

MOTORHOME SPECIFIC	Notes
<p>Drive shaft</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>Differential</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>Engine appearance and overall condition</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>Boots</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>Mileage</p> <p>For used units, is there a maintenance history that corresponds to the reported mileage?</p>	
<p>Bags</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>Engine oil – condition</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>Engine coolant – test strip</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>Power steering fluid</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>Steering dampener</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>Transmission fluid</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>Hose condition</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>Belt condition</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>Exhaust inspection</p> <p>Check the exhaust system for damage, leaks, and excessive rust. Are exhaust hangers all in place and in good condition?</p>	
	<p>Smells</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>Chassis battery, location, date, type</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>Leaks</p> <p>Inspect the chassis carefully. Are there signs of leaks? New or used, leaks can happen to all rigs.</p>	
	<p>State inspection</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>Wiring</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>Fuel filter</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>Oil filter</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>Fuse box</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>Air filter</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>Engine starting and idle</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>Exhaust, smoke</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>Mirrors</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>Lights</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>Gauges</p> <p>Check all gauges for proper operation. Check lighting and for programmable operations, run through the menu operations and settings.</p>	
	<p>Heat and air conditioning controls</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>Chassis radio</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>Seat belts, driver, passenger and couch</p> <p>Check all seatbelts in the coach for proper operation. Ensure latch is smooth to operate.</p>	
	<p>Turn signals</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>Rear camera</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>Backup camera</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>Side camera</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>Driver passenger visors</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>Horn</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>Steering wheel</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>Windshield wipers</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>Air brake, air ride suspension controls and dump valve</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>Navigation</p> <p>Many motorized RVs have navigation built into the dash radio or have an included, standalone navigation system. Is map current?</p>	
	<p>Leveling system controls</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>Step well cover</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>	