

23 Years of Ramblin' & Still Pushin'

HRRVC

RAMBLIN' PUSHERS

CHAPTER 419

Volume 23 Number 3

September, October, November 2013



PRESIDENT'S

CORNER Roger Stickley # 106217

This Newsletter finds Dee and I just back from a two month trip to the West Coast. We attended the FMCA Rally in Gillette, WY, and then moved on to the West Coast. You can read more about our visits to the Oregon Service Center and the Cummins Repair Facility on p. 22.

I want you to know that **George Coolidge** and I have been in frequent contact with **Mike Snell**, President, Monaco, Holiday Rambler. We have assured him that we as a Chapter are here to help in any way we can as he brings the company back into motorhome production in the Decatur facility. George has much more information to pass along in his article in this Newsletter on pages 4-5.

On page 5, you might like to read "Holiday Rambler Gives Back to the Community," an article about something special Allied Specialty Vehicles, Holiday Rambler, and the employees at the plant in Wakarusa did for a very special group. Please take time to read this article and also go to the electronic links provided to read more specific information on what a wonderful thing these employees and the company did for this special organization.

As you all are aware the Chapter released the 2014 Maintenance Session (MS) Registration Form on July 1st? We, I should say **Dee Stickley**, Chapter Database Manager, did this late in the evening June 30th and early in the morning of July 1st. She sent some 50 different emails to get to all of our members with email addresses. In addition, she send out snail mail registration forms to those without email and these members number roughly 20. She tries real hard for the snail mail and the emails to arrive as close to one another as possible. It also requires our Webmaster, **Maria Donnelly**, to post the registration on our Website at the same time as well. All this is done in hopes of offering everyone an equal chance at early registration and the best chance for the more desirable parking locations.

As expected many registrations arrived within just a few days of its release. I even had a call from one member who stated they had waited up late on June 30th in expectation of its release but finally went to bed about midnight as it hadn't been posted. However, when they checked first thing on the morning of July 1st there it was. As I said Dee sent these emails out late on June 30th and early in the morning of July 1st.

What I didn't tell you was that we were traveling in the motorhome on Whidbey Island, WA, at the time so Dee was doing this on West Coast time. The member did tell me they were able to get it filled out and had it in their postman's hands by 9AM on July 1st. Great story that reflects the popularity of our MS and the desire by our members to get registered as early as possible. Have you sent your registration in yet???



Roger D. Stickley, President
Chap419.president@gmail.com

Inside This Issue

President's Message	1
Newsletter Information	2
From Your 2014 MS Event Coordinator	3
• Can You Help?	3
• We Need You	3
• Big Hug to Hospitality Volunteers	9
Manufacturer Relations with George	4
Safety Corner with Dean	6
Really Useful Information pp. 12 & 16	
• Slide Seal - Ambassador	12
• Removing Engine Cover in Bedroom	12
• Rivets on Bay Door	12
• Slip Yokes & Spines - Lubrication	12
• Need Wheel Liner Nuts	16
• What Are Service Brakes?	16
• Air Leak - Entire System	16
• Generator Fuel Pickup Problem	16
• Kitchen Sink Support	16
• Installing a Fireplace	16
Maintenance Issues pp. 7 - 22, 28	
• Adding a Cabinet	7
• Aftertreatment DPF	7
• Aqua Hot Not Working	8
• Installing Hardwood Floors	8
• Jake Brake or Pac Brake	8
• Awning Won't Retract	9
• Total Air System Leak	9
• Electronic Throttle Not Working	9
• Ambassador Overheats	10
• Cummins ISL Engine	11
• Fuel Presentation Files	11
• Ambassador Speed Retarding Brake	11
• Slide Toppers	14
• Fixing a Loose Wall	14
• Generator Shuts Down	21
• Genset Won't Stay Running	25
• No Cooling From Dash Air	15
• Need New Swing Arm Assembly	15
• NASON Park Brake Switch	22
• More on Tag Axle Loading	28
Chapter 419 Information	pp. 18 - 23
Websites for More Information	18
Membership Form	19
2014 MS Application	20
2013 - 2014 Officer Contact Information	23
Membership Benefits	22
Newsletter Information	2
2013 Sponsor Dealer Members 24 & 25	
* Alliance Coach, In	
* Lazy Days, Tucson	
* Mellott Brothers, Inc.	
* Motor Home Specialist	
* Paul Evert's RV Country-Fresno, CA	
* Paul Evert's RV Country-Coberg, OR	
* Paul Evert's RV Country-Fife, WA	
* RV World of Lakeland	
* The R.V. Shop, Inc.	
* RV America The Marketplace	
* Sicard RV	
* Veurinks	
2013 Service Sponsor Members 26 & 27	
* All 4 One Service	
* Apache RV Center	
* Cummins Crosspoint LLC	
* Day Bros Auto & RV Sales	
* Eagle's Pride RV, Inc.	
* Elkhart Sales & Service, Inc.	
* Elkhart Service & Collision	
* Knoxville Coach & RV	
* Lazy Days, Seffner	
* Lee Smith, Inc.	
* National Indoor RV Center	
* Pinnacle R.V. Inc	

Ramblin' Pushers Chapter 419

Purpose

The Ramblin' Pushers Chapter 419 Newsletter is published quarterly, to help fulfill the:

Chapter Mission:

“To Provide Information To Our Members To Help Them Safely and Properly Operate and Maintain Their Respective Holiday Rambler Diesel Motorhomes and Enhance Their Ownership Experiences.”

The purpose of this Chapter Newsletter is to inform members of ways other members have diagnosed problems and maintained their Holiday Rambler motorhomes, recalls, new products, information about the manufacturer of HR motorhomes, and the next MS.

This Newsletter does not necessarily share the best way to repair items, but shares ways other members have found to work for them. Members are encouraged to use their owner’s manuals, the Holiday Rambler Tech Line, Holiday Rambler Repair Centers, other supplier information and web / phone support to diagnose and fix problems with the best information for their particular motorhome. See pages 4, 12, and 18 for more contact information,.



Newsletter

*Betsy Brock
Editor & Publisher*

**Letters &
Comments**

- bbrock7337@aol.com
- Chap419.President@gmail.com

Subscription Help

- dstickley@wans.net

Website

- www.ramblinpushers.org
- www.HRRVC.org
- www.holidayrambler.com

President
Roger Stickley

Vice-President
John Jones

Secretary
Larry Hawkins

Treasurer
Paul Englund

Board Members
Bob Bragg Jane Grossman
Jerry Davis James West

**Published by the Ramblin' Pushers Chapter 419 Quarterly:
March, June, September, December
Printed & Mailed by Kirksey Sprint Printing, Beaumont, TX**

2014 MAINTENANCE SESSION PREVIEW

From the 2014 MS Event Coordinator

With this year's outstanding MS behind us, we're hitting the ground running toward the 2014 MS. The great job done by *Chris Bootle* will be an extremely hard act to follow but with the assistance of the wonderful 419 volunteers, we're going to do our best to attain the high benchmark set by Chris and her team.

One area we want to address is the declining number of vendors. Our goal this year will be to double the number of vendors and the dynamic duo of *Bill Farmer* and *Dempsey Brooks* are working hard to achieve that goal.

Registrations are coming in rapidly and several groups have already signed up to arrive and park together. This parking procedure was one of the areas getting positive responses on last year's evaluations so this year we want to continue that success.

Remember that you must register and arrive together in order to park together.

The 2014 Registration Form is on p. 20 of this newsletter.

If you have any suggestions to make our 2014 MS more successful, please, contact me at:

386-965-5233 or
email jpjscuba@bellsouth.net

John P. Jones
Vice President Chapter 419
2014 MS Event Coordinator

We Need You! Volunteer Now

Registrations have already started coming in for next year's MS. With those registrations, we're starting to log our first volunteers from the forms. Our outstanding volunteers are what makes each MS successful.

Please, examine the various roles listed on the bottom of the registration form and below. You can indicate by showing which roles would be a fit for the "him" or "her" planning to attend. These preferences will be compiled and delivered to the various team leads who will contact their volunteers to provide specific information about when and where they will need your time.

If you have not volunteered, please call me to let me know you are willing to help. It takes all of us in Chapter 419, all volunteer organization, to make such a large event as the MS operate smoothly. Your time and talents are so important to us. We need leaders and followers. So, tell us about your hidden talents and what you enjoy doing.

We guarantee you will be richer for volunteering with all the new friends you make and things you learn.

Thanks in advance for everyone who is willing to volunteer to make our 2014 MS successful.

Paulette Jones
Volunteer Coordinator
pjjones4@bellsouth.net
386-965-5232

Can You Help With These Volunteer Positions?

On the 2014 MS Registration Form, the following categories of volunteer positions are needed to operate the MS. Please consider marking your Registration Form with HIM or HER (no Check Marks). The Volunteer Coordinator will place volunteers in their choice of positions until those positions have enough volunteers. Please consider indicating more than one area in which you would like to volunteer. We need chiefs and workers.

If you have questions or have already sent in your 2014 MS Registration Form, please choose volunteer positions from below and email (or call with) your choices (for HIM and HER) to the Volunteer Coordinator at:

pjjones4@bellsouth.net

First Aid _____
Engineering _____
Hospitality _____
Parking _____
Seminar Host _____
Open House Day _____
Evaluations _____
Registration _____
Information/Transportation _____
Office _____

Round Table Moderators _____
Greetings _____
Mentors _____
Tours Table _____
Ladies Activities _____
Coach Weigh/Propane Check _____
Audio/Visual _____
Book Exchange _____
As Needed _____

MANUFACTURER RELATIONS WITH GEORGE

EDITOR'S NOTE:

On May 16, 2013, Navistar announced it had sold Navistar RV and its assets to AIP (American Industrial Partners Capital Fund, LLC). These two pages will attempt to help you understand the implications of the sale of our Holiday Rambler Brand and manufacturing facilities. We will attempt to provide you with the latest news, however, news of this sale is constantly evolving. Please search the Internet for the latest news and press releases for the most accurate information. **George Coolidge**, Mfr. Relations Chair, is keeping us updated.

Holiday Rambler and Monaco Updates

We are about three months into the transition of Holiday Rambler from Navistar to ASV. Here is the latest update on the progress:

1. The legal entity is **Monaco RV, LLC.**, but the corporate names will be Holiday Rambler and Monaco.
2. They will **continue to build on the Roadmaster chassis**, however decisions are pending on making some modifications to the chassis.
3. The current Decatur production plans are to **debut three new Rambler products**:
 - a. A new Vacationer
 - b. A new, yet to be named, entry level diesel
 - c. A new Navigator
4. The **Wakarusa plant is basically shut down** with plans to hand over the keys to Thor, who purchased the property, by October 31st or sooner.

5. The **Wakarusa Service Center will close by October 31st**, or sooner, and is not accepting any appointments. Roger Watkins and all the service techs have been offered positions in Decatur. When these positions have been finalized, I will send out an update. Meanwhile, all appointments for service are being referred to the:

Fleetwood Factory Service Center in Decatur. 800-322-8216 then select option 1 and then option 2. The current labor rate there is \$99 per hour.

6. Acquisition of a building to house the design and engineering group in the Elkhart area is still in progress. Scott and Theresa Jacobsen will also have an office there.
7. Currently there is **no change in the Parts Department and the phone number remains the same.**
8. All of the **sales personnel have remained intact.**
9. There are currently **no plans to change or rewrite any of the dealership contracts** and they remain under Monaco RV, LLC.
10. Contacts of note are:
 - a. **Giff Akins**
 - b. **John Hurt**
 - c. **Scott Jacobsen** *National Sales Mgr., Holiday Rambler*
 - d. **Barbara Lash** *Marketing Mgr, Holiday Rambler*
 - e. **Mike Snell** *President, Holiday Rambler*

We would hope that the transition of the production and service facilities can go smoothly. However, this is a huge undertaking for both ASV and Monaco RV and there will be bumps and glitches as personnel and systems are merged. We will have to have some patience and understanding as this progresses. It will also take a focus on the part of ASV/Monaco RV to handle their customer service with prompt and thoughtful responses.

George Coolidge
Manufacturer Relations Chairman
Chap419.treasurer@yahoo.com

INDIANA Factory Service Center Temporary for HR Coaches

The HR/Monaco Service Center in Wakarusa will close permanently Oct. 31, 2013. While the new HR/Monaco Service Center will open later in Decatur, IN, you may use the **Fleetwood Factory Service Center** in Decatur, IN, for service work.

Fleetwood Factory Service Center
Decatur, IN
800-322-8216

select option 1 and then option #2
Labor rate = \$99 per hour.

Upgrade to Ramblin' Pushers Website www.ramblinpushers.org

Have you been in our Website lately?

www.ramblipushers.org

Maria Donnelly, our Webmaster, just completed a major upgrade to this Website.

Go on-line to look at the new design and related features. If you're a Smart Phone user you'll notice that the Website has been configured so it is very easy to use with your "Smart phone".

This is the first upgrade to our Website in several years; and I think you'll like what Maria has done for us. Did you know that on the website, you can get such things as Membership Forms, MS Registration Forms, and many other useful pieces of information?

You will also find most past Newsletters so you can review past articles. Those of you who are new members can look over past Newsletters as well for great information on how to fix almost everything on your coach.

How did we get along without these electronic devices and all the information that is available through the Web?

HOLIDAY RAMBLER'S NEW OWNERS - ASI/ASV

(Note: From www.holidayrambler.com/aboutus)

About Allied Specialty Vehicles (ASV)

Allied Specialty Vehicles (ASV) is a privately-owned manufacturer of specialty vehicles comprised of industry-leading brands serving the fire and emergency, recreational and commercial vehicle markets worldwide. With \$1 billion in annual revenue, ASV's diverse product portfolio includes a full line of fire apparatus and ambulances, motorized RVs under many of the industry's most iconic brands, and commercial school buses, terminal trucks and sweeper vehicles. For more information about ASV, contact us at 1-407-681-4700 or visit www.alliedsv.com.

Holiday Rambler & Employees Give Back to the Community

On Friday July 12th Allied Specialty Vehicles, Holiday Rambler and the employees of the Monaco/Holiday Rambler RV production plant in Wakarusa made a great contribution to a great cause. The cause is **"Hello Gorgeous of Hope, Inc."** of South Bend Indiana, a 501 (c) (3) non-profit organization providing complimentary, professional makeovers and cosmetic education to women battling all cancers. They create an experience beginning with a nomination by family and friends that if chosen, includes surprising her with flowers, chocolates and a big "Hello Gorgeous!" She is pampered with spa services such as a manicure, pedicure, facial and seated massage, as well as instruction in new makeup application and hair care (or hair substitution) methods advantageous to her individual issues. Many of these spa services are given in a Holiday Rambler Endeavor motorhome.

Holiday Rambler and its Wakarusa employees refurbished "Hello Gorgeous's" 20 year old Holiday Rambler Endeavor which is used extensively to conduct these makeovers for Cancer stricken women in the Michiana area. What Mike and Kim Becker, the founders of "Hello Gorgeous," didn't know when they arrived at the Holiday Rambler plant to accept the refurbished motorhome was that they were in for an even bigger surprise. Kim said the Endeavor motorhome had suffered water damage and was showing enough wear she didn't think she could drive it safely on long trips, but a Holiday Rambler representative had contacted them and arranged to fix it up.

When the employees rolled out "Hope," the name on the refurbished Endeavor motorhome, Becker said, "They brought it out and it was beautiful and gorgeous and I couldn't have asked for more and then they said come on, you have to get back on stage.

"All of a sudden here comes this second bus with our logo on it and I started to sob. It was just completely overwhelming," stated Kim Becker.

The employees told Becker hope goes hand in hand with faith — so they rolled out "Faith," a 2012 Ambassador refitted by Holiday Rambler employees to serve as a sister mobile day spa.

"I am completely and utterly overwhelmed," Becker said. "Every door has signatures on it. A piece of every one of those employees who worked on that bus will be with me on every makeover. They completely shocked me."

This was all done by employees of Holiday Rambler in Wakarusa. Many of these employees will be without a job when the production is moved to Decatur, Indiana later this summer and speaks volumes about their character and dedication to their fellow citizens of the Michiana area. It also shows the commitment of Allied Specialty Vehicles, the new owner of Holiday Rambler, and their commitment to the community and the future of the Holiday Rambler brand.

To learn more about this event and the contribution to a great organization go to the link below and also visit the "Hello Gorgeous" website at :

www.hellogorgeous.org :

<http://animoto.com/play/kUa5RRhFZGmsedAuaQLusA>

To see the video of the HR presentation:
www.holidayrambler.com, click on the box



Smoke, Propane and Carbon Monoxide Detectors



By Dean Yoesting

Smoke, Propane and Carbon Monoxide Detectors

Play It Safe



I recently saw an article where a couple was at a county fair in an RV at night and the man was killed by carbon monoxide from a generator outside the RV. This is not the first time this has happened, and could be avoided with a bit of careful planning. Be careful where you park and how close you park to neighboring campers so the exhaust fumes from a Coach or Generator will not enter your coach. Remember carbon monoxide is colorless and odorless and can kill you easily.

Our RVs have many devices installed to protect us from such a tragic occurrence. Most Coaches include smoke, carbon monoxide, and a propane detectors. Some of the detectors are electrically installed, but others have a battery. Do you know where yours are located in the coach? When was the last time you tested each device to make sure they work? When was the last time you checked or replaced the battery? Whether you are full-time or only go out in your coach a few times a year, you need to test these devices at least monthly. You should replace the batteries at least twice a year and the best time is in the spring and fall when we change into and out of daylight savings time.

Another concern is the age of the device. Do you know that these detectors are only good for 60 months and then the entire device needs to be replaced? Just testing them or replacing the batteries is not sufficient. This is true whether in your stick home or in your RV. How old is your coach? Have you upgraded the detectors?

The propane detector also must be tested regularly. Many of our coaches have furnaces, water heaters and a cook stove that uses propane, and hoses and pipes that run from the propane tank throughout the coach. Many fittings have the potential to leak because of the abuse we give our coach as we travel down the highway.

The propane detector in your coach may not notify you of a leak around the tank or hose connectors. You should periodically check all these connections regularly during your coach maintenance. Use a soapy solution or a portable propane sniffer to test for leaks. These sniffers are expensive, but may prevent an explosion and/or fire. Chapter 419, Ramblin' Pushers offers sniffer service at the MS to test the coach for Propane leaks. We find coaches every year that have propane leaks. Take advantage of this

Do You Know?

Smoke, carbon monoxide, and propane detectors are only good for 60 months.

Then, the detectors needs to be replaced.

How old are your detectors?

Is it time to upgrade the devices?



Do You Know?



Your detectors should be tested MONTHLY?

When was the last time you checked yours?

service, as well as having the Chapter weigh each set of wheels to assist in determining the appropriate tire pressure for your coach.

As motor home owners, we must take the responsibility to protect ourselves, our family and our fellow campers. We must be vigilant when we are dealing with the care and maintenance of the detectors in our coach. Attend a safety class at the MS to learn more safety tips, and most of all PLAY IT SAFE.

2014 Maintenance Session Application

The completed MS Registration Forms are numbered as each is received by Chapter 419. Parking assignments will be according to the receipt number on your registration form. Groups should register together to park together.

Don't forget to mark the volunteer section at the bottom of the form.

Adding a Cabinet

We want to install a cabinet in our coach. There is a "base" cabinet already in place at the head of the hallway in our unit. The new cabinet will sit atop that base and will need to be fastened to the exterior wall of the coach with screws going into the wall studs. Is this feasible?

Dale, '07 Ambassador

Yes, finding the wall studs may be the most challenging part of the install. You might also consider fastening it to the lower cabinet as well.

Ed, '05 Endeavor, Co-Moderator

Dale, this is very doable we did this to are '08 Ambassador SKQ that has a side aisle and a base cabinet at the start of aisle. We added a cabinet standing on base and attached to wall at top and that was done 6 years ago just after we bought the coach and it has given us no problems.

Ralph, '08 Ambassador

I replaced my booth dinette with wall cabinets and table. I located the wall frames, then glued and fastened a 1x3 strip to the wall. The wall cabinets were then fastened to the strip. The gap on the side was covered with a color matched shoe molding. The important thing to keep in mind is to use construction adhesive on the wall strips. My dinette has been on for more than 2 years and 20k miles and still very securely mounted.

Pete, '02 Ambassador

Aftertreatment Diesel Particulate Filter - 2008

As an opener I didn't pay attention in 2007 or so when the then new 360 ISC came out with the Diesel Particulate Filter in the muffler. My, new to us, '08 Ambassador has these new goodies and just a couple of days intermittent use in town and the DPF lamp is flashing. Remedy is to take it out on the freeway and run it hard which I'm okay doing.

Why did this filter plug so easily after just a couple hours total around the town driving? For trip home I bought diesel at station along I-5 corridor, is there a special ULSD fuel that I should be using or is all fuel of this type now? The ISC manual mentions that applications with this DPF need Ultra Low Sulfur Diesel Fuel.

I have not noticed any special fuel signs at truck stops. This engine doesn't have the DEF tank, I am familiar with those.

Stan, '08 Ambassador

Regarding special ULSD fuel. Several of us use Schaeffer Oil Diesel Treat 2000 which is specially formulated to make up for ultra low diesel fuels. Also increases performance, mileage and costs a few pennies per gallon to use. Go to the Schaeffer Oil Site and check it out or just Google "diesel treat 2000". Schaeffer oil has been around since the 1800's and the tech department there will visit with you also.

LD, '01 END '05 EXEC

If that light is flashing it indicates a bigger problem or a faulty light/system. The normal sequence would be:

- 1) All you see is the hot exhaust lite; that means the system has done a regen and just don't park next to dry grass, etc
- 2) Next, if the above doesn't work, the regen light comes on steady. You should have 3-5 hours of run time to find a place to get the RPM up so it will do the regen.
- 3) If the above doesn't work, the regen lite will flash which now means that you have less than two hours to get it to regen before you get a stop engine lite or the engine derates.

That is pretty close to what the book says. Now for reality, I have had mine go right to the flashing lite and even once it went to stop engine without the steady lite. Usually, I shut it down and the next time I start the lights go away. Once the flashing light

didn't go away until I drove a few miles headed towards Cummins to have it checked out.

Once it went away, I kept driving and haven't had the problem again. My engine seems to regen more often than some others I have talked to but other than the fuel loss while it is doing it, it isn't a big deal. It seems to happen more frequently after fill ups or in the mountains when I am using the pac brake. If it doesn't go away, you should have Cummins look at it as something is wrong and the engine will de-rate.

Sometimes I wish we didn't have all of these beeps and lites; most times they just give us something to worry about.

Bob, '08 Ambassador, Co-Moderator

2007 manufactured and later diesel engines require ULSD. All ULSD fuel pumps are so labeled. Not using ULSD will clog your DPF.

Agree with what you said. Today, for on road applications, you can only buy ULSD in the US at the fuel stops. No one provides the old diesel except for off road. So, if you stay in the US and go to normal fuel stop, not a farmers tank, you will ULSD.

Larry, '05 Endeavor, Co-Moderator

Just a point of information: .Presently I own a '13 Ambassador and had this problem occur after just driving 8 miles from our campground. Coach Net towed us and a day later International provided the service needed. After intensive examination, it was determined that the EGR valve stuck in the open position and would not let the engine reach the temps needed for regen. Once replaced and regen performed, it is running well.

Chuck, '13 Ambassador

I'm still looking for tips on how to deal with the flashing light. I'm not sure how to get this engine hot enough to burn off the carbon. The manual says if the light is flashing you need to "regenerate in 1-2 hours" of operation. I'm inclined, since this happened driving around town to just go out on the freeway and push it and see if that will generate enough heat to get this thing unclogged. Most of our running is on the highway so I'm hoping this won't keep happening.

Stan, '08 Ambassador

Stan, as you have read in the manual. Take it out on the highway and run it at about 60. If you have been shut down for a day or so, it may go away shortly after you start out. You may want to have a Cummins shop in your sights just in case it really is a malfunctioning part in the system that is preventing it from doing a regen. They can try a manual regen or troubleshoot if necessary. If it goes out, you may not see it again.

It likes to regen at higher RPM so if 60 doesn't do it, you can try to slow down a little and downshift to get the RPM up. the engine will normally be a little less responsive and your boost pressure may not come all the way up if it is actually doing a regen. The way to tell if it really did one is that the Hot exhaust lite will come on.

Bob, '08 Ambassador, Co-Moderator

I took it out on the freeway today for a half hour run and kept the RPM's up, often keeping it in 5 to do so. After a half hour I managed to get the light to stop blinking and twenty minutes later, it went out. It looks like towing my CRV tow will be a good way to keep this engine working and keep the dreaded Diesel Particulate Filter from clogging. Thanks all for any and all advice on this issue.

Stan, '08 Ambassador

Aqua-Hot Not Working

This morning there was no hot water. The Aqua-Hot status board shows system was shut down for low tank level. The coolant level shows coolant in the middle between the hot and cold. The reset button has no effect. Neither the electrical nor the diesel heaters are operating. Any ideas?
Bob, '07 Navigator

Is the "coolant tank" you refer to the plastic recovery bottle? If so, you need to check the level of coolant in the AH tank itself. While the tank is cool, remove the filler cap on top of the unit and check to make sure the tank in the unit is full. There is a float inside the tank that will shut it off if the tank is below a certain level. Another problem is that the float level switch can fail even though the tank is full. Check first the tank level, then look to the level switch. For more info from a real expert in these things go to: <http://forum.rvhydronicheaterrepair.com/forum.php> It is run by Roger Berke, a very experienced AH tech.
Ron

There is a Float Switch/Fluid Level Sensor associated with the system that will detect if the anti-freeze level in the boiler tank is at the correct level. I am not sure what model Aqua-hot unit you have, but if you have a radiator cap on the unit you should remove it and see if the anti-freeze level is actually at the top where it should be. If you don't have access to a radiator cap (some newer model's) you can check continuity of the Float Switch/Fluid Level Sensor at the control board (where all the status lights are).

You will need to remove the cover and then remove wires from pins 15 and 16. Using an ohm meter, check if you have continuity across the leads. If not, the Float switch might be bad.

If you were able to check at the radiator cap that there is anti-freeze in the boiler tank, then the Float Switch is bad. You can put a jumper across pins 15 and 16 to provide continuity temporarily to get hot water. When you do this the "low tank cutoff" should go off.

You can see the Aqua-Hot Service manuals at www.aquahot.com under the Library section.
Art, '05 Imperial

I'm not sure what model the Aqua-Hot system is and the build sheet wasn't helpful. I wasn't able to find a radiator cap when I inspected the system this morning. I was told it was a 6000 model but I can't verify that. In any event, I had to take the coach on the road today. When I stopped the system had reset itself and the fault had cleared. We now have hot water again and both diesel and electric are working. Thanks to everyone who responded. I need to verify the model and the presence of a radiator cap so I will take a look at the link that was provided.

Bob, '07 Navigator

If your Aqua-Hot unit is white in color, and it does not have a radiator cap on the top of the cabinet, then it is most likely the 600D (not 6000) model. The model number is painted on both the side and end of the unit. There is also a tag/label on the side of the unit that give all the info about the unit. Earlier model 600-D01 units had a radiator cap and some coaches had this unit installed.

Some 2005 models had the 100-03S model installed. The 600D units have a Fluid Level Sensor that detects the fluid level (VS a Float Switch). Sounds strange that after driving the coach, the problem resolved itself. I would keep an eye on the anti-freeze level.

The 600D Service Manual on the Aqua-Hot site is very detailed on the operation of the unit and has an excellent trouble shooting sections for each component. I downloaded the Service Manuals (and Parts Manuals) just to keep up on the operation of my unit. The site once again is:

<http://www.aquahot.com/Library.aspx>

Art '05 Imperial

Installing Hardwood Floors - Endeavor

We just finished putting hardwood floors into our '02 Endeavor 38 PST and we've run into a couple of issues. We went with a 3/8" thick laminate and rubber garage flooring up around the front seats. Some pics of the install are here:

https://www.dropbox.com/sh/g5luh1eztfs5vnh/b0-Yk9Mh3_

Some lessons we learned:

- 1) 3/8" is as thick as you can go and still have room for the driver's side slide clear it. You will end up with a 1/4" - 3/8" lip between the floor level in the galley and the hallway & bathroom floor level. Did not do the galley and bath.
- 2) Watch for screws protruding on the bottom of the slide that can scratch up the floor. We ended up with a 6 - 8" long, 1/16" scratch on the floor due to a screw..
- 3) Our unit is a 38PST, so it has that huge slide on the driver's side that drops down to floor level. The plastic guard on the inside edge of the slide, below the edge of the carpet, is catching on the edge of the wood floor. It's mainly catching around where the leg of the dinette table sits. We're thinking of putting a sloped piece of wood trim or some flashing that would give the plastic piece a 'ramp' of sorts to guide it up to the floor level.
- 4) The other thing we're seeing is some light scratching / scuff marks from where the driver's side slide rides over the floor in a couple of spots. Has anyone dealt with this or is it just how it is with wood instead of carpet?

Nick, '02 Endeavor

We have an '06 Ambassador and just finished a similar hardwood floor project. In regards to main slide problem, I peeled up the front edge of the rug in the slide after removing the two pieces of vertical wood trim. I took off the black plastic strips which support the rug. This exposed the rest of the floor to the wall. Finished this area with hardwood so there is no edge. Floor scratching issue solved using slide out slickers which are plastic stripes with foam pieces on the bottom.

Craig, '06 Ambassador

While we have not replaced any flooring in our coach, we did have problems with the bottom of the driver side slide leaving marks on the carpet, etc. We now use white phonolic cutting boards (8 X 10 " from kitchen supply stores) at the corners and in the middle of the slide and as it comes in, the slide rests on the cutting boards rather than directly on the floor leaving marks from the slide bottom.

Dale, '07 Ambassador

Have you mailed in your 2014 Maintenance Session Application?

Jake Brake or Pac Brake?

Jake Brake = Exhaust brake where in-valve timing is changed to accomplish the back pressure.

Pac Brake = Exhaust brake which closes an external valve in the exhaust system to accomplish the back pressure.

Awning Won't Retract

The awning over my door was about three inches open. Tried to close it, and it sounds like the motor is stuck. So, I tried to open it a little and that works. I tried to access the motor and that will not be an easy job, as the patio awning rails are in the way. Is there any way to secure the awning for travel? Don, '08 Ambassador

I have used long or daisy chained multiple wire ties together to wrap around the unit to keep it closed until I could get to a place to remove the whole awning for repairs. It did require a little work getting the wire ties through the sealer on top of the awning rail at the coach wall. Try to go through at or near the point where the awning passes over the front cap joint and then another near the rear of the awning.

Ed, '05 Endeavor, Co-Moderator

This may be a long shot. My '05 has done same thing. Nothing to do with the motor. On some occasions it would extend 3 or 4 inches on it's own when I would shut the ignition off. Under the dash there was a relay wired into the ignition that was to prevent it from operating when the ignition was on as in traveling down the road. This safety relay was designed by Monaco engineers in 2004 and I THINK used up to 2008. I had mine replaced in 2007 and for 2 years or so it was better. Then, it started again. The awning would extend a little at times. Now sometimes completely on it's own when sitting still and would not come in no matter what I did other times it was out, but would not come in.

Anyway, when it did stick out (as yours) I would recycle the ignition switch a few times and 50% of the time it would reset the safety relay. If not, I would start the moho, run for a few minutes and then turn off moho, and it would come in 80% of the time. As the years went by it became more and more a hassle but as it was intermittent my warranty would not fix it as it would not do it when a tech tried it.

Finally, it malfunctioned when I was at Alliance last year. We removed the relay safety from under the dash, more and more a hassle but as it was intermittent my warranty would not fix it as it would not do it when a tech tried it.

We switched the motor out for a "Manual motor" (mine would worked on remote and the signal receiver is built into the old motor) and hard wired a paddle switch in. Warranty paid the entire bill.

LD, '01 END '05 EXEC

Total System Air Leak

I am having a total leak down after 4 hours of sitting. This was never a problem before as the system would stay up for weeks at a time. I am about to go hunting with a spray bottle of kids bubble solution. Any trouble spots I should concentrate on? I replaced the air dryer canister but have not produced any bubbles with dawn soap and water. Also should I check this with the engine running and jacks down? Rob

My biggest leak was from a fitting on the front of the front air tank. It was the big one and looked like it was designed to swivel. It got bent somehow and had to be replaced. Bob, '05 Ambassador

If you are losing air pressure from all systems, you most likely have a leak at the tank. The valve may not be sealing if you drained your tanks to replace the air dryer. It is also possible the water vent on the bottom of the dryer is leaking. I don't think it will help much to run the engine except to refill the air system. You would then need to shut it off to listen for leaks or you can soap connections tanks.

Larry, '05 Endeavor

A Big Hug To All My Hospitality Volunteers!



WOW - WHAT A TIME we had at the 2013 MS!! We were asked to participate in a lot of additional activities this year and all of you came through!! My goal for everyone who wants to be involved in helping, is to make our Hospitalitys at the MS the Best they can be and to have FUN doing it!! My Kitchen Gourmets, Clean-up Crew, Prep Crew, Serving Crew all worked so hard and long and they are so dedicated - you are all AWESOME!!

We all owe our gratitude to you for your time and efforts for putting the Icing on the Cake at the MS and you are my personal HEROES!!

Hugs and Love to each of you and I look forward to working with you again next time. You are the BEST!!

In the mean time, be careful and safe on the highways we all Love! Remember – Get Involved by Volunteering and Volunteer to get Involved!!

Lynn Yeargain
940 368 2883 or

lynnyeargain@gmail.com

Electronic Throttle Not Working

I have a 1998 HD Imperial with a King Controls electronic throttle system KC-2600. This baby is causing me trouble. When I push the throttle the engine says: Yes,??? What do you want? I am on Ocracoke island in NC and need a dealer/shop fairly close by. I can drive the coach because I have a long rope from the engine throttle to the cockpit and can control the engine this way. But as you all can imagine this is NOT the way to go but right now I don't have a choice or I am stranded. Here on the island there is nobody who even remotely knows what I am talking about. If somebody out there could recommend a shop which can help me in this matter that would be awesome. Joerg, '98 Imperial

I am not real familiar with that area but from the map. Your best bet may be Cummins in Chesapeake, Va. There are no dealers or other shops in that area that I know of. I did find this site that had a few fixes that you can try and a phone number to help.

King Control. Steve Boler. 952 944-9644

Sounds like most of the issues have been bad contacts or solenoids. Here is the site

<http://www.rv.net/forums/index.cfm/fuseaction/thread/tid/24278624.cfm>

Bob, '08 Ambassador, Co-Moderator

I will call the number you gave me. I still have two days to dive into the engine and try to solve it myself. However this was not the way I planned my one week here on Ocracoke Island. Thanks very much for now. Any more suggestions will be warmly appreciated. Joerg, '98 Imperial

Here is the link to the company that made your whole throttle and cruise control (both the same) They still support it so give them a call for any help needed .

<http://treteks.com/2500rv.aspx>

Eric, '94 Navigator

'05 Ambassador Overheating on 6% Grade

We have a 2005 Ambassador with a Cummins ISC 330. On our way to Flagstaff AZ, at 7,000 feet, we began to experience some overheating. The water temp gauge spent quite a while in the red zone. We unhooked our tow vehicle, which didn't seem to help a lot. When we were level or downhill the temp dropped, as would be expected, but on any climb at all, it headed back up into the red. Temperature in mid-80s, not steep, coolant level and the oil level seem normal. The OIL temperature seemed normal; the oil temp gauge stayed down where it normally is. I'm planning on taking it in to a Cummins shop on Friday, but I thought I'd run it by the forum to see if y'all had similar experiences, or any thoughts.

Dave

I have an '02 Endeavor, 125k 330 hp Cummins, Allison 3000. Yesterday while climbing a 3 mile long 6% grade the "warning" light on the dash came on. It has not done this before. I was in 6th gear, 25 psi of boost. I noticed that when I left off the gas the boost would drop to 20-22 pounds and the light would go out. Does this mean that my turbo was overheating? Even when I down shifted to 4th or even 3rd I still had the same light.

Walt, '02 Endeavor

Your turbo is not overheating and causing the coolant temperature to rise. However, because of the load as indicated by the 25 psi boost pressure your engine is burning a lot of fuel and creating heat in the cylinders. Normally down shifting and getting the engine RPMs up will give additional cooling. The primary cause for overheating is a partially plugged radiator. If you haven't cleaned yours recently than I would recommend getting it cleaned. The road dirt accumulates on the rear radiators.

Larry, '05 Endeavor, Co-Moderator

'05 ISC , That's 8 years old I would change the thermostats out just for general maintenance and as others have said make sure the radiator is clean .

Eric, '94 Navigator

Rear radiator engine. Requires radiator be cleaned with degreaser at least once a year to allow for good air flow through core.

Brian, '08 Endeavor

Brian is correct. The rear radiator does require a thorough cleaning with a grease dissolving detergent such as Simple Green (or one of your choice) periodically. This cleaning needs to be done from the engine side of the radiator due to the fan pushing dirt, oil and road debris from front of coach to rear. Remember to never use a power washer of any kind on the radiator as the fins can be bent over very easily causing a loss of air flow resulting in poor cooling. I have experienced the same conditions as you described before I started cleaning mine regularly.

Ed, '05 Endeavor

I suggest that you change your fuel filters.

Bob and Esther

I don't know if I would call it a "particular procedure" but here is what I do. Since my coach has a side mount bed in a slide

out, I remove the two engine access panels in the floor. One is in front of the closet and one is inside the closet.

- 1) Place protective covers on the carpet and bed unless you raise the bed up out of the way.
- 2) After wetting the radiator, I use a 1 gallon pump-up sprayer with straight "Simple Green" (or soap of your choice) and completely soak the radiator and all surrounding frame work. Pay close attention to the bottom of the radiator support frame and make sure it is clear of all dirt and debris.
- 3) You should have at least two drain holes in this support frame. Keep the soaped area wet for as long as it takes for the soap to dissolve the grime.
- 4) I continue to apply a little more soap to keep it wet.
- 5) Then, using a standard garden hose, spray the entire area until all soap residue is gone. Be careful with a sharp stream of water, a spray works just as well.
- 6) You can also spray water through the fins from the outside after this procedure if you want.

Someone has suggested using a chemical wash used for cleaning A/C coils. This works very well and I do use it once in a while when I feel it necessary. A word of caution: follow the directions. This is a chemical that is very caustic. Only apply it to surfaces you want cleaned, degreased and paint removed. Any soap that will cut oil and grease will work just fine with maybe a little more time and effort.

Ed, '05 Endeavor, Co-Moderator

See if you can get some of the stuff they use to clean air conditioner coils. You spray it on. Wait 15 minutes. Rinse off and the radiator looks like new. Very easy to do with that stuff. It foams the dirt right out of it. That is what I have used in the past.

Steve

When I was on the road the first time I experienced overheating I went to WalMart and bought spray cans of engine degrease-er removed the access cover in the bedroom, sprayed all the parts of the radiator I could reach by shoving my arm down into the fan shroud then after about 15 minutes I used a hose to rinse everything good and was on my way. All was good for the remainder of my trip (summer climbing out of Laughlin NV.).

From then on I yearly wash my radiator using a mixture of Awesome soap from the dollar store and water in a small pump up garden sprayer. I liberally spray it on from the engine side let it stand about 15 minutes and rinse with a hose.

Brian, '08 Endeavor

Dawn is a great degreaser. I know because I had a diesel boat sink while tied up to the dock and about ¼ of the fuel leaked into the boat hull. I used Dawn exclusively to clean the diesel fuel and it not only cleaned the areas I could get to, it got into the same hidden areas the fuel did and purged those areas also. Yes, Dawn is the BEST degreaser on the market, that a human can handle safely.

Bob

(Con't. on p. 11)

(Con't. from p. 10)

Yes on Dawn, also Simple Green is excellent, they also make a Simple Green de-greaser. Simple Green is also materials and human friendly as well as and bio-degradable. On some jobs I mix a little Dawn in as SG does not foam up as well. On some materials, particularly subject to mold (not radiators) mix simple green, Dawn, bleach, and water, is an old professional cleaner's recipe.

Concentration on radiator? On my radiator on '05 EXEC (side draft) I ounce forgot to place the fuel cap on, and in the next 60 miles I drenched the entire side of the coach the side mounted radiator and even the tow car in diesel fuel. (OK to laugh now) For this, I sprayed Simple Green full strength on the radiator let it set, but not dry, and hosed in off. Normally on both MH (when not totally soaked with fuel oil) I use a 50/50 solution and a tank sprayer but no Dawn, but full strength is fine and will do no harm non-toxic and biodegradable...rinse well!

On the tow and MH paint (that wonderful evening) I mixed about 1.5 cups of Simple Green and 1/4th to 1/3rd cup Dawn (creates suds where simple green does not) and then washed tow and MH on the side where diesel oil was. (then re-waxed) What a mess this was.

My wife uses 'almost only' Simple Green to clean counter tops, marble floors, bathrooms and such. General light cleaning is 1 to 10...but she moves the mix ratio up at times and sometimes through in some Dawn, and occasionally bleach.

DEPENDS on use. On aluminum powder dusted white swimming pool enclosure, I used to use 1/4 cup bleach to 1 cup Simple Green and 1/4 cup Dawn as I would on the patio furniture and drain gutters and as everything molds in Texas. On hunting coolers I add even more bleach as I also do when cleaning the sewer service bay on the MH. So, the proportions just depends. Sometimes just SG.... sometimes add Dawn for the suds action plus I can see better here I washed, and some times also dump in some bleach. I buy SG by the gallon.
LD, '01 END '05 EXEC

A good description of how to clean your radiator was published in MotorHome magazine not to long ago. Here is the link:

<http://www.motorhome.com/rv-how-to/how-to-help-your-radiator-keep-the-engine-cool/>

AJ

Cummins ISL Engine

Notorious for developing leaks around the #3 exhaust port. May require machine work or new manifolds.

To check, take a close look at the side of the head where the exhaust manifolds mate to it.

A leak will show up as black soot build up on the head next to the exhaust port.

Make sure engine temperatures reach full operating temperature to burn off moisture in the oil and engine components to avoid short duration engine use.

'08 Ambassador Speed Retarding System

This coach is new to us and I drove it for ten hours to get it to our home. I used what was the PAC brake on our older Endeavor. Is this a PAC brake? I can't find anything about it in a very complete manual set. My PAC brake on my '01 Endeavor was straight forward, switch it on and the transmission indicator drops to 2 and the exhaust gets muffled turning the engine into a compression brake. In the '08 Ambassador the transmission indicator goes to 2; and I can feel the slowing but the transmission down shifts as you slow down and the retarding action increases and the system is much more effective.

My question is; do I have a similar PAC brake as before with some level of transmission support or is this a transmission based retarding system. I don't think it's a Jake type of retarding where engine cylinders are valve muffled. Inquiring mind needs to know what I've got and the manuals cover how to use it but not what the system is.

Stan, '08 HR Ambassador

Congrats on the new to you coach. On our '08 Endeavor. It is an exhaust brake. I was able to download the owner's manual from the Holiday Rambler site. Look under archives.
Larry

When you engage the exhaust brake, the indicator will show 2. But depending on your speed the transmission could be any gear from 5-2. As you slow down, it will downshift to the appropriate gear for your speed. I have the VMS system and it shows the actual gear selection.

Gary, '05 Ambassador

Fuel Presentation From MS

From 2013 MS - Many members wanted a copy of the Fuel Presentation. It has been uploaded to "files." Log into Yahoo" first.

<http://us-mg5.mail.yahoo.com/neo/launch?rand=fdkksdi912h5n#mail>

You are using Yahoo mail and you would click on the house icon in the upper right to go to Yahoo home. I don't know what internet browser you use but the easiest way to get to the group is to go to the group at:

http://groups.yahoo.com/group/ramblin_pushers/

Now when you have the page up save it as a Favorite or Bookmark in browser. That way you can get back to it easily.
Larry, Co-Moderator

I added a PDF version of the fuel economy presentation for those folks who may not have powerpoint. I also added an Excel file which has the latest MPG info from my own coach - 2011 Endeavor 43DFT with Horton Fan and 425 Cummins. I am not an Excel guru but you can get the drift of how I record and calculate my FE from this file. If you want to get to these file, go to the "files" section of the web-site, click on the folder called "Fuel Economy Presentations" and you will find all the files. Hope this helps you navigate to the information,
Tom, 2011 Endeavor

REALLY USEFUL INFORMATION

Slide Seal on Ambassador Full Wall Slide

To those with a full wall slide:

Just a heads up; while I was out west at Elite Repair last summer, they were sealing the top of that full wall slide seal with a silicon bead. It seems that the length and weight of the slide will sometimes allow a SLIGHT sag in the wall which may open up that seal to let a little moisture into the seal.

That moisture will rust the metal fingers inside that J seal and allow it to come loose from the coach causing bigger problems. I know I discovered that problem when I had an issue with my large living room slide; replacing that seal is expensive!

Bob, '08 Ambassador, Co-Moderator

Removing Closet Engine Cover

There are 2 screws on the top of the step, but I can't see any at the bottom. When I remove the top ones, I can pry it up but don't want to do any damage. Maybe it just pulls up but I'm not sure. Do I have to remove the closet doors to access it?

Dave, '12 Ambassador

The "hidden" cover can be difficult to find; and the carpet over it may not be cut which doesn't help. The closet doors and bottom guide rail will need to be removed. Once the main access cover is removed, a mirror will give you some idea where the additional screws are. A magnet will help locate them from the top also. These screws can be difficult to remove if corroded.

If the carpet is cut, the cover should come out easily, if not (like ours) you will have to cut the panel outline or lift the carpet entirely to remove.

Dennis, '09 Neptune

Roof Treatment - '07 Amb.

At the recommendation of one of the presenters at a 419 rally, I have used Mop and Glow on the fiberglass roof of our Ambassador and it has worked well. A I us a product called "The Solution," sold by the same vendor at the 419 rally on sides of the RV as well as on my 2011 automobile. A It works well and is easier than pastewax.

Dale, '07 Ambassador

Rivets on Bay Door

One of the heads of the 4 rivets on the left rear bay door (inverter bay) has popped off. Another one is loose. I will have to drill out what remains of the broken one. My question is how far will I have to drill? Will I have to go all the way through the door?

Bob, '05 Ambassador

Normally when I have drilled out pop rivets, I only needed to go deep enough to get the head off. I then just popped the rivet out. If it was loose, it fell out.

Larry, '05 Endeavor, Co-Moderator

Holiday Rambler RV Contact Information

Useful contacts for information regarding your motorhome.

HR Tech Support	800.450.6336
HR RV – Indiana	800.650.7337
Cummins Customer Service	800.343.7357
Allison Customer Assistance	800.252.5283

How to Access eGroup Files

Need to find old Ramblin' Pusher eGroup Messages or Uploaded Files?

www.groups.yahoo.com/group/ramblin_pushers

You can search for old messages or uploaded files and photos. You will need to log into Yahoo Groups.

Slip Yokes and Splines

In 12 years I have never seen this written on. Why is it that the majority of lube tech's (AKA grease monkeys) have never heard of these subject words or even know how to PROPERLY service our drive shaft slip yoke and splines?

When I mention, "On the slip yoke and splines 'be sure to hold your finger over the small hole until the reservoir fills and then purges by actually pushing your finger away' "....they just blink. I always hand them the "How to" instructions from my manual. (*I laminated them.*)

There is also a Steering Drive Shaft Slip Yoke and Splines that needs service every 30,000 miles. (normally they only grease the U joint on the steering assembly so watch this slip yoke and splines also.

Anyway, does anyone know if our drive shaft slip yoke is different than that on a truck? A hint....if you do not know of what I speak, look the two of them up in your manual (particularly drive shaft) and insure they are serviced properly.

LD, '01 END '05 EXEC

MAINTENANCE

2013 — MS Navigator Round Table Notes - 5 May 2013

Present – J. D. Adams, Dempsey (09), Harvey (03), Tim (07), Robert (08), Robert (04), David (05), Chuck (08), David (09), Jim (94), Jon (03), Ed (01), Kevin (04), Mike (02), James (05) Total In Attendance – 20, including 6 women

Dempsey began the Round Table informing every one of the importance of maintaining their Carbon Dioxide detector. We should check them regularly as the batteries do go bad. He also reminded us to check the escape window and to practice an emergency exit to make sure the window is not sticking and how we are going to get to the ground by either using a bedspread to put over the window opening or using a rope with knots in it or a rope ladder of some type.

Bob ('08) – He has no issues as the coach is new to him

Ed ('01) - Asked about air leveling and J. D. responded that the leveling brain should wake up the auxiliary pump to come on and pump the coach to a level position. The pump may not be activating and it is located by one of the air tanks, probably in the rear.

David ('05) - Stated that the HWH Leveling Air contacts on his coach were dirty on the circuit board. He sprayed cleaner on them and all in fine now. He has had a problem with a brake caliper hanging up and has had a problem sourcing the proper parts as the company that built the axle assembly has been sold and Eaton helped him out and \$8,000 later he had it fixed by Bendix/Spicer. Aftermarket parts are available and he has the part numbers and will provide them to us. He stated it may be beneficial to have this information posted on the 419 website as there have been many upgrades.

Dave then provided via email as a follow-up to the conversation at the Navigator Roundtable regarding replacement parts for his front axle. The short version of my story is: I had a brake caliper hang up and could not be released even by using a hammer after it cooled. So we needed to replace the calipers, rotors and brake pads. This model axle was a different brand (can't remember the name) that was purchased by Spicer and then discontinued due to some litigation against them for infringement of product. It was identified as a "Spicer" product when our unit was manufactured by Monaco, however replacement parts are no longer available through Spicer.

After several days of research, the "Aftermarket Division" at Eaton was able to identify replacement parts that would fit this axle. However, not only did we need to replace the calipers, brake rotors and brake pads, but we also had to have customer made aluminum hubs. The bad news - it was an expensive repair; the good news - we were able to repair it and everything is working great.

Here is the parts list:

Axle make/model: Spicer E-1460W, 14,600 lb. rating.
Replacement parts: **Caliper Right Side** part # 802091 BXW

NOTE: BXW=Bendix Westinghouse, Caliper Left Side part # 802090 BXW,

Disc Brake Rotor part #802083 BXW, **Brake Pad Set Kit** part #802078 BXW,

Plate Right Side Disc Anchor part #802198 BXW,

Plate Left Side Disc Anchor part #802197 BXW,

Service Brake Chambers part #K028022 BXW, **2 Front**

Wheel Hubs part #CM10018710, Conmet, Inc. of Monroe, NC.

I trust this information will be helpful if anyone has a problem with this model axle. If I can assist anyone further, please call me. Dave,

Tim (07) - His slack adjuster was well out of adjustment and not working in an automatic mode. Once he had it repaired, all is working fine and now okay. He was having problems changing the ceiling light bulbs as they were in a triple ring fixture and difficult to change. His build sheet and his coach do not match so there must have been a number of modifications/changes done to it by the previous owner.

Jim ('05) – Jim has had issues with overheating since the golf tournament, and he spent 15 days at a mechanics workshop. His coach has a Detroit Series 60 and the problem was with the hydraulic pump and no one has one on hand. They had to wait till a pump arrived from England and spent \$6,000 before they were able to get on the road. They were told there were only 2 or 3 companies that made the pump for the radiators. JD responded that the entire RV industry acquires parts at the lowest cost/price and that many of those manufacturers have gone out of business.

Chuck ('08) – They have had a problem with the dash fan not working and it appears the Aqua Hot uses a separate fan to push the air through the dash outlets. They have not resolved this problem as yet. They also have an issue with the MCD blinds being tied in with the multiplex wiring as you may not want to put but one or two shades down but they are all tied together. There is not a controller for a single blind. JD suggested they may have to take the coach to Oregon to get that issue corrected. The other possible solution was to cut the wires and put in a separate switch. *(Con't. on p. 14)*

(Con't. from p. 13)

David ('09) – Is there any way to keep the slide out awnings from tearing. There is no solution to the problem other than removing them and having them double stitched. Ed Perry states there are other manufacturers out there that make awnings that are stronger and will hold up. David also inquired if anyone has had any problems with the Cummins 650 HP as he had an issue with a piston, rod, sleeve and head on his and no one else has had any such issues.

Kevin ('04) – He is happy with his unit as he just bought it yesterday and right now, he loves it.

Jon ('03) – He is concerned about the rough ride as he crosses the pavement seams or pavement cracks or bridge spacers and it gives them a hard ride. JD stated there is probably an issue with the shock absorbers and they may need to be replaced. He should contact Jim Walls in Oregon and the 60 mm one is the best shock to use. Changing the tires and wheels will also make a difference.

Jim ('94) – What is being used as the throttle cable in the newer models and the answer is it is electric. He had a problem with his coach and had it repaired with airplane cable and it now works better than ever.

Mike ('02) – He has received excellent service from his unit since he has owned it now for two years. He did have an instance where he set the parking brake with the transmission still in gear and the unit moved. The response was the engine has so much torque that is a normal occurrence. Whenever you stop and expect to park, you should always put the transmission in neutral and set the parking brake.

Jon ('03) – He has noticed that one time when he released the parking brake. It was frozen, so he put the coach in reverse. Then it broke loose. That is a fairly normal occurrence, especially if the last time the brake was set the linings were damp from rain.

JD responded that there have been questions about air loss in the tanks and it is totally acceptable to lose 3 pounds per hour. If the air in the tanks goes down faster than that, then there may be a leak somewhere. He also suggested if someone needed parts for an older coach such as the request for the double stop/tail light assembly, you can contact salvage or junk yards and the first place to look would be the Internet. There is nothing published that he knows of that shows where to source older coach parts.

Robert ('04) – He has a starting issue/problem and it was just like there was a gremlin in there somewhere as sometimes it works and other times it will not. Parts have been replaced and it is still an issue. If you just wait, it will start.

Tim ('07) – Their TV lift is not working and it is now in the down position and won't return to the ceiling. There have been a number of issues with the lift so now he just leaves it down.

David ('05) – Inquired if anyone has bought a steer safety system from Blue Ox. JD stated everyone should have one; especially in the case of a blown front tire the stabilizer will help maintain control of the coach. With that, everyone should have something in their coach that they can use to knock out the front window in the event of the coach being laid on its side. In most cases the

windshield will probably pop out, but just in case it is still intact, you need to get out of the coach.

Chuck ('08) – Inquired if anyone knew about a recall of the steering box in the '08 by TRW? JD suggested him/us to contact Monaco to see if your unit is involved or not.

Dempsey closed with a question if anyone had read the recent newsletter and saw his article about having a '14 Navigator at the MS; needless to say, that did not happen. He thanked everyone for attending and for their input.

Fixing a Loose Wall

The wall between lag and bedroom is so loose the lag door will not stay shut. Any ideas on how these walls are held in place? How are they attached to the floor?
Danbjr, '03 Vacationer/DP Shopper

I was told they really aren't fastened to the floor; the weight of the roof and the sealer should be sufficient. I had one of my walls start moving and the bathroom door wouldn't stay closed. I was able to brace it to another wall under the pocket door. I also added some liquid nails. The other possibility is to remove the door molding and angle a screw into the floor. Good luck.
Bob, '08 Ambassador

I think that the order of assembly is the rug/floor goes in first, then they assemble the walls by fastening them to the floor so they will maintain the correct assembly position. Once all the interior work is done, they then install the roof on top of everything. That is why the ceiling is a covered foam surface to fill any gaps.
Gary '05 Ambassador

Have you ever tried to reattach a wall? You may be able to if you remove the paneling but I didn't try that. I was lucky with mine that I could put a small piece of wood under the pocket door which now holds the bathroom wall in place along with the liquid nails. My wall is also on top of tile so it complicates things a little.

Bob, '08 Ambassador,

Slide Toppers

HR used three manufacturers on their coaches for slide toppers/awnings - Carefree, Girard, and Brustor. Girard and Brustor were only used on high end coaches such as Navigators and Imperials. Carefree used the following slide topper/awnings:

- 1) Models in the 1990s used the Omega 1
- 2) Next the Omega II was used - integrated an awning with topper and had curved arms. Carefree dropped the Omega II topper/awning in 2003.
- 3) Carefree slide toppers now have no integrated awning and are the SOK II from 2003-2004 or SOK III from 2006 or 2007.

You can identify which SOK slide topper you have by looking at the screws. SOK II had black Phillips head screws for the black end covers. SOK IIIs all have allen screws.

Thanks to Chris for this information.

No Cooling from Dash Air

The dashboard AC on our '07 Scepter is not making cold air. The blower works fine at all speeds, as does the heater. Yes, I have it set for Max AC with the temperature set all the way in the blue. The problem could be anywhere from the dash control switch to the compressor itself. Any guesses or suggestions of where to start looking would be appreciated. Jim, '07 Scepter

If the compressor won't turn on it is usually due to a freon leak although wiring and pressure switch problems could also cause the compressor to turn on. I would hook up a set of gauges and check the high and low side pressure first. Steve, '97 Imperial

I lost my dash air on my Neptune a few years ago. The cooling fan on the condenser blew the fuse because the motor had burned out. This caused the compressor not to kick in to cool. Just a thought... Ross, '07Neptune

There is a thermostat on the plenum under the front area next to the generator. It has a small tube that goes into the plenum and there is plug on the bottom of the stat. On our '04 Scepter it is mounted on top of the plenum (black box). We had this problem and I unplugged the two wires and jumped the plug and the compressor fan kicked in we started getting cold air. Warren, '04 Scepter

Whatever you do, don't put a sealer in the system. I did that and it clogged up everything. Had to get the system evacuated and recharged. Gary, '05Ambassador

Did the same as Warren when the dash air on our '08 Endeavor quit. You can't leave it jumpered for any length of time though as this thermostat is what keeps the dash air from freezing up. Brian, '08 Endeavor

Simple test and fix. You are in an '07 and if your dash air has not been freon charged in 6 years. You are way overdue. Same as your house. Your compressor will not kick on if the freon is low...period. You do not have to have a leak or be out. Just a couple of lbs below operating range, and it will not kick in. My guess is you need 2 cans if it worked last time out.

- 1) Go to a parts house (Auto Zone) buy 5 cans or so, (you may take back what you do not use),
- 2) One of the cans will come with a "kit" (small hose and gauge), many times it is free when you buy a multiple cans package.
- 3) Read the instructions.
- 4) Deals with outside temperature and PSI on gauge,
- 5) Screw it on and fill it up, watch gauge to not overcharge.
- 6) Cost might be as low as \$20.00 Agree with other writer
- 7) DO NOT USE STOP LEAK FREON.

Then later, if you wish to pay someone to do a draw/pump down of old freon (with EPA freon re-capture plus use of both the high and low hoses (which you can do also), with there \$1000 of equipment plus charge you 3 times that is fine. I have a buddy with a high and low hose and I have topped

off when he is around. (draw down pump and re-capture and dispose of freon is where the expense comes in)

If doing it bugs you, the guys at Auto Zone will screw it on and fill it up for you most times. Ask if you can drive unit over, or they will explain the instructions for the hose and gauge. Just ask them. It is that simple, screw on and fill, and be sure to watch the little gauge.

If it is not simply low freon (which 90% of the time it is and 99% if uncharged for 6 years) and you need a new dryer, or compressor or evaporator or, or, hopefully you are under warranty. LD, '01 END '05 EXEC

How many pounds of gas should the AC system hold?

Ken, '01 Endeavor

Depends on outside temperature. When you charge you set middle arrow on gauge to outside temperature and then fill to the range on gauge (two outside arrows) On my little \$5.00 hose and gauge if it is 85 degrees outside pounds should be between 45 and 52 PSI. If it were 65 degrees outside you charge to 28 to 35 Max PSI. Charge/Fill with engine running and dash air unit turned cold. Much much great video on this by the freon supply companies. LD, '01 END '05 EXEC

Need Door New Swing Arm Assembly

We are in need of a new swing arm assembly for our '00 Endeavor. Any suggestions for a source? Gary, '00 Endeavor

They can usually be repaired. There are several notes in our messages on different repairs that members have used. That may be a cheaper option than replacing it. Bob, '08 Ambassador, Co-Moderator

You can get one at Northwest RV supply or I am sure Monaco has one.

http://www.nwrvsupply.com/Merchant2/merchant.mvc?Screen=PROD&Store_Code=NWRV&Product_Code=08408401&Category_Code=

They can usually be repaired; there are several notes in our messages on different repairs that members have used. That may be a cheaper option than replacing it. Bob, '08 Ambassador, Co-Moderator

I saw one offered on Ebay just the other day. Just go to parts and put Holiday Rambler in the search bar . Eric

If you remove yours and send it to our son-in-law, he'll repair it with bearings and return it to you. He can normally do a quick turn around. He did ours, and it works better than new. Furthermore, it won't wear out again like a new one will. Email contact information for getting your Door Swing Arm fixed by our son in law, is as follows:

KCBogdon@gmail.com

The repair doesn't show in a picture. Because of different models of swing arms, it's best to remove yours and send it to him. He will do the "fix" and send it back to you to install. He is located in MO. Flower, '04 Endeavor

I just replaced my swing arm assembly at the DP Rally. I got the part at a discount from the Monaco parts truck. Be advised there are **three different lengths of arm**. I borrowed all three and installed the correct size, returning the other two back to the parts

Wheel Liner Lug Nuts Needed

I have an '02 Endeavor with steel wheels. On them are chrome liners with fancy lug nut caps. Every other one unscrews to uncover yet another lug nut. My problem is that the eleven years of ownership, I have lost three of these chrome caps with a nut inside of them. Can anyone direct me to a source of these chrome nut caps? I would really appreciate this.

Al, '02 Endeavor

The wheel covers are made by Wheel Masters at:

<http://www.wheelmasters.com/index.html>

I have seen them for sale at Flying J and other truck repair shops.

Larry, '05 Endeavor

What Are Service Brakes?

Service brakes are the brakes you normally stop your vehicle with such as drum or disk brakes. They are operated by the brake foot pedal. This is different from Air Brakes with use engine compression to help stop the coach.

Air Leak - Entire System

I am having a total leak down after 4 hours of sitting. This was never a problem before as the system would stay up for weeks at a time. I am about to go hunting with a spray bottle of kids bubble solution. Any trouble spots I should concentrate on? I replaced the air dryer canister but have not produced any bubbles with dawn soap and water. Also, should I check this with the engine running and jacks down?

Rob

My biggest leak was from a fitting on the front of the front air tank. It was the big one and looked like it was designed to swivel. It got bent somehow and had to be replaced.

Bob, '05 Ambassador

If you are losing air pressure from all systems, you most likely have a leak at the tank. The valve may not be sealing if you drained your tanks to replace the air dryer. It is also possible the water vent on the bottom of the dryer is leaking. I don't think it will help much to run the engine except to refill the air system. You would then need to shut it off to listen for leaks or you can soap connections tanks.

Larry, '05 Endeavor

Generator Fuel Pickup

Last year my '08 Endeavor developed a leak around the weld where the drain plug is on the fuel tank. I stopped at the Freightliner shop in Lake Charles, LA, and they dropped the tank, sent it out to be welded and then reinstalled. Since then my generator will not run if the tank is below half full. I assume the pickup tube was not returned to the correct place but have no idea how to rectify the situation. Any suggestions would be appreciated.

Brian, '08 Endeavor 40

The generator pick-up is just a straight tube that comes down from the top. Unless they bent it when trying to reinstall, it should be in the same location. Now the fuel level sensor may be off some and it is reading 1/2 tank at the same level that it read 1/3 tank before. So you may have the same fuel level in the tank but your read out needs to be recalibrated.

Larry, '05 Endeavor, Co-Moderator

Kitchen Sink Support

One of the supports holding the kitchen sink in place came unglued on our '05 HR Neptune. I was surprised to see the sink is held in place by just glueing wood supports to the bottom of the Corian counter top. I have heard that I should use Liquid Nails glue to reattach the wood support. But looking at the Liquid Nails brand, they have different types for different types of surfaces and Corian isn't mentioned. Is Liquid Nails the right glue to use and does it matter which formula I should use?

Terry, '05 Neptune

I recently had the very same issue in my friends Home Sink. The warranty folks used some kind of special adhesive. I'd recommend a trip to Lowes or Home Depot and speak with a rep in the plumbing/kitchen area. Tell them your issue and what specific glue is used for such wood to Corian.

Do not use the wrong adhesive, as some are very difficult to remove once installed.

John, '03 Endeavor

Installing a Fireplace

I was just wondering if anyone has installed an electric fireplace in their HR. We just got back from Syracuse rally and fell in love with the units with fireplaces. Probably totally impractical but I am definitely giving it some thought. Any install tips would be greatly appreciated.

Joe, '07 Ambassador

We have installed a fireplace in our rig. We took the doors off the cabinet below the TV, took out the shelves and had a technician go from there. He did an excellent job. He installed an outlet in the area where the tunnel contains drain hoses, etc., on the same circuit as the fridge. It works very well and keeps the coach "cozy" warm. We have had the coach for five years and have added propane only twice. We use the fireplace quite extensively as well as the electric water heater.

Dale, '07 Ambassador

You could try here:

<http://www.nwrvsupply.com/index.htm>

Gerald

Keyless Entry Problem

I have a '02 Imperial and where the electrical connector for the Keyless Entry system is located. I haven't had any luck finding it so far. The schematic shows a square connector that goes from the keyless entry pad and connects to the motorhome circuitry and I was wondering where it is. I want to disconnect the keyless entry pad/ anti theft system from the motorhome entirely I am doing some troubleshooting right now.

Greg

In my coach the connection for the Keypad is in the cabinet next to the passenger's seat. Sometimes you can remove the small storage pan or the cup holder and reach in and disconnect the keypad.

There is another component behind the radio that is part of the Keyless entry system. The component that is behind the radio is the main control box that all the doors are connected to. This is also the 'receiver' for the remotes. The keypad also connects to this through the wiring behind the small cabinet next to the passenger seat. You can disconnect the Keypad and the remotes will still operate the 'lock and unlock functions'.

Art, '05 Imperial

RAMBLIN' PUSHERS CHAPTER 419

Annual Ramblin' Pushers Chapter 419 Board of Directors Election

Believe it or not it's time to start thinking about election of new officers for our Chapter for next year. We will follow the new Election Procedures put in place last year.

Everyone who is interested in being a candidate for a Board of Directors position and who meets the eligibility requirements (see below), is asked to submit their qualifications including why they would like to serve on the Board.

The Nominating Committee will review these, not to limit or eliminate candidates, but only to verify qualification and those candidates are serious.

In order to meet the publication date for the first quarter newsletter, this information will be due by January 2, 2014, and should be sent to:

***Nominating Committee
Ramblin' Pushers Chapter 419,
413 Walnut Street #5294
Green Cove Springs, FL 32043-3443***

OR email your qualifications to the ***Chapter Secretary Larry Hawkins (hawkmarg1@aol.com)***.

In addition to candidates proposed by the Nominating Committee, other candidates who ***meet the requirements and agree to serve*** may be nominated from the floor.

Per the Chapter By-Laws, the Board of Directors consists of four officers, the President, Vice President, Treasurer, and Secretary; the Immediate Past President, and four Directors.

Officers are elected for one year terms, the Past President serves until another President is elected, and the Directors are elected for two year terms (two each year). Therefore, at the 2014 MS in May, we will elect four Officers and two Directors.

The By-Laws state minimal eligibility requirements and give the Board the right to establish additional requirements for Officer and Director Nominees. ***(See Standing Rules for Election of the Board in the column to the right.)***

Each year, members present at the Annual Business meeting held during the MS elect the officers and directors. Candidates may campaign only by submitting a one page description of their qualifications, experiences, and reason for running for office or directorship, which will be distributed to all members attending the 2014 MS. Candidates may not use MS venues to campaign. No campaign signs will be permitted at the MS.

Board Members' terms of office begin the day following the close of the 2014 MS.

***Ramblin' Pushers Chapter 419
Board of Directors***

Election Eligibility Requirements as set out in the Standing Rules are:

1. *Nominees for the Chapter 419 Board must have been a member of the Chapter for at least two years and attended at least one Maintenance Session.*
2. *Nominees for Secretary and Treasurer must have been a member of the Chapter for at least three years and attended at least two Maintenance Sessions.*
3. *Nominees for Vice-President and President must meet at least three of the following requirements:*
 - a. *Been a member of the Chapter 419 Board for one year*
 - b. *Been a Maintenance Session Coordinator*
 - c. *Been a Maintenance Session Co-Coordinator or Assistant Coordinator for two years*
 - d. *Held a Chapter Standing Committee Chair position for two years*
 - e. *Attended three Maintenance Sessions and served one year as a MS Committee Leader*
 - f. *Attended four Maintenance Sessions and served three years on an MS committee*
 - g. *Served in an official leadership position of HRRVC or one of its chapters (i.e. Chapter President, State Manager, Asst. State Manager)*
 - h. *Exceptions to all nominee requirements must be approved by at least six members of the Board.*

Will You Volunteer to Be on the Ballot?

Web Sites for More MH Information



Company	Website	Products / Services
Atwood Mobile	www.askforatwood.com	Ranges, water heater, Fan-Tastic Vent
Bargman	www.bargman.com	12 volt exterior lights including LED
Blue Ox	www.blueox.com	Hitches
Cummins Inc	www.cumminsengines.com	Diesel Engines
Dicor Corp.	www.dicor.com	Sealants
Dometic	www.dometic.com/enus/Americas/USA/RV-Products/	AC Control Unit, Dometic AC, refrigerators, Sealand toilets
DuPont Corian	www.rvsurfaces.dupont.com	Countertops
Freightliner	www.freightlinerchassis.com	Chassis Info (older coaches)
Goodyear Tires	www.goodyearrvtires.com/	Motorhome Tires
Gustafson	http://gustafsonlighting.com/	12 volt lighting
Holiday Rambler	www.holidayrambler.com	Coach manuals (2012 – 2008), Brochures, register used coach, new coach info, Service Center Finder, Other info
Lippert Components	www.lippertcomponents.com	
MaxxFoCe Engines	www.maxxforce.com/Application/motorhome	Engine Specs
Michelin Tires	www.michelinrvtires.com/michelinrv/	Motorhome Tires
Norcold / Thetford	www.rvcomfort.com	Norcold Refrigerators, toilets, Sani-Con
Progressive Dynamics	www.progressivedyn.com	
Splendide Laundry Sales	www.splendide.com	Washer / Dryer info
Onan Generators	www.cumminsonan.com	Diesel Generators
Roadmaster Chassis Checklist	www.holidayrambler.com/StaticFiles/holidayrambler/pdfs/Chassis%20Checklist.p	
Suburban	www.rvcomfort.com/suburban/	Ranges, water heater, furnace
Thin-Lite	www.thinlite.com/	12 volt fluorescent
Winegard	www.winegard.com/mobile/index.php	Satellite & TV antenna

New EGR Cooler

GROWL!!!! Cummings just let me know my coach is ready; they installed a new EGR cooler. The coach now has 38,000 miles and this is the second EGR cooler installed. The first was 17 months ago, at 27,000 miles. Has anyone had any problems with the EGR cooler, and if so, how was it resolved?

Pug, '09 Endeavor,

The '05 is on it's 3rd EGR cooler. The original one was replaced under a recall; however this is a Detroit Series 60 515 HP in the '05. The 2nd one had a 90% fail rate. The 3rd one was not OEM. Regarding how to resolve circumstances. There are several after market products superior to the OEM cooler (costs around \$750.).

There is also "Kits" to eliminate it altogether and improve mileage and performance; and yes there can be a down side to this, so read the info and make your own decision. Some simply weld them and it solves the problem.

There is history where individuals have replaced the OEM with an aftermarket by an Independent shop and it was still covered under warranty. Make sure the aftermarket cooler is covered under federal law.. Magnuson-Moss Warranty Act 15 U.S.C 2301 est seq. If so it does not void warranty under this act.

Also ask Cummins what generation is the new cooler? Has Cummins had a reliability upgrade since the last one and did they change the manufacturer (sub-supplier). If so, what was the failure rate experience of Cummins on the first one.

Good subject, many members begin to lose power, (particularly in climbing and take off) and do not realize the EGR is just beginning to fail. The EGR will not throw a code until it is fairly bad, so a good thing to check at routine maintenance. Not a true mechanic here! But I have been through this subject personally. LD, '01 END '05 EXEC

INDIANA SERVICE CENTER
(CLOSED 10/31/13) See p. 4, Decatur, IN
76 Ward Street, Wakarusa, IN 46573
Appointments: 877-466-6226 or
574-862-7263 (Direct)
M to F, 7:30 am to 4:00 pm

OREGON SERVICE CENTER
91320 Coburg Industrial Way
Coburg, OR
Appointments: 877-466-6226
M to F, 7:30 am to 4:00 pm

**ALLIANCE COACH - PLATINUM
PREMIER SERVICE CENTER**
4505 Monaco Way
Wildwood, FL 34785
352-3300-3800 OR 866-888-8941
appointments@alliancecoach.com

2014 MS APPLICATION

HRRVC Ramblin' Pushers Chapter 419

2014 Maintenance Session

If you own a Holiday Rambler Diesel Motorhome, You are invited to attend.

May 2 – 7, 2014

Arrival Day May 1st

Early Parking April 30th

Goshen, Indiana – GPS: N41.8807 W85.8007

General Information

You will leave better educated about the Use, Care, Safety and Maintenance of your coach

Location: Elkhart County 4H Fairgrounds
17746-D CR 34, Goshen, Indiana 46528

Arrival Day Parking: May 1st \$26

Early Parking Day: April 30th \$26, fees payable in advance below or payable on arrival by cash or check.

Need more information?

Visit 419 Website www.ramblinpushers.org or call 866-208-7411

HRRVC assumes no responsibility or liability, nor is any Officer, National Director, or any other person authorized to assume any responsibility or liability for any personal injury or property damage suffered by its members and/or their family or guest in attendance at or on the road to or from this Maintenance Session or other HRRVC event.

Your Parking Area will be based on the date your registration is postmarked. **So Register Early...!** To park together, you **MUST** register together and arrive together...

Handicap Parking
Only 20 handicap parking spaces are available and will be assigned based on when the registration is postmarked.

- Facilities -
6 nights parking starting 5/2
30 & 50 amp sites w/water, sewer or one free septic truck dump
Coach Weighing & propane leak testing available
Food vendor on site

- Planned Activities -
Limited activities 4/30 & 5/1 – MS starts with Welcome Meeting at 9:15 am on Friday 5/2 .. Plan to be there!

- 6 Days of Seminars/Sessions by Holiday Rambler RV, Vendors, Suppliers and 419 members
- Round table discussions
- Holiday Rambler RV Executives
- Service Technicians Available
- Coach Displays, Vendors, & Suppliers
- Morning Hospitality, Social & Closing Dinner, Ladies Events

Mail registration & check to:
HRRVC Ramblin' Pushers 419
413 Walnut St., #5294
Green Cove Springs, FL
32043-3443

You should receive an e-mail about 3 weeks after mailing your registration confirming receipt. Pre-arrival packets will be distributed electronically to registered attendees in early April 2014.

Cancellations accepted prior to the event, subject to an admin. fee of \$10. Call 866-208-7411 to cancel.

Cut Here – Return Form Below Along with Check to this address ↑

Names _____ HRRVC# _____
 Address _____
 City _____ State _____ Zip _____
 Phone: Home _____ Cell _____
 Email _____

For Office Use ID No. _____
 Amount Paid _____
 Check # _____
 Date Postmarked _____

HR Coach Model _____ Year _____ Length _____ Engine Mfg _____ Engine HP _____

Coach Number _____ (six digits)
 Coach Engine Number _____

REGISTRATION FEES: Check payable to HRRVC Ramblin' Pushers

Coach with 2 persons	\$195.00	_____
Coach with 1 person	155.00	_____
Extra Person in Coach, <u>Add</u>	50.00	_____
Non-419 Member, <u>Add</u>	20.00	_____
Arrival Day Parking – May1st, <u>Add</u>	26.00	_____
Early Parking Day – April 30 th , <u>Add</u>	26.00	_____

Check, if applicable:
 First Timer
 How many diabetic _____
 Handicapped (Limit 20)*

* Attach a copy of your current handicapped parking permit to your registration.

TOTAL AMOUNT PAID (US Funds Only) \$ _____

Volunteers: Indicate your willingness to help the MS with a "Him", "Her" or "Both" below: (Please no check marks)

First Aid _____ Engineering _____ Hospitality _____ Parking _____ Seminar Host _____ Open House Day _____ Evaluations _____
 Registration _____ Information/Transportation _____ Office _____ Round Table Moderators _____ Greetings _____ Mentors _____ Tours Table _____
 Ladies Activities _____ Coach Weigh/Propane Check _____ Audio/Visual _____ Book Exchange _____ As Needed _____

2014 MS Registration Form 130527

Generator Shuts Down

I have an 8KW Onan generator on a '05 Scepter. The gen will start and run fine for about 15 min with both a/c units working. It stops running after 15-20 min. It is full of coolant and the gen fan is moving quite a bit of air under the coach. I think the code is 33. The start button blinks 3 times, pauses and then blinks 3 more times. The fuel tank is 3/4 full. I have not changed the fuel in about a year. If I read my manual correctly, this indicates over heating but as I said before, it is full of coolant and the fan is moving air.

Dan, '05 Scepter

Very hard to diagnose from here, but several things to ask. How long since your last Fuel Filter change? Even if it was recently, you could have picked up a bad load of fuel and the filter on the Genny is partially clogged. How low is your main fuel tank? The pickup is supposed to be near the 1/4 tank mark, but some are slightly higher than that, and if you are below 1/2 tank of diesel your Genny may be starving for fuel.

John, '03 Endeavor

It's possible this is not what your problem is, but our generator was stopping after a while, and it seems to be an air bubble in the line, which can happen especially if you run it out of fuel. To correct this you hold down the on-off switch in the off position for at least a minute which pumps fuel through the system, then start it. Like I said, this may not be your problem, but it's a good one to remember if this does happen.

JM '99 Endeavor

Are you sure that the AGS (automatic generator start) is not set to turn the generator off?

Bob and Esther

Have you had the generator coolant serviced recently? If the coolant was drained and then refilled, it is necessary to refill through the radiator cap that is hidden under the control housing. The plastic coolant reservoir is an overflow tank. It can be full but if coolant was drained from the engine and not refilled through the cap you can be low on coolant. It is necessary to take the access cover off on the angled portion of the generator housing. There is one screw and you need to pull out the radiator cap from inside.

Larry, '05 Endeavor, Co-Moderator

I have a similar problem. After a few minutes, half the coach loses power. One leg seems to stop working. I stop the coach, pull out the generator, flip the circuit breaker off, then on. That seems to solve the problem, well until the next day.

Pug Nickel, '09 Endeavor

You can overload the circuit breakers on the generator, which is happening. You need to be careful with what you turn on the genny if both A/Cs are going. If you start an electric fry pan, you can trip the breaker.

Larry, '05 Endeavor, Co-Moderator

If you have a Xantrex inverter with AGS enabled. You have to start the generator manually from the remote control panel. If you start from the dash, when the stop signal is reached, it will shut down.

Warren, '04 Scepter

Generator Will Not Stay Running

Attempting to leave on a 1200 mile trip this evening and the generator will not stay running. It will start and run if you hold down the start button but as soon as you let off, it will die. I had genny running earlier and ran out of diesel prior to its occurring. Help please! I need to hit the road.

Jerry, '94 Navigator

If you ran out of fuel, the generator may have lost its prime. Hold it in the stop position for a couple of minutes and then try to crank it.

Bob, '08 Ambassador, Co-Moderator

The genny will run as long as I hold the start button down but as soon as I release the start button it dies.

Jerry, '94 Navigator

When you try to start the gen set, does it start real rough like it is struggling to get fuel? Have you filled your fuel tank since you ran the generator out of fuel? If you are still low on fuel, the generator will not start and run. Otherwise, it sounds like you need to prime the gen set. On most models, simply hold the bottom of the start switch in for several 15 second intervals then try to start the gen set again. I ran mine out of fuel twice last week and used the above to get it restarted. The second time, it reacted just as you describe yours. It would start smoothly, run for a short time, then starve out. It did this maybe six times before I got all the air out of the line.

Ed, '05 Endeavor. Co-Moderator

Primed for 15 then 30 second then 1 minute with same results. Dies when I let off the start button.

Jerry, '94 Navigator

I think I would loosen the fuel line at the fuel filter and crank it with a pan under it to bleed the air out of it the try priming it again.

Steve, '05 Panther

Yep..'need to prime the pump.' Hold button down in 'off' position extended time as Ed describes, primes and warms glow plugs on most models or .you could also prime via filling the Gen set fuel filter with diesel to remove more air, but that is a hassle depending on fuel filter access.

LD, '01 END '05 EXEC

Generator starts and runs smoothly with start button down. Primed several times and still will not stay running. I come home for lunch and started genny to cool down coach. When I got home it wasn't running. It would start, but would not run. Coach would not even start until I pounded in 10 gallons of diesel. Genny always started and ran smoothly. When watching the genny start the solenoid kicks up the throttle and it runs. As soon as I release the start button the solenoid pulls the throttle all the way back. If I hold it by hand it will continue to run. Removed fuel filter me ran with good fuel flow into container. Ran by holding the start button down until fuel starved. Reinstalled fuel filter. Had to crank several times to get to restart as genny was fuel starved. Got running again and same story. Starts and run great as long as I hold the start button down. As soon as I release genny button, it stops.

Jerry, '94 Navigator

I don't have a quick answer for your problem, and not being there it's hard for any of us to properly diagnose your issue. However, these Genny's have a circuit board that bypasses the oil pressure sensor while the engine is being started. This feature allows the engines oil pressure safety shut-down to be temporarily overridden for starting. Once the engine is "running" and the start switch is released and the engine's oil pressure has risen to point where the pressure sensor won't force a shut-down. If this feature/function is not working properly
(Con't. on p. 27)

CHAPTER 419 TREASURER'S REPORT

RAMBLIN PUSHERS CHAPTER 419 FINANCIAL SUMMARY 7/31/2013

BANK ACCOUNTS

Deposits: First State Bank-Middlebury	\$	54,379
Deposits: Fifth Third Bank. Elkhart	\$	13,897
Total Deposits	\$	68,277
Less Operating Reserve	\$	(5,000)
Less Dues Reserve	\$	(1,650)
Less MS 2014 registrations	\$	(20,679)
Add MS 2014 Expenses Prepaid	\$	932
Net Funds Available	\$	41,879

No Liabilities

OPERATING INCOME & EXPENSES -YTD

INCOME: Dues, Sales	\$	4,842
EXPENSES	\$	(7,340)

NET OP. INCOME AND EXPENSES - Y' \$ (2,498)

2013 MAINTANANCE SESSION

INCOME

Donations	\$	15,000
Coach Weighing	\$	1,870
Registrations (net)	\$	79,339
Sponsors & Vendors	\$	6,262
Miscellaneous Income	\$	456

TOTAL INCOME \$ 102,927

EXPENSES

Administration & Supplies	\$	(11,342)
Equipment Purchases	\$	(4,322)
Fairground	\$	(48,548)
Hospitality	\$	(15,819)
Programs, printing, signs	\$	(1,716)
Refunds	\$	(10,142)
Vendor Costs	\$	(1,220)

TOTAL EXPENSES \$ (93,108)

NET MS 2013 INCOME AND EXPENSE 9,819

2014 MAINTENANCE SESSION

Registration - Members	\$	20,679
Expenses to date	\$	(932)

Transactions posted on "Cash" basis.

Bank accounts reconciled through 7/31/2013

Full report will be submitted to board.

If you have any questions, please contact the
Treasurer at Chap419.Treasurer@Yahoo.com

Paul England, Treasurer

Traveling and Visiting RV

Service Locations on West Coast

As Dee and I traveled West from Gillette, we ran into many Chapter 419 members and a few while out on the road. We had the opportunity to stop by the **OR Service Center** in Coburg, Oregon, and meet those folks touring their facility and visiting with many of the Tech Support folks.

John Hurd, the manager, was very cordial and informative and allowed me to meet and thank the team many of us talk to when we call with problems with our HR coaches. Many of these tech support folks are long time employees and have a wealth of experience to draw from. I told them how much we, as owners, appreciate what they do for us; and we consider them a real benefit in owning HR products and think of them as part of our HR family.

Dee also was able to meet with **Denise** who is the person she works with to get all the Data Sheets for our coaches for those who didn't get one when they purchased their motorhome. It was great to get to put a face with names that we often talk to on the phone. I conveyed to all I had the opportunity to meet how much we, Ramblin' Pushers, appreciate them and wished them the very best and we were pulling for them in maintaining their jobs and locations through the transition with the new owners.

I also visited **Northwest Cummins** just down the street from the OR Service Center for some engine repair on my Endeavor. While visiting these folks I talked with their manager and told him about Chapter 419's focus.

When I asked him if he would like to become a Service Sponsor, he was very enthused with the opportunity, so I handed him off to Dempsey Brooks, our Dealer/Service Coordinator, to get them signed up as a Sponsor.

Anyone traveling or living in that area of the country can now benefit from having a Service Sponsor that can work with you on any possible needed repairs. These folks also do all other types of repair/modifications/upgrades to motorhomes so they bring a unique capability at a single location. The only thing they don't do is body repair and painting.

NASON Parking Brake Switch

Part # - SM -1C - 66P/WP28

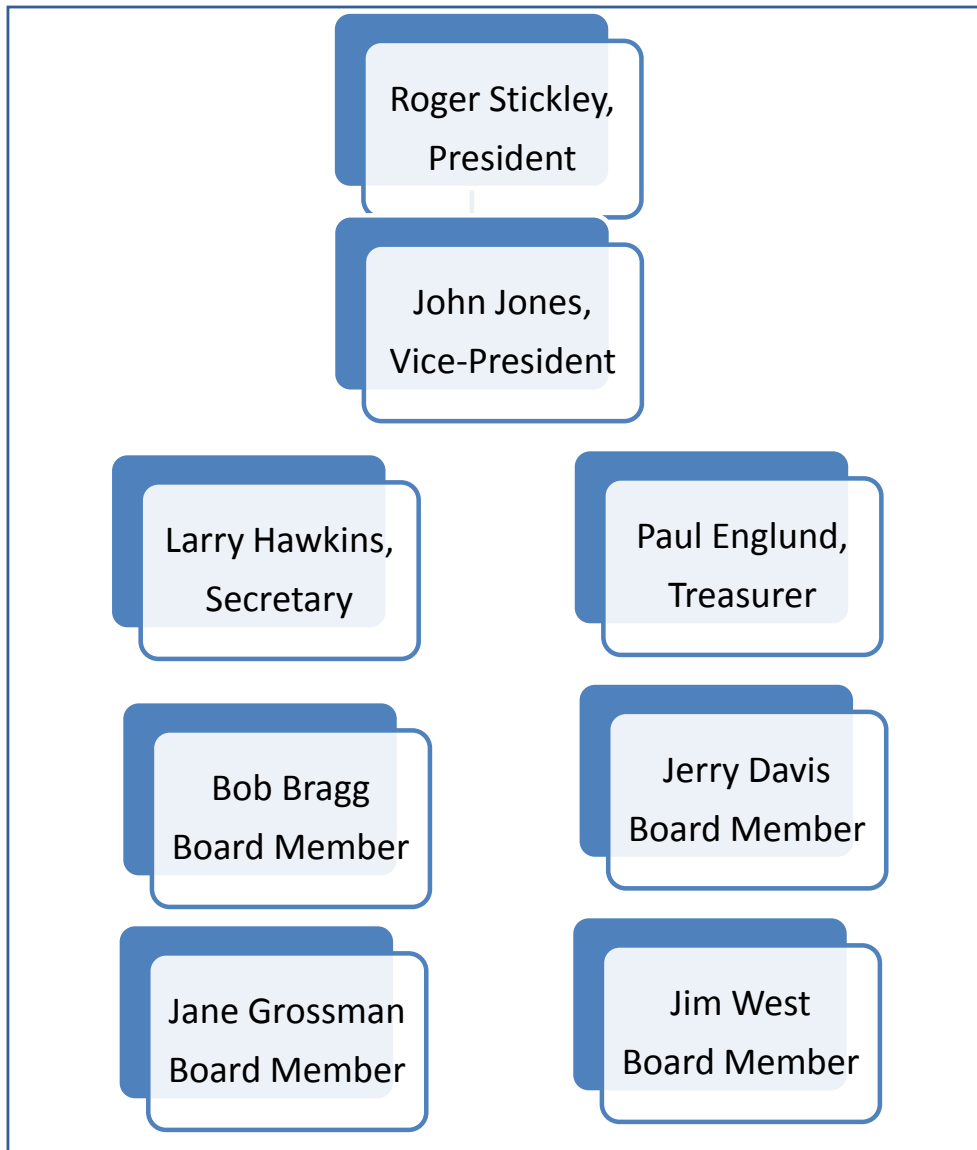
Cost = \$37 to \$80 depending on where it is located. Look on eBay, the Internet or RV surplus/supply places in Elkhart, IN. This was left over Monaco surplus.

When the parking brake switch fails or is erratic, it can cause many seemingly unrelated problems since it provides a ground for many components such as:

- Generator slide may not operate
- Air leveling

RAMBLIN' PUSHERS CHAPTER INFORMATION

Ramblin' Pushers Chapter 419 2012 - 2013 Officers & Board of Directors



<i>Position</i>	<i>Member</i>	<i>Email</i>	<i>Home State</i>	<i>HR #</i>
President	Roger Stickley	Chap419.President@gmail.com	OK	106217
Vice-President	John Jones	Chap419.treasurer@yahoo.com	FL	114886
Secretary	Larry Hawkins	hawkmarg1@aol.com	FL	101486
Treasurer	Paul Englund	Chap419.Treas@yahoo.com	OK	109046
Director	Bob Bragg	wherezbobndot@yahoo.com	FL	106604
Director	Jane Grossman	jane.grossman@sbcglobal.net	MO	101983
Director	Jerry Davis	davisj9798@yahoo.com	SC	75398
Director	Jim West	jrwest@fuse.net	OH	117173

2013 SPONSOR DEALER MEMBERS

Sponsor Service Members provide service for HR Diesel Pushers. These members are Service Centers and would like you to consider them when you have service needs. If you know of an Service Center that would like to become a Sponsor Service Member, please contact Dempsey Brooks, fdbrooks@bellsouth.net.



- | | | |
|-----------------------------|---------------------------|--|
| 1. Service and repairs | 4. Disposal stations | 8. 10% Member discount on store items |
| 2. Collision repairs | 5. LP Gas | |
| 3. Supplies and accessories | 6. Chassis/Engine Service | |
| | 7. Overnight Parking | |
| | | |
| | | 10. RV Wash Service |

Alliance Coach, Inc.

4505 Monaco Way
Wildwood, FL 34785
Web Site: www.alliancecoachonline.com
E-mail: service@alliancecoachonline.com,
brett.howard@alliancecoach.com
Contact: Brett Howard 352-330-3800
Caroline M. Champion 352-330-3800
Sales: Cy Whisnant 352-330-3800
Service: Mike Hawkins 352-330-3800
Services: 1, 2, 3, 4, 7, **8**, 9, 10
Models: All HR Diesel Models

Day Bros Auto & RV Sales LLC

3054 S Laurel Road
London, KY 40744
Web Site: www.daybrosvsales.com
E-mail: sday29@mcm.com
Contact: Kenny Day 606-877-1530
Service: Terry Mitchell 606-877-1530
Parts: Walter Garrett 606-877-1530
Services: 1, 2, 3, 4, 5, **8**, 9, 10
Models: Ambassador, Endeavor

Lazy Days

3200 East Irvington Rd
Tucson, AZ 85714
Web Site: www.lazydays.com
E-mail: RBlack@lazydays.com
Contact: Raquel Black 813-246-4999
Sales: Bob Grady 800-306-6401
Services: 1, 2, 3, 5, 6, 10
Models: All HR diesel models

Mellott Brothers, Inc

2718 Willow Street Pike
Willow Street, PA 17584-9505
Web Site: www.mellottbrothers.com
E-mail: sales@mellottbrothers.com
Contact: Larry Mellott, Jr 800-826-3556
Sales: Larry Mellott, Jr 800-826-3556
Service: Tim Neff 717-464-4855
Services: 1, 2, 3, 4, 5, 6, **8**, 9
Models: All HR Diesel Models

Motor Home Specialist

5411 South Interstate 35 W
Alvarado, TX 76009
Web Site: www.mhsrv.com
E-mail: djobanion@m.s.n.com
Contact: Donny O'Banion 800-335-6054
Sales: Donny O'Banion 800-335-6054
Service: Donny O'Banion 800-335-6054
Services: 1, 3
Models: Endeavor, Ambassador, Scepter, Imperial, Navigator, Neptune, Vacationer, Augusta, Aluma-Lite A & C

Paul Evert RV Country

3633 South Maple
Fresno, CA 93725
Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Curt Curtis-curt@rvcountry.com 541-686-6044
Sales: Tony Russo 541-686-6044
Service: Peter Reyer 559-486-1000
preyer@rvcountry.com
Services: 1, 2, 3, 4, 5, 6, 7, **8**, 9
Models: Endeavor, Ambassador, Trip

Paul Evert RV Country

90915 Roberts Road
Coburg, OR 97408
Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Curt Curtis-curt@rvcountry.com 541-686-6044
Sales: Jim Hardy 541-686-6044
Service: Chad Ross cross@rvcountry.com
Services: 2, 6
Models: Endeavor, Ambassador, Trip

Paul Evert RV Country

5111 20th Street E
Fife, WA 98424
Web Site: www.rvcountry.com
E-mail: trusso@rvcountry.com,
hdudley@rvcountry.com
Contact: Curt Curtis-curt@rvcountry.com 253-926-6000
Sales: Kevin Knowles kknowles@rvcountry.com
Service: 235-926-6000
Services: 2
Models: Trip, Ambassador, Endeavor,

2013 SPONSOR DEALER MEMBERS

RV World of Lakeland

940 Crevasse Street
Lakeland, FL 33809

Web Site: www.rvworldinc.com
E-mail: mgerzeny@rvworldinc.com
Contact: Matt Gerzeny 877-663-7506
Sales: Pete Ackerman 877-663-7506
Service: Sean Gavagan 877-663-7506
Services: 1, 2, 3, 5, 7, 8
Models: Augusta, Vacationer, Ambassador, Endeavor

The R.V. Shop, Inc.

14340 S. Choctaw Ext.
Baton Rouge, LA 70819

Web Site: www.RVShoponline.com
E-mail: gerald@rvshoponline.com
Contact: Gerald Vince 225-272-8000
Sales: Tyson Vince 225-272-8000
Service: Briggs Vince 225-272-8000
Services: 1, 2, 3, 4, 5, 6, 8, 9, 10
Models: Ambassador, Endeavor, Scepter, Imperial, Navigator

RV America The Marketplace INC

4777 Marketplace Dr
Johnstown, CO 80534

Web Site: www.rvamerica.com
E-mail: info@rvamericainc.com
Contact: Harry Sach 970-278-1900
Sales: Johnny Wong 970-298-1900
Service: Marty Valencia 970-278-1900
Services: 1, 2, 3, 5, 6, 8
Models: Vacationer, Ambassador, Endeavor,

Sicard RV

7526 Highway #20
Smithville, Ontario CANADA LOR2A0

Web Site: www.sicardrv.com
E-mail: gsicard@sicardrv.com, rsicard@sicardrv.com
Contact: Gary Sicard 905-957-3344
Sales: Roger Sicard 905-957-3344
Service: Terry Sicard 905-957-3344
Services: 1, 2, 3, 4, 5, 6, 7, 8, 10
Models: All HR diesel models

Veurinks

7144 S Division
Grand Rapids, MI 49548

Web Site: www.veurinksrv.com
E-mail: rvsales@veurinksrv.com
Contact: Matt Veurink 616-595-9606
Sales: Gary ver Hage 616-965-9605
Service: Tom Woods 616-965-9631
Services: 1, 2, 3, 4, 6, 7, 9, 10
Models: All HR diesel models

Ramblin' On With Sales and Service Sponsor Dealers

It's hard to believe that we are now into the summer months for 2013. But, our 2014 MS has been in the planning stages since we all left Goshen including working with our Sales/Service Sponsors for next year.

This is an exciting time for Holiday Rambler and Chapter #419. With many changes for the Holiday Rambler families, we will be hearing more as time goes by. But, we still need to remember the many great companies that have supported Chapter 419 through all the ups and downs in the last few years, and they continue to give us their support.

As we travel this summer and fall, remember our Sales and Service Sponsor Dealers. If you are in their area stop by for any service needs, or for that new unit, or just to thank them for their continued support.

I have been working with the National Sales Manager for Holiday Ramblers for New Owners and am glad to announce they are still the same great group who has supported us for many years. As they develop new Sales and Service Bases, this will also give our Chapter the opportunity to develop new relationships with dealers who will be located in any many more areas of the country, now with no Holiday Rambler representation.

Please notice the new Dealer and Service Sponsors on pages 24 to 27. These Sponsors want to sell you a motor home or service the one you now own.

Safe travels, and we will see you in Goshen in May of 2014, with our supportive Holiday Rambler Sponsors.

*Dempsey Brooks #85414,
Dealer Coordinator Chairperson*

ISL 400 Exhaust Gaskets

I remember someone posting the part number for a new improved exhaust manifold gasket for the ISL 400 engine but can't find it in my notes. Would you please post the part number again? I have a set of gaskets but would like to see if they are the same as the originals or if they are something new.
Ed, '05 Endeavor, Co-Moderator

The **new part number is 5269779**. Bill Farmer has worked closely with the Cummins executives and engineers on the manifold gasket issues that have been reported. An up change gasket has been installed for some time now; but there may be some of the old design still out there on shelves or in the distribution system. If you have to get yours changed do two things:

- 1) Contact Cummins customer service and let them know about your problem and they will try to work with you
- 2) Make sure that the new gasket part number is used to replace your existing gasket

Bob, '08 Ambassador, Co-Moderator

I have a set of gaskets but would like to see if they are the same as the originals or if they are something new. I have the new part number gaskets and will be installing them this week. I got new exhaust gaskets from a local truck repair shop here in Crossville, TN. I took one of the Cummins gaskets with me and the shop manager matched it with some for a Cat engine. Same size port hole but required slight modification to the bolt holes. Got all six for \$20 total.
Ed, '05 Endeavor, Co-Moderator

2013 SPONSOR SERVICE MEMBERS

Sponsor Service Members provide service for HR Diesel Pushers. These members are Service Centers and would like you to consider them when you have service needs. If you know of an Service Center that would like to become a Sponsor Service Member, please contact Dempsey Brooks, fdbrooks@bellsouth.net.



- | | | |
|-----------------------------|---------------------------|--|
| 1. Service and repairs | 4. Disposal stations | 8. 10% Member discount on store items |
| 2. Collision repairs | 5. LP Gas | |
| 3. Supplies and accessories | 6. Chassis/Engine Service | 9. RV Storage |
| | 7. Overnight Parking | 10. RV Wash Service |

All 4 One Service

(Now associated with Elkhart Sales & Service, Inc.-See below.)

27894 CR 10, Ste. 73
Elkhart, IN 46514
Web Site: www.all4oneservice.com
E-mail:
Contact: Patrick McGann 574-215-1441
Service: Patrick McGann
Services: 1, 2, 3, 6, 7, 8

Apalachee RV Center

1364 Duncan Lane
Auburn, GA 30011
Web Site: www.myarv.com
E-mail: dave@myarv.com
Contact: Dave Kobos 770-868-0999
Service: Tracy Fulkerson 770-868-0999
Services: 1, 2, 3, 4, 5, 6, 8, 10

Cummins Crosspoint LLC

3415 W. Coliseum Blvd.
Fort Wayne, IN 46808
Web Site: www.crosspoint.cummins.com
E-mail: ed575@cummins.com
Contact: Carrie Buisman 260-482-3691
Service: Carrie Buisman 260-482-3691
Services: 1, 6, 7, 8

Eagle's Pride RIV, Inc.

108 C Plantation Drive
Titusville, FL 32780
Web Site: www.eaglespride.com 800-552-3555
E-mail: melodyr1@efl.rr.com
Contact: Michael Thibeau 321-383-0288
Sales: Carrie Wilmer 321-383-4495
Service: Joshua Thibeau 331-383-0288
melodyr1@cfl.rr.com
Services: 1, 2, 3, 6, 7, 8

Elkhart Sales & Service, Inc.

27895 CR 10, Ste. "B"
Elkhart, IN 46514
Web Site: www.elkhartssi.com
E-mail: mmiller@elkhartssi.com
Contact: Marvin Miller, Pres. 574-262-9499
Service: Tom Bumpus 574-262-9499
Service: Patrick McGann 574-215-1441
Services: 1, 2, 3, 4, 7, 9

Elkhart Service & Collision

28100 Markle Ave.
Elkhart, IN 46517
Web Site: www.elkhartserviceandcollision.com
E-mail: jd@elkhartserviceandcollision.com
Contact: J.D. Adams 574-522-9000
Service: J.D. Adams 574-522-9000
Services: 1, 2, 3, 4, 6, 7, 9

Knoxville Coach & RV

14395 Hickory Creek Road
Lenoir City, TN 37771
Web Site: www.knoxcoach.com
Contact: Kevin Daly 865-986-4260
Service: Sharon Glover 865-986-4260
Services: 1, 2, 3, 4, 6, 7, 8, 9, 10

Lazy Days

6130 Lazy Days Blvd
Seffner, FL 33584
Web Site: www.lazydays.com
Contact: Raquel Black 813-246-4999 X 4094
Service: Bill Ticker 813-246-4999 X 4094
Services: 1, 2, 3, 5, 7, 10

2013 SPONSOR SERVICE MEMBERS

Lee Smith, Inc.

2600 8th Avenue
Chattanooga, TN 37407-1156
Web Site: www.lee-smith.com
E-mail: dkissinger@lee-smith.com
Contact: Brad Baird 423-648-6440
Service: Dennis Kissinger 423-648-6404
Services: 1, 2, 3, 4, 6, 7, 8, 10

Master Tech RV

28717 Holiday Place
Elkhart, IN 46517
Web Site: www.mastertechrv.com
E-mail: service@mastertechrv.com
Contact: Tim Klenk 574-522-6224
Service: Jack Harris 574-320-0165
Service: Joe Gillam, Troy Grenier, Dwain Hathaway
Services: 1, 2, 3, 4, 5, 7, 8

National Indoor RV Center

4405 Paxton Lane
Lilburn, GA 30047
E-mail: tsprings@nirvc.com
Service: Todd Springs 770-979-4051
Services: 1, 3, 6

National Indoor RV Center

498 E. Highway 121 Business
Lewisville, TX 75057
Web Site: www.nirvc.com
E-mail: ibriggs@nirvc.com
Contact: Ina Briggs 469-277-1330
Service: Barry Ernest 469-277-1330
Service: Shanon Parks 469-277-1330
Services: 1, 2, 3, 4, 5, 6, 7, 9, 10

Pinnacle RV, LLC

1011 Herman Street
Elkhart, IN 46516
Web Site: www.pinnaclellc.com
E-mail: aspite@yahoo.com
Contact: Andy Spite 574-522-2636
Service: Andy Spite 574-522-2636
Services: 1, 2, 3, 5, 6, 7, 8, 9, 10

(Con't. from p. 15)

That sounds like a real fix. These arms are designed to fail. BTW, Monaco's price was over \$100 through the parts room. Larry, '07 Endeavor

I've been watching this thread since I have the same issue on my '08 Endeavor. I took 2 adjustable wrenches and tightened one on the pivot rivet and the other on the end and put a slight upward bend. That tightened it up, we'll see how long that lasts. Larry, '08 Endeavor

I have repaired several swing arms by first removing it from the coach, place the pivot rivet on an anvil and re-peened the rivet. Do this to all three joints, and it will last for another period of time. Mine lasts for three + years before getting too loose to stay open in the wind again. Ed, '05 Endeavor, Co-Moderator

There are no fault codes on the HDKAG generators.

Eric

I don't think 10 gallons of fuel will be enough to get the tank to 1/4 full so the gen fuel pick-up tube is below the fuel. Sounds like you are still sucking air in with a small amount of fuel. Art, '05 Imperial

Your generator is an Onan 10,000kv generator model **hdkag**. The problem is your circuit board. It's in the control panel mounted in the green box on the firewall.

<http://www.flightsystems.com/p-56-0260-00.html>

Above is the link for the board you need **part # 56-0260-00**. Make sure you tell them its 120 volt board. I have one in mine I replaced back in 2008; and it's still working great.

Did you crack the fuel filter loose to see if it had fuel? When was the last time you changed the fuel filter? When you crank the genny to start, can you see the fuel solenoid on the side of the injection pump pulling the fuel lever on the side of the pump open? You can manually hold that lever open and the engine should run.

Eric, '94 Navigator

(Con't from p. 21)

you may have a bad oil pressure sensor, a bad wiring connection between the circuit board and the sensor, low oil pressure, or a bad circuit board. Critters could have chewed thru some wiring, etc.....These are just ideas. John, '03 Endeavor

I would add some more fuel to the tank to make sure you are above the cut off as Ed suggested. When you starve the generator, they tell you to hold the button in the down/off position for 3-5 minutes and then try to start it. You can hold it down by putting a pencil under the switch. Bob, '08 Ambassador, Co-Moderator

If you have used only the start switch located on the Generator only to prime and start, you might look for an external prime switch. On some earlier models the inside start switch would not perform the prime function. John, '03 Endeavor

Tried priming with start button in genny compartment. Same results. Looks likely only trip will be a trip to the shop. Thanks to all for your help. Jerry, '94 Navigator

Did anyone see where fault codes were posted? I didn't. Are there any fault codes being displayed on the start switch? Ron, '04 Imperial

