Power steering fluid</b></p> <p>Check the fluid level. For used units, does the fluid smell burned? Is it discolored? Wipe the fluid on a clean cloth. Is there any indication of debris in the fluid?</p>	
	<p><b>Steering dampener</b></p> <p>If the RV is equipped with a steering dampener, visually and physically check it. It should be securely mounted. It should be dry with no oil soiling the boot. Are there signs of leaks or damage?</p>	
	<p><b>Transmission fluid</b></p> <p>Most motorized units include the capability to check the transmission fluid. Refer to the chassis manufacturer manual for specific guidance. For used units, check the fluid level. Check records for transmission service. On some diesel pushers with Allison transmissions, there is a diagnostic check that can be initiated from the driver’s seat and the status will read out on the transmission gear selector screen.</p>	
	<p><b>Hose condition</b></p> <p>Check all hoses condition. Hoses are subjected to extreme temperature swings, dirt, oils, atmospheric ozone and electrochemical degradation. Hoses should be pliable but not soft or spongy. Upper radiator hoses have the highest failure rate so check them carefully. Check around clamps and fasteners for splits, hairline cracks or dry rot.</p>	

	<p><b>Belt condition</b></p> <p>Belts are susceptible to the same problems hoses experience. Carefully check belts for cracks, signs of fraying or splits. Check the sides of the belt for glazing or signs of excessive heat.</p>	
	<p><b>Exhaust inspection</b></p> <p>Check the exhaust system for damage, leaks, and excessive rust. Are exhaust hangers all in place and in good condition?</p>	
	<p><b>Smells</b></p> <p>Are there any unusual smells? Burning rubber, oil, wires? Is there a sulfur smell? If something unusual is detected, run it to ground. The smell of burning wires could be disastrous. Other smells may be emission related but take the time to investigate.</p>	
	<p><b>Chassis battery, location, date, type</b></p> <p>Determine the location of the chassis battery. The chassis battery is the battery that supplies the needed 12-Volts DC to the OEM chassis. Inspect the chassis battery. Is it clean? What type battery is it? There are three types of batteries, Wet Cell (flooded), Gel Cell, and Absorbed Glass Mat (AGM). Gel and AGM are considered maintenance free style batteries. For used RV's, what is the in-service date for the installed battery? Is it near its end-of-service life?</p>	
	<p><b>Leaks</b></p> <p>Inspect the chassis carefully. Are there signs of leaks? New or used, leaks can happen to all rigs.</p>	
	<p><b>State inspection</b></p> <p>For used units, was there a state Inspection? Is it current? If the state requires an inspection and it's out of date, investigate why?</p>	
	<p><b>Wiring</b></p> <p>Inspect the wiring and wiring bundles to make sure they are routed so that they will not get caught in moving parts or be exposed to extreme heated surfaces.</p>	

	<p><b>Fuel filter</b></p> <p>Check your fuel filter. They vary greatly in appearance and mounting location. For used units, determine when the filter was last changed. On diesel units, read the manufacturers manual. Some filters include water separators and have circuitry that will inform the driver water is present in the fuel.</p>	
	<p><b>Oil filter</b></p> <p>Check the oil filter housing for signs of damage. On used units, check when the oil was changed last. If in question, change the oil.</p>	
	<p><b>Fuse box</b></p> <p>Inspect the fuse box, new or used. Are all the fuses in place? Is there any sign of damage from a blown fuse and associated wiring? Is the box clean and weather proof?</p>	
	<p><b>Air filter</b></p> <p>For all units, check the air filter. In larger diesel units, this can be tricky, but the filter is critical to proper and reliable operation. It should be clean. Replace on condition.</p>	
	<p><b>Engine starting and idle</b></p> <p>Start the engine and let it idle for a few minutes. Is it smooth? Are there any unusual noises? Is there a high idle feature?</p>	
	<p><b>Exhaust, smoke</b></p> <p>When the engine is running, is there any smoke from the exhaust? Is there smoke at idle? Some smoke from a diesel under load is common, but at idle, the exhaust should be relatively clear.</p>	
	<p><b>Mirrors</b></p> <p>Inspect the mirrors for damage. Is the housing secure? Do the automatic adjustment controls function properly? Are they heated? Spend the time necessary to get your mirrors adjusted properly.</p>	
	<p><b>Lights</b></p> <p>Check all the chassis lights and markers lamps. Check driving lights and high-beam function. Make sure the lights are aligned.</p>	

	<p><b>Gauges</b></p> <p>Check all gauges for proper operation. Check lighting and for programmable operations, run through the menu operations and settings.</p>	
	<p><b>Heat and air conditioning controls</b></p> <p>Check the chassis air conditioning in all settings, fresh and recirculating. Check the heater and various output settings for proper operation. Does the blower motor work in all speeds? Are there strange noises when changing air flow? If so, electric/vacuum doors could be blocked with debris. Is air circulating from the appropriately selected vents?</p>	
	<p><b>Chassis radio</b></p> <p>Does the dash radio work in all modes? Does it have Navigation or Monitor capabilities? Bluetooth? Check for passwords on newer radios that may prevent changing settings.</p>	
	<p><b>Seat belts, driver, passenger and couch</b></p> <p>Check all seatbelts in the coach for proper operation. Ensure latch is smooth to operate.</p>	
	<p><b>Turn signals</b></p> <p>Check the operation of the turn signals. Ensure that the turn signal auto cancel function works appropriately when the steering wheel is returned to center.</p>	
	<p><b>Rear camera</b></p> <p>Does the RV have a rear camera? Is it wired or wireless? If wireless, ensure the monitor is properly linked to the camera unit. Ensure there is no password installed in the system that would prevent changing settings.</p>	
	<p><b>Backup camera</b></p> <p>Is the unit a rearview vision camera or just a backup camera? Rearview vision units are like electronic rearview mirrors, on all the time. Back up cameras are on only when the transmission is in reverse.</p>	

	<p><b>Side camera</b></p> <p>Is the unit equipped with side mounted cameras for changing lanes? These cameras are linked to the turn signal switch and provide a side coach view, avoiding blind spots. Test each one for proper operation.</p>	
	<p><b>Driver passenger visors</b></p> <p>If the coach is equipped with driver/passenger sun visors, check them carefully. Are they in good condition? Any cracks or blemishes that would make seeing through them difficult? Is the mounting arm easy to maneuver to the proper position for diving into the sun? When positioned out of the way, do they remain stationary? Are the visors motorized? If so, do they function properly?</p>	
	<p><b>Horn</b></p> <p>Test the coach horn. Many larger coaches have two horns, selectable by a switch. These coaches include the regular car type horn and a large truck air horn.</p>	
	<p><b>Steering wheel</b></p> <p>Check the operation of the tilt (possibly telescoping) wheel. Does it lock properly into position? Is it adequately adjustable? Is there play in the wheel? While driving, is the wheel centered? If not, that may be a sign of damaged steering components.</p>	
	<p><b>Windshield wipers</b></p> <p>Test the windshield wipers and washer controls. Check the condition of the wiper blades and replace them if they seem dry or cracked. Ensure the windshield wiper reservoir is full and functions properly.</p>	
	<p><b>Air brake, air ride suspension controls and dump valve</b></p> <p>For systems with air brakes, it is imperative to understand their operation. There are many great sources of instruction, including the chassis owner and operators manual. Spend the time necessary to understand proper air brake operation, air pressure requirements, parking brake operations, settings and brake adjustments. If your rig is equipped with an air dryer, its maintenance is critical to ensure safe and reliable air pressure is maintained.</p>	

	<p><b>Navigation</b></p> <p>Many motorized RVs have navigation built into the dash radio or have an included, standalone navigation system. Is map current?</p>	
	<p><b>Leveling system controls</b></p> <p>In many motorized RVs, the automatic leveling controls are immediately available from the driver position. Operate the system, level the coach and then physically check the levelers. Retract the system when completed. Did the system operate smoothly? Strange noises? Was there an error?</p>	
	<p><b>Step well cover</b></p> <p>Many motorhomes have stepwell covers. Check the operation of the cover. Is it manual or motorized? If motorized, learn where the override mechanism is.</p>	

<b>TRAILER SPECIFIC</b>		Notes
<p><b>A frame tongue condition</b></p> <p>For travel trailers, thoroughly inspect the A frame tongue assembly and ball hitch coupling. Check for damage, unusual wear and excessive rust. Ensure the assembly is not bent or twisted in any way. Check that bolts are tight and intact. Check chain attachment points and any storage or LP storage boxes and platforms.</p>		
<p><b>Fifth wheel King Pin</b></p> <p>For fifth wheel trailers, carefully inspect the entire fifth wheel hitch assembly. Check the condition of the actual King-Pin and inspect for unusual or uneven wear. Is the king-pin damaged? Are there gouges on the pin? Are the attachment bolts properly torqued? Are there any signs of repair?</p>		
<p><b>Supplemental hitch equipment, sway bars, weight distributing hitch</b></p> <p>Many travel trailers use supplemental hitch equipment for a more stable and sure towing experience. If equipped, check these devices and attachment points for damage. Ensure connection points are properly mounted and torqued appropriately.</p>		
<p><b>Chains</b></p> <p>Chains are critical for safe operation. Inspect the chains for damage and replaced/repared links. The chain should be clean, not rusty. The chain should be sufficient length to crisscross underneath the A frame to the rear of the tow vehicle and not bind when negotiating a tight turn.</p>		
<p><b>Breakaway box and connection cable</b></p> <p>Virtually all towed RV units (with the exception of ultra-light units) are equipped with a breakaway device that will stop the RV in the event of a catastrophic separation from the tow vehicle. Inspect the breakaway box and cable. The cable, and key, should pull away from the breakaway box with some force but it should not pull out freely. Check the wiring to the breakaway box to ensure the unit is getting the necessary 12-Volts DC.</p>		



	<p><b>Umbilical connection and cable</b></p> <p>Check the RV umbilical cable. Inspect for damage, cuts, kinks and apparent repairs. Check the cable end and ensure the connections are clean and all present. The umbilical should be firmly attached to the A frame or fifth wheel assembly.</p>	
	<p><b>Locks</b></p> <p>If locks are included, check their operation and inspect them for damage. Ensure the keys fit and operate the locks BEFORE using. If a lock does not have a spare key, consider purchasing a new lock.</p>	
	<p><b>Tongue jack pad – operation</b></p> <p>For travel trailers, operate the tongue jack sufficiently to raise the trailer beyond what would be required for connecting to your tow vehicle, then lower the trailer to the extreme. Does the tongue jack operate smoothly? Are there signs of damage from being dragged? If it articulates, does it lock into position to prevent damage from falling? Does it grind or slip? Does it operate smoothly?</p>	
	<p><b>Fifth wheel landing gear</b></p> <p>For fifth wheels, operate the front jacks (landing gear) sufficiently to raise the trailer beyond what would be required for connecting to your tow vehicle then lower the trailer to the extreme. Do the jacks extend smoothly? Are there signs of damage from being dragged? For manual systems with clips, are they present and in good operating condition?</p>	

<b>WHEELS</b>		<b>Notes</b>
	<p><b>Tire date code</b></p> <p>What are the tire date codes? Are all tires the same or does it appear tires are mismatched? Please refer to tire section of the book for detailed tire information.</p>	
	<p><b>Pressure</b></p> <p>Check the tire pressure of all tires. NOTE: Tire pressure on some units can be 120lbs (or more) cold so ensure you have the appropriate tire gauge.</p>	
	<p><b>Tread</b></p> <p>Inspect the tires. How does the tread appear? Evenly worn across all tires? Are any of the tires damaged? Chunks of tread missing? Uneven wear?</p>	
	<p><b>Side walls</b></p> <p>Carefully inspect the tire sidewalls. Are there bulges in the sidewalls? Is there any obvious damage to the sidewalls?</p>	
	<p><b>Spare location, condition and access</b></p> <p>Does the unit include a spare? Condition of spare? How do you access the spare?</p>	
	<p><b>Wheel torque</b></p> <p>Inspect the wheel torque settings. Were all the wheels in specification? If not, was one or more wheel off by more than 20%? If so, remove the wheel(s) and look for damage caused by the lugs being loose, oblong wear in the lug holes.</p>	
	<p><b>Wheel condition, steel, aluminum</b></p> <p>Refer to your owner's manual for description of the wheels installed and care for the wheels in accordance with manual. Are the wheels damaged? Do they all match?</p>	
	<p><b>Trailer brakes - condition</b></p> <p>For used units, consider removing the wheels and check each brake assembly. Are any brake assemblies damaged? Do all brakes appear to be wearing evenly?</p>	

<b>STORAGE COMPARTMENTS</b>		<b>Notes</b>
	<p><b>Condition (floor, side walls, ceiling)</b></p> <p>Inspect each storage compartment carefully for signs of damage. Are the storage compartment floors sturdy enough for loading supplies? Are the side and rear walls sturdy enough to remain intact should items move in transit?</p>	
	<p><b>Signs of water infiltration</b></p> <p>Carefully inspect each storage compartment for signs of water damage, either from infiltration or internal tank leaks. Is there evidence of a leak? Soiled floor or sidewall material? Is there evidence of repairs to any of the storage compartments? Do any of the compartments have worrisome odors?</p>	
	<p><b>Test lights in compartments</b></p> <p>Test all compartment lights for proper operation.</p>	
	<p><b>Storage compartment doors</b></p> <p>Ensure the doors operate properly. They should close tightly with minimal force. The weather seals should be flexible and intact completely surrounding the compartment door. The latch mechanism and striker should be free of any damage. Ensure you test the locking keys and mechanisms.</p>	
	<p><b>Test electrical connections</b></p> <p>If a storage compartment has a 120-Volt AC or 12-Volt DC plug, test the plug for proper operation. Often, 120-Volt AC plugs are added in lower storage compartments for vacuums, outdoor entertainment systems, etc.</p>	
	<p><b>Test cable connections</b></p> <p>If a coax connection is present, test the connection for signal by attaching a signal producing device. If possible, use a coax continuity tester.</p>	
	<p><b>Sliding trays, condition, operation, locks</b></p> <p>Carefully inspect storage compartment trays. For sliding trays, be careful when extending the tray to its extended position in case the tray is not properly attached or the limit catch fails. Does the tray slide with minimal effort? Do the locking mechanisms keep the tray stationary?</p>	

	<p><b>Access panels</b></p> <p>Locate all access panels and investigate what is located behind them. Often, plumbing filters and bypass valve assemblies are located behind these access panels.</p>	
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<b>EXTERIOR - SIDE WALLS AND CAPS</b>		<b>Notes</b>
<b>Side wall condition</b>	Inspect for signs of damage, creases, dents, tears, cuts, bulges, discoloration, missing siding screws, or delamination.	
<b>Front cap condition</b>	Inspect front cap for cracks, paint issues, sun damage, caulking issues, signs of water infiltration, and seals around all penetrations. Inspect seals and seams where siding and roof join.	
<b>Graphics</b>	Condition of graphics, paint or decals.	
<b>Rear cap condition</b>	Inspect rear cap for cracks, paint issues, caulking issues, signs of water infiltration, and seals around all penetrations and windows. Inspect seals and seams where siding and roof join.	
<b>Window condition</b>	Inspect windows for cracks, chips, fog in double pane units, and hard water damage.	
<b>Windows seals</b>	Carefully inspect caulk and seals around windows frames to ensure water tight fitment.	
<b>Window screens</b>	Check for fitment, tears and locking clips.	
<b>Trim</b>	Inspect the trim condition, seals and caulking.	
<b>Entrance door</b>	Condition, check door for damage, day lock function, deadbolt, striker location and complete key sets. Does door shut properly? Does door close with minimal force? Is the latch to hold the entrance door functional? Door seal condition? Door screen condition?	

	<p><b>Sidewall vents</b></p> <p>Check condition, caulking, and if an internal flap is installed, does the flap function and move freely. Check for nests, bird and mud-dauber.</p>	
	<p><b>Entrance hand rail</b></p> <p>Inspect condition of handrail. Ensure it functions properly and if it is a swing out model that it locks in position correctly. The handle should move freely when unlocked and be firm when locked into position.</p>	
	<p><b>Entrance steps</b></p> <p>Ensure the steps operate smoothly. If electric, make sure the steps operate in conjunction with the door control. For motorized RVs, refer to the manual for step safety settings. Most steps have an override that retracts them when the RV ignition is turned on.</p>	
	<p><b>LP storage door(s)</b></p> <p>Check function of doors, condition, weather seals, striker and latch. Doors should open and close with minimal effort and should be snug when shut.</p>	
	<p><b>Electrical connection door</b></p> <p>Check condition of plug cover. Many are spring loaded. Ensure spring assembly closes the door tightly when not in use. Check seal to ensure effective water barrier.</p>	
	<p><b>Water inlet door or cover</b></p> <p>For exterior water inlet covers, ensure cover is in working condition and fits snugly when the inlet is not in use to prevent dirt from getting into the water system. Replace if necessary.</p>	
	<p><b>Sidewall light fixtures</b></p> <p>Ensure proper operation, check seal on fixture. The light should not have water or dirt inside the lens. Check the lens for cracks.</p>	
	<p><b>Stepwell/steps lighting</b></p> <p>If equipped, ensure light fixtures operate correctly.</p>	

	<b>Fold-out panel(s)</b>	
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If equipped, extend the soft-sides and exercise the fold-out panels to ensure smooth operation. Pay attention to how the material bunches and folds. It is important to get the material to lay properly when folding in to prevent damage. Check for tears, rips, holes, dirt, and especially mold. If mold is discovered, it is likely signs of an improperly sealing side.

<b>EXTERIOR - ROOF</b>		<b>Notes</b>
	<p><b>Overall condition</b></p> <p>Using soft-sole shoes (like tennis shoes) get up on the RV roof. Most roofs are either Ethylene Propylene Diene Monomer (EPDM), commonly referred to as rubber. Other materials include fiberglass or metal, likely aluminum. You need to know what type roofing material is installed as each has specific care instructions and maintenance needs. Inspect for obvious signs of damage, tears, punctures, rips, soft spots, bubbles, or areas that appear discolored. There should be sealing material generously used across the roof of the RV wherever there is something mounted, like air conditioners, skylights, antennas, etc.</p>	
	<p><b>Roofing material properly attached</b></p> <p>Each seam or seal should be generously protected by RV roofing sealant. Side walls, corners, edges and seams on the RV sides must be properly sealed to avoid costly water infiltration.</p>	
	<p><b>Seals and caulking</b></p> <p>Carefully inspect every opening, screw head or attachment point to ensure adequate weathertight seal.</p>	
	<p><b>Vents</b></p> <p>Carefully inspect the roof top vents and vent shrouds if installed. Check for cracks and signs of failure due to sun exposure. Generally these covers are inexpensive. If necessary, they should be replaced to avoid costly water damage.</p>	
	<p><b>Skylights</b></p> <p>Carefully inspect any installed skylights. Check for cracks and signs of failure due to sun exposure or stress. These covers, usually over showers, can be rather large and are more expensive than traditional vent covers but should be inspected and replaced with the same aggressiveness.</p>	



	<p><b>Air conditioner drains</b></p> <p>There are several methods used for roof air conditioner units to drain. Check the manual for your unit and inspect the drains to ensure they are not plugged. Check the area around the air conditioner(s) to ensure the roof is not soft and that the air conditioner(s) have not created a depression in the roof.</p>	
	<p><b>OTA antenna</b></p> <p>Check the antenna seal and that all the attachment screws are covered in sealant. Check any coax penetrations.</p>	
	<p><b>Satellite dish antenna</b></p> <p>Check the antenna seal and that all the attachment screws are covered in sealant. Check and coax penetrations.</p>	
	<p><b>Solar panels</b></p> <p>Solar panels can be large and heavy. Ensure the attachment points for the panels are properly secured and sealed well. Inspect the wiring penetration into the roof ensuring it is also properly sealed and weathertight. Ensure that no charging cables are loose or exposed as they may get caught by low hanging tree branches or other obstructions.</p>	
	<p><b>Penetrations</b></p> <p>All RV roof penetrations should be adequately sealed with RV roof sealant. Check the roof for penetrations where items may have been removed. If you find one, be inquisitive. It can be an indication of an issue that might require further investigation.</p>	
	<p><b>Ladder attachment points</b></p> <p>RV roof ladders get a lot of use and can move and flex over time. Make sure the ladder attachment points are sealed. RV roof sealant can be removed to tighten ladder.</p>	

<b>EXTERIOR - UNDERBELLY</b>		<b>Notes</b>
	<p><b>Fluid leaks</b></p> <p>Inspect the entire undercarriage for signs of leaks or areas that appear to be repaired, new panels or paint. If found, further inspect the area to determine the cause. Leaks are not uncommon in RV plumbing so signs of repairs should not necessarily be considered a red-flag or problematic.</p>	
	<p><b>Frame condition</b></p> <p>Inspect the frame, end to end, for signs of damage, stress or repair. Check for excessive rust or evidence of repairs made to the frame. Be suspect of areas freshly painted with rubberized undercoating. Carefully inspect areas that appear to have repairs of any kind, especially if these repairs include welds. Improper welding can be dangerous. If new welds are discovered, consider having the welds inspected.</p>	
	<p><b>Axles</b></p> <p>Check axles carefully for damage or lack of routine maintenance. Check for large nicks and dents that would suggest substantial impact to the axel. Check attachment points for signs of stress or repair. Be cautious of new welds.</p>	
	<p><b>Brake wiring</b></p> <p>Where exposed, inspect the wiring to the brakes. It should not be hanging loose but should be neatly routed along the frame and axles. Make sure the cable is not broken, stretched, have splices or other signs of damage.</p>	
	<p><b>Plumbing</b></p> <p>Carefully inspect the plumbing exposed on the bottom of the RV. Generally, the sections of pipe on the bottom of the RV underbelly are the last sections before terminating to a sewer hose connection. If there is a blade valve, inspect its operation. Make sure the exposed plumbing is properly mounted and secure. Pipes should not move freely. Make sure there is a functional sewer pipe end cap that properly seals.</p>	

	<p><b>Insulation</b></p> <p>For areas where insulation can be inspected like basement walls, access panels or interior access doors, check for signs of damage, water infiltration and rodents.</p>	
	<p><b>Tanks</b></p> <p>If it is possible, inspect the enclosed tanks. This will likely be a difficult task as the tanks are usually covered from the bottom by either the motorhome chassis or trailer belly pan. If an inspection is possible, look carefully for debris, signs of leaks, or odors. The UTILITES section includes exercising the tanks and checking their actual operation and condition.</p>	
	<p><b>Bottom skirt or belly pan</b></p> <p>Motorized RV frames have material that is often attached to the actual chassis rails that forms a barrier to the subfloor of the RV. In motorized RVs, inspect the underbelly of the unit checking for holes, cracks or damage. Make sure the belly pan is tight against the bottom of the aft body. For RV trailers, many RV manufacturers use a material called “Coroplast”. This material looks like plastic coated cardboard sheets and can run the length of the trailer forming a nice, reliable water resistant barrier. Regardless of the material, inspect that it is intact and in good condition. There should be no damage, cuts, holes or missing sections. The material should run from side to side and should be sealed where seams meet. Look for areas that seem to sag as this is potential evidence of a water leak. Remember, this is your protection while driving down the road in the rain. The better the material is positioned and attached, the better protected the bottom of the RV will be.</p>	
	<p><b>Leveling jacks – electric, hydraulic or manual</b></p> <p>Inspect the RV leveling jacks and pads. Using the manual, exercise the leveling jacks to ensure proper operations. When extended, inspect them for damage. Are they straight? Are the consistently mounted meaning all assemblies are fastened at the same angle? For hydraulic units, check the hoses and reservoir. For mechanical and electric, ensure the units are properly lubricated. For electric and hydraulic units, ensure you understand the back-up operating method in case of failure.</p>	

	<p><b>Straps, rods, attachment points</b></p> <p>Underneath the RV, inspect straps connecting sewer pipes, exhaust pipes, wire bundles, hoses, etc. Make sure these straps and attachment points are solid and secure. Give them a tug. There should be little movement.</p>	
	<p><b>Suspension</b></p> <p>Visually inspect the suspension and suspension attachment points. Check bolt and weld condition. Check for excessive rust or indications of replacement components.</p>	
	<p><b>Wire bundles</b></p> <p>Ensure wire bundles are properly covered and run neatly. They should be attached at regular intervals and should not have enough slack to allow debris to catch on or damage one. Where wire bundles articulate and move back and forth to support a RV slide room, make sure the bundle is secure and that there is sufficient room for the bundle to be protected from damage when the slide room retracts. Manufactures have a number of methods for accomplishing this. These attachments should be inspected regularly.</p>	

<b>EXTERIOR - AWNINGS</b>		<b>Notes</b>
	<p><b>Mounting brackets, rollers, rods</b></p> <p>Carefully inspect the installed awning(s) attachment brackets and mounts. Are they secure? Caulked? Does the roller assembly appear in good condition? Are the end caps (if manufacturer installed) in place?</p>	
	<p><b>Operation</b></p> <p>Extend each awning to its fully extended position and stop. Retract the awning. Pay particular attention to the process. Is it smooth? Does the awning catch on anything? Does it extend and retract evenly?</p>	
	<p><b>Material condition</b></p> <p>With the awning(s) extended, inspect the material as carefully as possible for tears, rips, or punctures. Carefully inspect the stitching on the sides as this is often a failure point.</p>	
	<p><b>Wind sensor</b></p> <p>Wind sensors will retract extended awnings when the winds pick up to a specific speed. These are wonderful awning accessories if installed. Ensure you understand the settings for this feature.</p>	
	<p><b>Override, if automatic</b></p> <p>If the awning(s) is automatic, understand how to manually retract the awning in the event of a failure. Most automated awnings have a manual backup mode for emergencies.</p>	
	<p><b>Awning lights</b></p> <p>Some awnings have led light strips or other forms of illumination. Check that the lights function and are firmly attached the length of the awning.</p>	
	<p><b>Slide Toppers</b></p> <p>If equipped with awnings over the slides, check them using the same criteria as above. When deployed, ensure the fabric is taught and does not sag. Check the condition of the material.</p>	

<b>EXTERIOR - SLIDES</b>		<b>Notes</b>
	<p><b>Slide(s) seals</b></p> <p>Inspect weather seals and weather stripping. Check for dry rot, cuts or other apparent damage. Does the slide seal well when closed? Is it square, meaning both sides fit flush against the RV siding?</p>	
	<p><b>Slide(s) operation</b></p> <p>Do the slide(s) operate smoothly? Are there strange noises, like grinding or popping sounds? Does the slide lurch or shake? On the underside of the slide, does there appear to be any damage? Does the slide mechanism appear clean and lubricated? Any signs of repairs?</p>	
	<p><b>Slide(s) locking mechanisms or locking bars</b></p> <p>RV slides come in several configurations. Some slides lock into place for travel by simply bringing them in. The slide rests on a raised bar that acts as a lock. Some slides utilize a locking bar that the operator installs inside the RV once the slides are brought in. Refer to the owner's manual for which type is utilized.</p>	
	<p><b>Slide(s) emergency override</b></p> <p>Electric and hydraulic slides often include a mechanical override to operate the slide in case of failure. Sometimes these overrides require a special socket that can be operated with a ratchet drive or an electric drill. Some require a special wrench. Check the owner's manual and physically check for an override attachment point to ensure you understand proper operation.</p>	
	<p><b>Slide toppers</b></p> <p>Check the attachment points and material for tears, rips and punctures. Check the stitching on the edges as this is often a failure point.</p>	

<b>WINDOWS</b>		<b>Notes</b>
	<p><b>Window screens</b></p> <p>Check all window screens. Screens should fit snugly and have tabs for removal. Are there screens on all windows? Are any screens torn or damaged?</p>	
	<p><b>Window trim</b></p> <p>Inspect the window trim around every window. The trim should be clean and neatly attached. Are there any signs of water damage?</p>	
	<p><b>Window seal</b></p> <p>Inspect the caulk and material sealing the windows on the coach. Depending on the style of windows, this can be a difficult task. Carefully check for signs of water infiltration and damage. Are there any stains near the windows?</p>	
	<p><b>Window emergency exit latch and operation</b></p> <p>Safety in an RV is critical. Locate the emergency exit which is often a window exit. Learn how to operate this emergency exit. Demonstrate its proper use to all occupants.</p>	
	<p><b>Drapes</b></p> <p>Are the coach drapes clean and in good condition? Do the drape mounting rails or tabs all function properly? For sliding drapes, slide them open and closed. Do they move freely? Are all the tabs in place? Do any of the drapes have signs of water damage? If so, carefully examine why?</p>	
	<p><b>Window coverings, day night shades</b></p> <p>Many RV windows have dual stage blinds, also known as day-night shades. Check the operation of each of these shades. Are they in good condition? Do all shades function properly? Do any of the shades have signs of water damage? If so, examine why.</p>	

	<p><b>Front window drop down shade</b></p> <p>Front coach shades, mechanical or electrical, are fairly common in motorhomes for privacy. If equipped, do the shades function properly? Any signs of damage? Any signs of water infiltration? Do the shades extend and retract smoothly?</p>	
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INTERIOR	Notes
<p><b>Floor carpet</b></p> <p>Inspect the carpet throughout the RV. Is it clean? Any stains? Signs of repair? Check for water damage in slides and at slide thresholds. Give the carpet a tug with your hand. If the carpet has been damaged by water, some carpet may literally lift out in your hand. Press on the carpet pad. Does the pad spring back? If not, check thoroughly for water damage.</p>	
<p><b>Floor tile</b></p> <p>If your RV has floor tile, inspect it carefully for damage, cracks, missing grout and chips. Step on each tile. Do any move or feel loose? Do any rock back and forth?</p>	
<p><b>Subfloor condition – weak, soft spots</b></p> <p>Inspect the floor carefully by walking on every portion of the floor you physically can. For sections you can't, perhaps under the master bed, press on the floor with your hands. Check for soft spots. If discovered, determine why. Is the flooring thin or is there some form of damage?</p>	
<p><b>Water damage, stains</b></p> <p>Where ever possible, inspect the floor, subfloor and underneath the floor from a basement access point. Water damage can often be repaired but only if discovered promptly. As important to discovering the damage is determining why the damage occurred. Has the issue been appropriately fixed to prevent future damage?</p>	
<p><b>Transitions</b></p> <p>Are flooring transitions intact? Are they secure? Are there signs of excess wear?</p>	
<p><b>Internal slide seals</b></p> <p>Inspect the rubber seals on the interior of each slide. The material should be pliable with no tears or rips in the material. It should be securely attached.</p>	

	<p><b>Carpet wraps</b></p> <p>Carpet wraps in this context refers to carpet wrapped around and secured to baseboards on slides, to the bottom of cabinets, steps, bed frames, or other areas where the manufacturer has attached carpet other than directly to the floor. On slides, make sure the carpet is attached firmly and securely so that it will not roll up or separate when the slide is used. Is the carpet on stairs excessively worn?</p>	
	<p><b>Walls, condition, paper, material, coverings, holes</b></p> <p>Inspect the walls of the RV for damage. Look for nail holes, exposed screw holes or areas where picture hangers have damaged the walls and may need repair. If used, is the wallpaper in good shape? Any peeling edges or corners?</p>	
	<p><b>Door trim</b></p> <p>Inspect the trim surrounding any coach doors. Internal trim and weather seals should be securely attached and damage free.</p>	
	<p><b>Cabinets, condition, leaks, spills, hinges, latches</b></p> <p>Inspect all cabinets one by one. Get a step stool if necessary for overhead cabinets. Inspect each one for cleanliness, damage and signs of leaks. Check under kitchen cabinets for signs of cleaners that may have spilled and caused damage. Check the hinges of the doors ensuring the doors swing freely, but securely. Check the latches to hold each door shut while traveling. It should take some effort to open cabinet doors.</p>	
	<p><b>Drawers, condition, slides, spills, latches</b></p> <p>Inspect all drawers one by one, carefully. Inspect each one for cleanliness, damage and signs of leaks. Check the drawer glides ensuring the drawers slide open freely. Check the drawer latches to hold each drawer shut while traveling.</p>	
	<p><b>Ceiling, stains, sags, cuts, tears</b></p> <p>Don't forget to look up. Check the ceiling in each room and throughout the RV for signs of damage and leaks. Are there any signs of discoloration? Does the ceiling seem to sag in spots? If so, inspect the area carefully as this may be a sign of water infiltration.</p>	

	<p><b>Ceiling vents, exhaust fans</b></p> <p>Inspect your ceiling vents. For air returns, check for filters that may need to be replaced or cleaned. For exhaust fans, check the fans controls and operation. If there is a mechanical interior cover, make sure the cover works appropriately and can fully close to ensure protection during the rain. If the controls are electric, check that they function properly.</p>	
	<p><b>Ceiling fan</b></p> <p>If equipped, check that the ceiling fan operates properly. The fan should be securely mounted to the ceiling and should not excessively vibrate when running.</p>	
	<p><b>Dinette booth</b></p> <p>Many RVs have built-in booth type dinettes. Often, this dinette can be reconfigured into a bed. Check the condition of the table and booth seating. Is everything clean and in good working condition? Does the table mechanism operate with minimal effort when converting to a bed? For dinette booths that allow storage under the bench seating, is this area in good condition? Any signs of spills or rodents?</p>	
	<p><b>Dining table and chairs</b></p> <p>For coaches with dining tables and chairs, check the condition of the table and leaf, if included. Does the table open properly? Is the table mounted to the floor? Are the chairs in good condition? Are there extra dining table chairs included? Some dining tables are not free standing but extend from a side wall mount. Check the mechanism that locks this style table in place.</p>	
	<p><b>Recliners</b></p> <p>Carefully inspect your coach seating. Are the recliners in good working order? Are they attached to the floor? Do they have straps to keep them in place when traveling? Is the mechanical operation of the recliner mechanism smooth?</p>	

	<p><b>Couch</b></p> <p>Is the couch clean? Any signs of damage, stains or rips? In motorhomes, is the couch configured as extra seating while the coach is in motion? If so, are the appropriate number of seatbelts included? Is the couch a jack knife style couch allowing for additional sleeping? If so, does it function smoothly? Is the couch a sleeper sofa with a traditional mattress or air mattress? Does the couch mattress open smoothly? Does the air mattress hold air? Are the controls easy to use? Is there an included remote control? What is the power source?</p>	
	<p><b>Loveseat</b></p> <p>Is the loveseat clean and free of damage? In motorhomes, is the loveseat used for additional seating while traveling? Are there appropriate seatbelts?</p>	
	<p><b>Mattress</b></p> <p>Check the condition of all mattresses in the coach. Are they clean? Free of stains, tears and rips? Are there any condition concerns? Are they traditional mattresses or specific RV length mattresses. If in doubt, measure the mattress dimensions so that bedding you purchase will properly fit.</p>	
	<p><b>Closet</b></p> <p>Inspect the closet area(s) of your coach. Is there a clothes rod? Is it mounted securely? Are there closet doors? Do the doors include travel latches to keep the doors from opening/closing during travel?</p>	
	<p><b>Bed frame – storage under bed</b></p> <p>Inspect the master bedroom bed platform. If the platform doubles as storage, check the storage area. If the mattress platform lifts, are there gas struts? Do the struts hold the bed in the elevated position? Is the storage area clean and useable?</p>	

	<p><b>Bunk bed condition</b></p> <p>Many RV models offer bunk bed configurations for children. These bed and frames can sometimes articulate up and lock in a stow-a-way position. Are the bunks mounted securely? Are the mattresses clean and free of damage? Are there electronics in the bunk areas, like televisions or radios? If so, do they function properly? Do they have remotes? Are the bunks enclosed by a curtain? If so, is it clean and slide smoothly?</p>	
	<p><b>Pocket doors</b></p> <p>In many RVs, doors to bedrooms and bathrooms may be in the form of a pocket door, a door that opens into a pocket in the wall. If you have pocket doors, do they slide smoothly? Is the hardware intact? Do the pocket doors have functional latches to keep them secured while traveling?</p>	
	<p><b>Accordion doors</b></p> <p>In many RVs, doors to bedrooms and bathrooms may be in the form of an accordion door, a door that through a series of small folds, compresses to one side. If you have accordion doors, do they slide smoothly? Is the hardware intact? Do the accordion doors have functional latches to keep them secured while traveling?</p>	
	<p><b>Coffee table, end tables</b></p> <p>Does the coach have coffee tables or end tables? Are they in good condition? Are there straps to hold the tables securely while traveling?</p>	

<b>KITCHEN</b>		<b>Notes</b>
	<p><b>Countertops</b></p> <p>Carefully examine your kitchen countertops and workspaces. Are the counters in good condition? Is there any damage to the counters? Knife cuts, splits or burns?</p>	
	<p><b>Countertop extension panels and brackets</b></p> <p>Some RVs include a foldout countertop extension or slide out extension using a rail system. If included, is it in good condition? Does it function properly?</p>	
	<p><b>Sink</b></p> <p>Inspect your sink and faucet assembly carefully. Using your hand, apply some downward pressure inside the sink observing for cracks. Is the sink sealed around the countertop? Is the drain or strainer basket appropriately sealed? Does the faucet function properly?</p>	
	<p><b>Drains, leaks, water damage</b></p> <p>Inspect under kitchen cabinets with a flashlight and a careful gaze. Are there signs of leaks or water damage? Leaking plumbing is not uncommon and signs of previously leaks are not necessarily bad.</p>	
	<p><b>Stovetop burners</b></p> <p>Inspect each burner on the stovetop and light each one ensuring they operate properly.</p>	
	<p><b>Stovetop cover</b></p> <p>Many RVs have stove top covers which when in place, allow extra counter space for preparing meals. If included, check that these covers fit properly.</p>	
	<p><b>Oven</b></p> <p>Using the lighting method appropriate to your coach, warm the oven sufficiently to test proper operation.</p>	

	<p><b>Microwave or convection oven</b></p> <p>Virtually all RVs include either a microwave or a convection oven unit. Using a bowl of water, test that the unit heats the water in a timely manner. Does the unit have an internal rack? Is the turntable in good condition and free of cracks?</p>	
	<p><b>Refrigerator, operation, AC, DC, LP</b></p> <p>RV refrigerators come in all shapes, sizes and configurations. Based on the model included in the RV, run the refrigerator in all power configurations, LP Gas, Electric, and 12-Volt DC if appropriate. Allow the refrigerator to run sufficiently in each mode to ensure cooling.</p>	
	<p><b>Ice maker</b></p> <p>On a PDI, it will be difficult to check the icemaker unless the unit has been powered for some period prior to your arrival. Check the icemaker for obvious signs of damage.</p>	
	<p><b>Water line</b></p> <p>If the refrigerator is equipped with in the door water, check the location of the water line feeding the unit. These water lines are a notorious source of leaks and headaches for owners. Periodically inspect the water line for signs of leaks. For winterization, pay particular attention to this line.</p>	
	<p><b>Filter</b></p> <p>On new units, ensure a new water filter is installed into the refrigerator prior to use. On used units, consider simply removing the filter and replacing it.</p>	
	<p><b>Cabinets</b></p> <p>Carefully inspect all cabinets one by one. Get a step stool if necessary for overhead cabinets. Inspect each one for cleanliness, damage and signs of leaks. Check under kitchen cabinets for signs of cleaners that may have spilled and caused damage. Check the hinges of the doors. Ensure the doors swing freely but securely. Check the latches that hold each door shut while traveling. It should take some effort to open cabinet doors.</p>	

	<b>Pantry</b> Inspect the pantry, if equipped, for cleanliness and signs of spilled food, liquids or rodents.	
	<b>Dish washer</b> If equipped, test the dishwasher. Run a short cycle to ensure water flow and proper drainage.	



<b>BATHROOM</b>		<b>Notes</b>
	<p><b>Toilet</b></p> <p>Inspect the toilet(s) carefully. Does the bowl seal properly? Does the bowl trap open appropriately when depressing the foot control or activating the electronic flush control?</p>	
	<p><b>Signs of leaks</b></p> <p>Pay particular attention in the RV bathroom for signs of leaks or damage. Does the floor feel mushy near the toilet? Any signs of discoloration? Check carefully around the shower fixture and vanity for leaks. Look inside the vanity for signs of leaks.</p>	
	<p><b>Sink and vanity, caulk</b></p> <p>Is the bathroom sink and vanity appropriately caulked and sealed?</p>	
	<p><b>Sink faucet</b></p> <p>Test the vanity faucet. Does the faucet work properly? Is there appropriate water pressure?</p>	
	<p><b>Shower</b></p> <p>Inspect the RV shower (tub if equipped) for any signs of damage. Apply pressure to the floor of the shower to see if there are any cracks in the enclosure. For showers with glass (or glass-like) sliding doors, do the doors have a locking mechanism for traveling?</p>	
	<p><b>Shower faucet</b></p> <p>Test the shower faucet. Does the faucet work properly? Is there appropriate water pressure?</p>	
	<p><b>Drains</b></p> <p>Monitor the drains while using each faucet. Do the drains run smoothly? Do any drains run slowly? Any smells from the drains?</p>	

	<p><b>Skylight</b></p> <p>Many RV showers have a skylight which aside from offering some natural light, allows additional headroom. These skylights are often a source of water infiltration. Carefully check the seal of the skylight for indication of leaks. Are there any signs of damage or cracks?</p>	
	<p><b>Washer/Dryer</b></p> <p>If equipped, check these connections. Inspect the water connections. Inspect the dryer vent for proper seal and operation. Remember, if equipped, this represents an additional winterization step. If included, check the washer/dryer for proper operation. Does the washer fill when operated? Does the dryer get warm after one minute of operation? Are the manuals included?</p>	

<b>AV ENTERTAINMENT SYSTEM</b>		<b>Notes</b>
<p><b>Televisions</b></p> <p>Check the televisions in the RV. Are there remote controls? Do the televisions work from the OTA antenna? Do the televisions work from the cable input? Are the television manuals in the RV?</p>		
<p><b>TV safety straps</b></p> <p>Depending on how and where your RVs televisions are mounted, there may be safety straps to hold the unit in place to avoid vibration. Carefully check how your televisions are mounted. Are there clips beside or behind the television that would indicate straps should be used? Does the television move freely?</p>		
<p><b>TV slides and articulating arms</b></p> <p>Some RVs mount interior and exterior televisions on slides or articulating arms. If your coach has any of these television systems, understand how they lock into position.</p>		
<p><b>Audio equipment, remotes, manuals</b></p> <p>If the coach has stereo equipment installed, check the unit for proper operation. Does the unit have a remote? Is the unit Bluetooth? If so, try pairing a music device. Check to see if the unit has a password installed that might preclude reprogramming. Are the manuals available?</p>		
<p><b>Speakers</b></p> <p>For audio visual entertainment systems equipped with additional speakers, test the speakers to ensure they function properly and that sound is well distributed through the coach.</p>		
<p><b>DVD / Blu-ray player</b></p> <p>Does the RV have a DVD or Blu-ray player? If so, test the unit to ensure proper operation with your RVs television and signal distribution system. Is the remote available? Is the manual available?</p>		
<p><b>Audio switching equipment</b></p> <p>Some RVs have elaborate audio switching centers to provide input from various audio devices. Some of these systems can be very intimidating. If equipped, locate the manual for this</p>		

	<p>switching center. Test the switch to make sure it works by connecting an audio device, like an iPod or similar audio player.</p>	
	<p><b>Video switching equipment</b></p> <p>Some RVs have elaborate video switching centers to provide input from various video sources. Some of these systems can be very intimidating. If equipped, locate the manual for this switching center. Test the switch to make sure it works by switching between whatever on-board video devices are attached.</p>	
	<p><b>Antenna signal splitter and switch</b></p> <p>A very common accessory in the RV world is the Winegard amplified antenna switch. This wall plate sized switch provides the means to select between over the air antenna signal and cable television signal. The wall plate has a push button on-off switch that controls the onboard amplifier that provides power to the OTA antenna mounted on the roof of the coach. It is important to note, when this amplifier is ON, the cable television signal is switched OFF.</p>	
	<p><b>OTA antenna crank</b></p> <p>Many coaches include an OTA antenna that is mounted on articulating arms that raise and lower the antenna using a hand crank inside the coach. Locate this crank and ensure the antenna crank functions properly.</p>	
	<p><b>Satellite dish equipment</b></p> <p>Provided there is service, connect and test the coach satellite antenna and receiver for proper operation.</p>	

<b>GENERATOR</b>		<b>Notes</b>
	<p><b>Condition</b></p> <p>Inspect the condition of the generator. Are there any signs of damage or overheating? Any apparent leaks? Are all panels in place?</p>	
	<p><b>Hours</b></p> <p>If used, how many hours does the generator have? Based on the manual, is there evidence of the proper maintenance being performed? If multiple hour meters are present, i.e. on the unit and one inside the RV, are the hours in sync?</p>	
	<p><b>Remote panel configuration and operation</b></p> <p>For generator installations with remote panels inside the RV, test the panel operation to ensure it functions properly.</p>	
	<p><b>Automatic Generator Start (AGS)</b></p> <p>For coaches with AGS, set up a scenario that will force the AGS to initiate. Does it function properly? Manual will include start scenarios.</p>	
	<p><b>Fluid levels</b></p> <p>Check all fluid levels on the generator.</p>	
	<p><b>Access to compartment and locking mechanism</b></p> <p>Does the generator have adequate access to perform maintenance and routine fluid inspections? If tray mounted, does the extension tray function smoothly? Are there signs of rust or damage? When retracted, does the generator lock into position properly?</p>	
	<p><b>Fuel source</b></p> <p>Most on-board generators are plumbed to use the chassis fuel system. Ensure your generator is set up this way. For units that rely on alternate fuel methods, ensure the impacts of dual fuel are acceptable to you while traveling.</p>	

	<p><b>Exhaust inspection, auxiliary pipe to vent above RV</b></p> <p>While running the generator, inspect the exhaust system. Are there any apparent issues with the exhaust? Are there any signs of exhaust leaks like soot stains or burn marks along the exhaust path? For units with exhaust extensions, are all the parts necessary to attach the extension included?</p>	
	<p><b>Starting</b></p> <p>Test the generator by starting. The unit should start easily. For diesel units, after priming and glow-plug, the unit should start promptly. Run the generator for several minutes. Does it run smoothly? Are there any unusual noises or vibrations?</p>	
	<p><b>Switch over from shore power to generator power</b></p> <p>Test the switch over from shore power to generator power. Refer to your RV owner's manual for the exact sequence and process. Generally, a unit will switch from shore power to generator power shortly after the transfer switch detects steady power.</p>	
	<p><b>Transfer switch operation</b></p> <p>Test the transfer switch operation by switching from shore power to generator power and back again. Does the transfer occur without disrupting 120-Volt devices in the coach?</p>	

<b>UTILITIES</b>		<b>Notes</b>
	<p><b>Shore power connection point</b></p> <p>On units where the shore power cable is not hard-wired, carefully inspect the shore power connection assembly. If it is accessible from the exterior side wall, does the weatherproof cover function properly? Are the connections clean? Is the assembly caulked are securely mounted? Does the umbilical cord “lock” into place?</p>	
	<p><b>Shore power cable condition</b></p> <p>Carefully inspect your shore power cable. Check for cuts or damage to the cable. Inspect the plug end of the cable. Is the cable in serviceable condition? Is the plug clean and complete?</p>	
	<p><b>Shore power cable length</b></p> <p>How long is your shore power cable? For lengths shorter than 30 feet, consider purchasing an extension for a total of at least 50 foot.</p>	
	<p><b>Date of batteries</b></p> <p>For new RVs, check the battery in-service date. The batteries should not be “new-old-stock”. For used RVs, what is the in-service date for the installed batteries? Are they approaching end-of-life service life?</p>	
	<p><b>Batteries</b></p> <p>Locate your coach batteries. What type are they? 6-Volt or 12-Volt? The coach batteries supply the needed 12-Volts DC to the coach for lights, auxiliary power accessories, electric slide motors, appliance controllers, and more. Inspect the coach batteries. Are they clean and free of damage?</p>	
	<p><b>Battery disconnect switch location and operation</b></p> <p>Locate the RV battery disconnect switch. Check the functionality of the switch. When switched, is 12-Volt DC power terminated? Are there multiple switches? Is so, understand the path for each.</p>	

	<p><b>Dry cell, wet cell, sealed</b></p> <p>What type batteries are installed? There are three types of batteries, Wet Cell (flooded), Gel Cell, and Absorbed Glass Mat (AGM). Gel and AGM are considered maintenance free style batteries.</p>	
	<p><b>Coax inlet</b></p> <p>Test the coach coax inlet by attaching a signal producing device. If possible, use a coax continuity tester to validate the integrity of the coax runs. For external coax inlets, does the cover provide proper weather protection?</p>	
	<p><b>Satellite inlet</b></p> <p>It is unlikely that you'll be able to test satellite coax without an actual satellite antenna and receiver being installed. For new units, where these accessories are installed, the dealer can show test screens with one of the satellite service source pages. For used units, testing the coax with a coax continuity tester may be the best option available to you.</p>	
	<p><b>Telephone inlet</b></p> <p>Telephone service at RV parks is becoming a thing of the past just as telephone jacks are more and more uncommon in RVs. If the coach has a telephone jack inlet, check the weather cover for effectiveness. If you wish to test the telephone jack, find service or use a tone generator.</p>	
	<p><b>Solar power panel inlet</b></p> <p>Some coaches have solar power wiring installed at the factory. If the RV does, check the power inlet cover to ensure it is weather tight. Some units have the inlet on the roof, some on the forward wall while others are located in basement storage areas. Check the owner's manual for specific information.</p>	
	<p><b>Fresh water inlet</b></p> <p>Check your fresh water inlet connection. Is the connection clean? Is there a washer and debris filter installed? Does the hose connection ring turn freely?</p>	



	<p><b>Water manifold systems</b></p> <p>Many RVs are configured with very elaborate water manifold systems, allowing each hot/cold water feed to be independently controlled. This is an outstanding feature to have should you ever need to isolate a water feed source. If the RV includes this manifold design, locate it and review the proper operation of the individual valves. If the system includes a specific valve for the water bypass, understand the configuration it must be in for winterizing purposes.</p>	
	<p><b>Anderson valve (if equipped)</b></p> <p>Many water distribution systems in RVs are controlled by an Anderson Valve. This multi-position valve allows the RV owner to select fresh water tank fill, fresh tank use with pump, city water source, and winterization. Check the operation of the valve. Is the selector knob providing the source indicated? Is the knob selector firm and sure when switching between positions? Does the valve selector leak at all? If it does leak, the valve is likely failing and should be replaced.</p>	
	<p><b>Outside shower</b></p> <p>Locate the outside shower (if equipped) and test. Are there leaks? Adequate water pressure from the pump? Any damage to the hand-held wand or hose?</p>	
	<p><b>Black tank flush</b></p> <p>These systems are available from various manufacturers but their purpose is much the same. These systems are connected to a water source using a garden hose (NEVER your drinking hose) and this water inlet sprays clean water into the black tank to help keep the tank as clean as possible. If your system is equipped, test it and ensure the jets in the black tank operate properly.</p>	
	<p><b>Waste water sewer connection</b></p> <p>While not the most glamorous part of RVing, understanding the proper method of emptying the black and gray tanks is critical. Check the connection on the RV to attach the sewer hose to. Is the pipe and connection point sturdy? Does the sewer pipe have a functional cap? On the bayonet mount, are the tabs on the pipe intact?</p>	

	<p><b>Gray dump valve location and operation</b></p> <p>Locate the gray tank waste water valve(s). The tank waste water valves are operated by pulling the handle out which opens a blade valve, allowing waste water to discharge from the tank. Test the operation by connecting a sewer hose to the RV waste water sewer connection. Add some water to the gray water tank. Open the gray tank dump valve. Does waste water flow? Was the valve smooth to operate? When closed, does waste water stop flowing?</p>	
	<p><b>Black dump valve location and operation</b></p> <p>Locate the black tank waste water valve(s). The tank waste water valves are operated by pulling the handle out which opens a blade valve, allowing waste water to discharge from the tank. Test the operation by connecting a sewer hose to the RV waste water sewer connection. Add some water to the black water tank. Open the black tank dump valve. Does waste water flow? Was the valve smooth to operate? When closed, does waste water stop flowing?</p>	
	<p><b>Outside faucet and/or shower</b></p> <p>For units with exterior faucets, check the water fixture by running some water. Does the faucet operate properly?</p>	
	<p><b>Outside kitchen</b></p> <p>Some units offer outside kitchen accessories including gas stoves and refrigerators while others offer only a LP Gas line connection. Depending on your unit, check the accessories carefully for proper operation. If equipped, does the refrigerator operate properly using the appropriate power source for the unit? Does it operate in multiple power modes? Does the gas grill light properly?</p>	
	<p><b>Fresh water tank drain</b></p> <p>The fresh water tank should have a means to drain the tank. Draining is necessary for tank cleansing and for winterization. Locate the low water drain for the fresh tank and ensure it operates properly.</p>	

	<p><b>Winterizing bypass valve and operation</b></p> <p>Winterizing plumbing systems vary greatly but some general rules remain. Most often, systems have a bypass. This bypass can be very elaborate or simply bypass the water heater. It may be in the water bay, water heater cabinet, behind the water heater, attached to the water manifold or as part of the Anderson valve. Regardless, identify where the bypass valve is located and understand how it is used.</p>	
	<p><b>Water heater drain</b></p> <p>There are two main water heater manufacturers, Suburban and Atwood. While the water heaters are similar, there are subtle differences. Please refer to the manual that supports the unit installed in your RV for specific maintenance instructions. Generally, the Suburban unit drain plug is the anode rod. In the Atwood unit, the drain plug is just that, a simple plug. Locate the water heater and determine which plug type is installed. Consider buying a special drain plug socket to make removal and installation easier. Often the plugs are difficult to get to and cross-threading the plug could lead to an expensive repair bill.</p>	
	<p><b>Water heater anode rod (if equipped)</b></p> <p>Suburban water heaters use an anode rod to protect the internal tank lining. The anode rod is a sacrificial device that allows contaminants in the water to attack the anode rather than the tank walls. That's why keeping an eye on the anode rod is so important. It should be inspected periodically and replaced when less than one-third of original size.</p>	
	<p><b>Water heater tank blow off valve</b></p> <p>Water heaters are protected by a blow off valve, just like a traditional home water heater. Periodically, check the valve. Is it clean? Evidence of leaks? Does it operate properly?</p>	
	<p><b>Water heater, electric and propane</b></p> <p>Test your water heater using the available heating sources. Many RV units are electric and LP gas. Ensure both heating sources are functioning properly.</p>	

	<p><b>Water pump operation</b></p> <p>Test your on-board water pump. With water in the fresh water tank and ALL faucets in the off position, turn the pump on. The pump should run momentarily building water pressure in the system then turn off. If the pump continues to run, see if a faucet was accidentally left on. If not, being searching for a potential leak.</p>	
	<p><b>Convenience panel switches and control</b></p> <p>Many RVs have a convenience panel which is a common location where many of the RV functions are controlled. This may be a panel near the main door, switches and controls inside a cabinet, or maybe a tablet like device that controls the RV system functions wirelessly. Regardless, locate where the controls are and exercise each one of them. Are all the switches marked? Do all the controls properly function? Don't leave the PDI process believing some switches are just spares. Each switch or control should have a definite function.</p>	
	<p><b>Tank controls and status gauges</b></p> <p>Locate the controls and status gauges (if equipped) for your batteries and each of the storage tanks. The fresh, gray and black tanks should include a level indicator. The batteries should have charge status indicator. Locate these and ensure you understand how to check each.</p>	

<b>PROPANE</b>		<b>Notes</b>
	<p><b>Compartment location</b></p> <p>Locate the propane storage compartment. On many motorhomes, the LP tank is located in a storage bay near the driver's compartment. On travel trailers, the LP tanks are often mounted on the A frame hitch assembly and many fifth wheels have the propane in forward storage bays. Is the storage area free of damage? Are the tanks protected from road debris? Are the tanks in a protective housing with adequate tank tie downs and locking mechanisms?</p>	
	<p><b>Compartment condition</b></p> <p>Is the storage compartment or protective housing in good shape? Do the storage doors (if equipped) shut securely? Does the protective cover (if equipped) latch down securely to prevent coming off while driving down the road?</p>	
	<p><b>Propane bottle condition, number</b></p> <p>How many propane bottles does your RV have? Are they in good, serviceable condition? Are they clean with minimal rust? Are warning labels clearly visible?</p>	
	<p><b>OPD valves</b></p> <p>The National Fire Protection Association, P58, LP Gas Code 1998, requires new LP tanks, 4 to 40 pounds, include an overfill prevention device, OPD. This device can be easily recognized by the triangular shaped handle on the LP tank. This device prevents accidental over-charging of the tank thus avoiding potential catastrophic failure. Check your tank(s) for this valve.</p>	
	<p><b>Gauges</b></p> <p>Many motorhomes and some trailers have LP status gauges inside the coach in the convenience panel area. Some units have gauges on the actual LP tanks. Is the RV equipped with LP tank level gauges? Do the tanks have valve level gauges? Are they in good working order?</p>	

	<p><b>Condition of hoses</b></p> <p>Check the condition of all the LP hoses and lines. Metal lines should be securely mounted to the RV chassis. Rubber hoses should be clean, pliable and not cracked or show signs of excessive wear. If rubber hoses pass through the RV structure, there should be protective material in the pass-thru to ensure the hose does not chafe and fail from vibration.</p>	
	<p><b>Emergency shut of valve – hooked to detector</b></p> <p>Some RV units may have an emergency gas flow shut off valve that is wired to a LP gas detector in the coach. In the event LP gas was detected, the valve should close.</p>	
	<p><b>Regulators</b></p> <p>Visually inspect the regulator attached to the LP gas tank(s). Is the regulator clean and damage free? Are the connections to the regulator secure?</p>	
	<p><b>Tank selection – switch location, operation</b></p> <p>For RVs with more than a single tank, the unit should be equipped with a tank selector. If applicable to your unit, locate the tank selector. Most often, it is physically located next to one of the tanks. These selectors can be manual, requiring the user to physically select the tank for LP to be drawn from, or automatic, switching to a second tank when the primary is empty. Refer to your RV owner’s manual for instructions on your units LP tank selector. Determine which type you have and learn its appropriate settings and operation.</p>	

<b>ELECTRICAL AC AND DC SYSTEMS</b>		<b>Notes</b>
	<p><b>Lights</b></p> <p>Most RV light fixtures, aside from lamps, are 12-Volt DC, powered through the coach converter or directly from the coach batteries. Do all the coach lights work?</p>	
	<p><b>AC power outlets</b></p> <p>Test all 120-Volt AC outlets when the coach is connected to shore power using an outlet tester. Do all the outlets work? Do any outlets show a wiring fault?</p>	
	<p><b>GFCI outlets</b></p> <p>Test all 120-Volt AC GFCI outlets using the same procedures as the standard 120-Volt outlets. Do all the outlets work? Do any outlets show a wiring fault? Test the GFCI circuit by pressing the test switch. Did the GFCI circuit trip?</p>	
	<p><b>12 volt DC ports</b></p> <p>Many RVs come with some 12-Volt DC accessory ports. These ports look like the traditional cigarette lighter plug ports found in passenger cars. Test the accessory plugs using a phone charger or any other 12-Volt DC accessory device you have access to. Do they all work properly?</p>	
	<p><b>USB ports</b></p> <p>Many RVs come with some USB charging ports. These ports look like the USB ports on your personal computer. Test the USB charging ports using a phone charger or any other USB accessory device you have access to. Do they all work properly?</p>	
	<p><b>AC power when generator is running</b></p> <p>With the generator running, check all the RVs outlets for power. Are all outlets working?</p>	
	<p><b>AC power to appropriate plugs via inverter</b></p> <p>With no shore or generator power, check the outlets powered by the coach inverter. Often, a limited number of outlets are wired to the RV inverter. Do the outlets have power?</p>	

	<p><b>DC operable while on shore power or generator</b></p> <p>Do the 12-Volt DC lights, fans and other 12-Volt DC accessories work while on shore and generator power?</p>	
	<p><b>Battery charging from shore power</b></p> <p>Check that the coach batteries are charging once connected to shore power. Some RVs will have a meter showing charging status while some units have a power information center. Depending on the unit, verify that the batteries are charging.</p>	
	<p><b>Transfer switch</b></p> <p>Check for proper operation of the coach transfer switch. The transfer switch is responsible for managing electrical input to the coach. When connected to shore power, you should hear a thud from the transfer switch and then the coach should have 120-Volt AC available from shore power. If you change to generator power, the transfer switch should swap from shore power to generator power. Again, you should hear a slight thud when the transfer switch changes configuration. Check the status of the system for proper operation.</p>	
	<p><b>Battery charging when generator is running</b></p> <p>Check that the coach batteries are charging once the generator is running. Some RVs will have a meter showing charging status, some units have a power information center. Depending on your unit, verify that the batteries are charging.</p>	
	<p><b>Solar</b></p> <p>There are a number of ways solar panels can be installed on coaches. If you have solar panels installed, check the product manuals for information on verifying that the panels are providing a charge to the batteries. Depending on the output of the panels, the system may have a very elaborate charging and status panel. Some panels that just provide a minimal amount of charge back to the battery will likely be wired directly back to the battery using a simple charging module.</p>	



	<p><b>120-Volt circuit breaker location</b></p> <p>Your coach should have an electrical panel located either in the basement, an interior cabinet or access panel. Locate the 120-Volt AC circuit breaker panel. Not to be confused with the 12-Volt DC fuse box, the 120-Volt AC circuit breakers operate just as they do in a traditional house. The panel should include individual circuits for all major appliances, air conditioners, residential refrigerators, washer-dryers, and outlets. Check to make sure all the circuit breakers are in operational condition.</p>	
	<p><b>12-Volt DC fuses</b></p> <p>Locate the 12-Volt DC fuse box. These fuses are linked to the 12-Volt DC devices, lights, appliances, appliance controllers, and accessories in your coach. Check to make sure the fuses are marked and that they are all in working order.</p>	

HVAC	Notes
<p><b>Thermostat</b></p> <p>Locate the thermostat control(s) and check for proper operation. Thermostats vary greatly between brands. Ensure you understand specifically what is wired to the thermostat. In some units, there are multiple thermostats. Check the owner's manual for the unit to understand system operation and test that each system operates appropriately.</p>	
<p><b>Furnace control if separate from thermostat</b></p> <p>In some RVs, furnace systems are wired to a dedicated thermostat. If a separate control is installed, check the thermostat for proper operation.</p>	
<p><b>Furnace</b></p> <p>Carefully inspect the furnace. Does the furnace ignite based on control from the thermostat? Does it provide heat quickly? Are the filters clean? Check for debris and clean the intake area with a vacuum.</p>	
<p><b>Air conditioner</b></p> <p>Test each air conditioner unit for proper operation. If more than one unit is installed, they may be controlled from independent thermostats. Check this operation. Do the units cool quickly when operated? Is the air temperature from the units in range based on the owner's manual? Test using a laser-thermometer if possible. Are the filters in place and clean?</p>	
<p><b>Electric heat</b></p> <p>If equipped with an electric heat source, test the unit for proper operation. Does the unit heat quickly? Does the unit have a thermostat? Is it equipped with a timer? Is it equipped with a remote? Is the owner's manual available? If the unit has exposed heat elements, are they protected by a safety cover? If the unit is portable, does it have a safety shut-off if knocked over?</p>	
<p><b>Heat strips</b></p> <p>Some HVAC units include heat strips operated through the thermostat. Test for warm air from the HVAC when operated.</p>	

	<p><b>Heat Pump</b></p> <p>Heat pumps are effective in some circumstances to warm the RV and operate by bringing in warmer outside air, back through the RV air conditioning system. This may be difficult to test, depending on temperatures at the time of your PDI.</p>	
	<p><b>Ceiling fan</b></p> <p>If equipped, test the ceiling fan. Does the fan operate properly? Does the unit vibrate excessively? Are all the blades in good condition?</p>	
	<p><b>Vent fans</b></p> <p>Operate all ceiling vent fans and carefully inspect each fan cover for damage. Do the fans operate by switch or thermostat? Do they make any unusual noises while running?</p>	

<b>SAFETY</b>		<b>Notes</b>
	<p><b>Fire extinguishers</b></p> <p>Check the coach for fire extinguishers. Ideally, there should be a fire extinguisher immediately available in the kitchen area, the main entrance door and one immediately available in the bedroom area. Are the extinguishers within their indicated service dates? Does the mounting hardware work properly by allowing the extinguisher to be removed with minimal effort?</p>	
	<p><b>Smoke detectors</b></p> <p>Test each smoke detector. If the units are battery only, consider installing new batteries and annotating the date on a maintenance schedule to remind you to change the batteries annually.</p>	
	<p><b>LP gas detector</b></p> <p>Some RV units may have an emergency, gas flow shut off valve that is wired to a LP gas detector in the coach. In the event LP gas was detected, the valve should close.</p>	
	<p><b>CO detector</b></p> <p>Check the CO detector. Units should have a test function. If combined with a smoke detector unit, follow the test instructions in the owner's manual. If the unit is battery only, consider installing new batteries.</p>	