

24 Years of Ramblin' and Still Pushin'

RAMBLIN' PUSHERS



CHAPTER 419

Volume 24 Number 3
September, October, & November 2014



CORNER *Roger Stickley #106217*

PRESIDENT'S

Here we are in early August and it's hard to believe that summer will soon be over, and we will be making our plans to head south for the winter. Weather here in Oklahoma has been near perfect and we've only had a couple of days above one hundred degrees which isn't normal.

John Jones is well on his way in forming his team for the 2015 Maintenance Session (MS) and we are also planning our Mid-Year Board meeting and MS Planning Session which will be in mid-January 2015. Please contact John if you'd be willing to help with next year's MS. Also be sure to designate an area you'd be willing to help in when you register for the 2015 MS at the bottom of the Registration Form.

This Newsletter also finds us in the part of the year where we start asking members to volunteer to run for our club's Board of Directors including the Officers. You'll find an article with more details on this on page 28. I urge everyone to consider running for one of these positions as we are always looking for new ideas to keep the Ramblin' Pushers moving forward. With the rich and varied backgrounds of our members it's obvious many of you have a lot you could offer. These nominations are open to anyone who is a member of Ramblin' Pushers.

I hope each member received his/her notification about the opening of the 2015 MS Registrations on July 15th and judging from registrations received to date many of you were watching for the announcement. To date we've received approximately ninety registrations. We opened this registration first to our members on July 15th and then on September 15th we'll open it to non-members including Sister Ships. Be sure to tell your friends who have a Monaco, Beaver, Safari, and Holiday Rambler Diesels who aren't currently a member of our chapter that they are invited. We would love to have them join us in Goshen next May.

Once again I would like to mention the new "Hang Tag" we introduced during the 2014 MS and hope you will reach out with these "Hang Tags" to non-members you encounter in your travels. See the article on page 4, if you need more of these or would like to get some hang tags if you weren't at this year's MS.

You will also see a notice about membership renewal from Paul Englund, Treasurer, on page 30. Please try to send in your membership renewal before the end of the year or even better, include it on your 2015 MS Registration. As always I wish everyone an enjoyable journey wherever your rig takes you and be Safe!



See these Articles Inside:

- 2015 MS, p. 3
- Hang Tags, p. 4
- 2015 MS Volunteering, p. 5
- What You Can Do, pp2-7, 24
- Membership Renewal, p. 30

Roger Stickley

President, Ramblin' Pushers

Email: Chap419.President@gmail.com

Phone: 1-866-208-7411

Please look on the back cover for the Table of Contents.

DETAILS AND CONTACTS

Want to Help the Ramblin' Pushers?

- WHAT:** A member to learn the newsletter
Good volunteer job for those who travel often, or still work and can't always attend the MS
- WHO:** A Ramblin' Pushers member skilled in English and writing, who likes to work with computers.
- WHEN:** *To be arranged*
- HOW:** Call the Publisher, Betsy Brock,
409-658-9357 or
Roger Stickley, 1-866-208-7411
- WHY?** *Help inform members*

Will You Volunteer to Be on the Ballot in the 2015 Ramblin' Pushers Elections?

See nominations and election information on pp 28 – 29.

RAMBLIN' PUSHERS NEWSLETTER

3rd Quarter – September, October, November 2014

Volume 24, Number 3

Publisher & Editor - Betsy Brock

HR86187@aol.com



Purpose

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

Club Mission:

"To Provide Information To Our Members To Help Them Safely and Properly Operate and Maintain Their Respective Holiday Rambler Diesel Motor homes and Enhance Their Ownership Experiences."

The purpose of this Ramblin' Pushers Newsletter is to inform members of methods other members have used to diagnose problems and maintain their Holiday Rambler motor homes, recalls, new products, information about the manufacturer of HR motor homes, 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 motor home.

CONTACT US

Address Changes Dee Stickley, dstickley@wans.net

OR Paul Englund, Chap419.treasurer@gmail.com

Subscription Help dstickley@wans.net

Chap419.treasurer@gmail.com

President Roger Stickley,

Chap419.President@gmail.com

MS Event Coordinator jpscuba@bellsouth.net

Newsletter Editor Betsy Brock, HR86187@aol.com

Suggestions: HR86187@aol.com

Website www.ramblinpushers.org

OFFICERS - 2014—2015

President	Roger Stickley
Vice – President	John Jones
Secretary	Harvey Payne
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2015 MAINTENANCE SESSION (MS)

Mark Your Calendars for May 1 – 6, 2015

The 2015 MS will again be open to all Holiday Rambler, Monaco, Beaver, and Safari Diesel Motorhomes. The registration for:

- **Ramblin' Pushers members opened on July 15, 2014**
- **Non Pusher Members will open on September 15, 2014.**

We are already making plans for 2015. As part of our preparation, we always spend a considerable amount of time reviewing evaluations provided by you, the members. Based on the feedback we received in those evaluations, the 2015 MS will use the same parking process we used at the 2014 MS. That is, attendees' parking areas (**area, not exact space**) will be assigned based on when your registration is postmarked. This includes all volunteers. Another thing to pay close attention to in regard to parking:

If you intend to park with friends:

"To Park together, register and arrive together."

The 2015 Registration Form is now available on the 419 Web-site (www.ramblinpushers.org) and on p. 19 of this newsletter. Look also in the Ramblings future issues as well!

Now that you know you are coming, recruit a friend. All they have to do is own a Holiday Rambler, Monaco, Beaver, or Safari Diesel Motorhome to attend. If they aren't members of Ramblin' Pushers, that's OK; they can still attend as a non-member and see what the MS offers them.. Remember to volunteer – a great way to help out and make new friends!

The 2015 MS volunteer staff is being formed and our intent is to build on our past success and provide each of you the opportunity to come and learn even more about the safe operation and proper maintenance of your diesel coach. We look forward to the 2015 MS with anticipation and the opportunity to be with old friends and to make new friendships. We look forward to seeing you there.

John Jones

Ramblin' Pushers Vice President & 2015 MS Coordinator
Ph. (386) 965-5233 or email at jpscuba@bellsouth.net



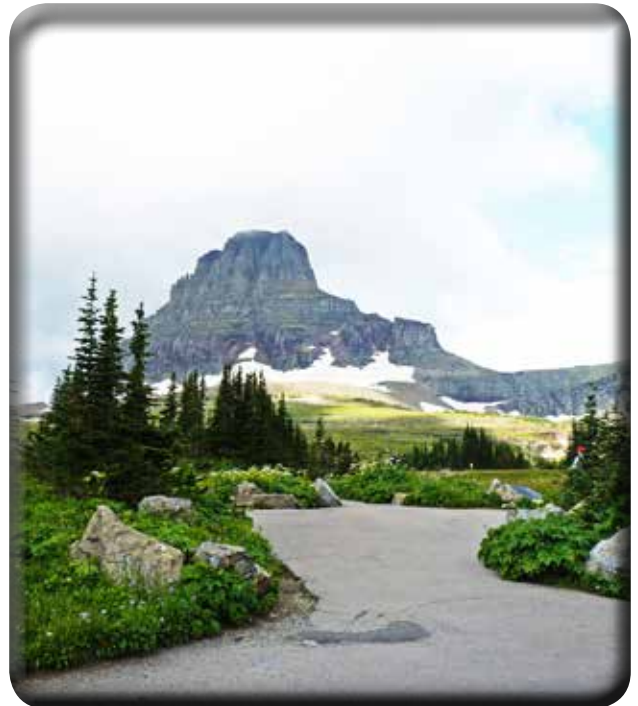
Glacier Nat. Park / Mary's Lake

**2015
Maintenance Session
To Do List**

- **Registration Begins**
- **Send in Registration**
Members - July 15, 2014
Non-Members - Sept 15, 2014
- **Parking**
To be with friends
Register together,
Arrive together,
To park together
- **Volunteering**
Mark the bottom of your
Registration Form with
"His or Her"

Have YOU Registered?

Top of Going to the Sun Road, Glacier Nat. Park



MEMBERSHIP LOSSES

What Members Can Do to Attract New Ramblin' Pushers Members

As discussed in the last Newsletter, the question asked during the "State of The Chapter" presentation during the 2014 MS. There are several things we can do to help improve our numbers as spelled out in this presentation, but one of the newest and most direct is the distribution of the (right) "Door Tag" that is attached to an envelope that has a sheet that explains the benefits of belonging to the Ramblin' Pushers. The envelope also has a membership application enclosed that new found HR diesel motorhome owners can fill out and mail in. The Door Tag along with the enclosed information can then be passed along to these HR diesel owners who aren't currently members as we meet them in our travels. Also if you're in a campground and never have the opportunity to make contact with the owners you can simply leave this colorful door tag and enclosed information hanging on their motorhome door handle.

We should all take / make the opportunity to meet new HR diesel motorhome owners as we travel and this door tag will help us break the ice with owners as we encounter them and give us a chance to make new friends.

I urge anyone who would like to have a supply of these door tags to carry with them in their travels, to contact me, and I'll send you a package of ten. If you've already picked up your initial supply at the 2014 MS but have already exhausted your supply, please contact me and I'll send you another ten!

To get your packet of ten of these door tags just send me an email at chap419.president@gmail.com or call me at 1-866-208-7411.

Roger Stickley
President, Ramblin' Pushers

Hang Tags with Information About Chapter 419

Ramblin' Pushers
Wants you to know we are all about Maintaining and Enjoying your Holiday Rambler Diesel Motor Home

Read the information attached for more details and
—Visit us on the Web—
www.ramblinpushers.org
—Or Call—
1-866-208-7411

Have You Sent in Your 2015 MS Registration?

To park together, send in application together, AND arrive together



*Take a fascinating King Ranch Tour out from Kingsville, TX,
not far from Corpus Christi.*

2015 MAINTENANCE SESSION (MS)

Volunteering

(Or How to Enhance Your MS Experience)

The first opportunity each attendee has to express his / her readiness to volunteer is via the MS Registration Form. At the bottom of the form you will find the following:

Volunteers: Indicate your willingness to help at the Maintenance Session with a "Him", "Her" or "Both" below:

(NO CHECK MARKS PLEASE)

First Aid _____ Engineering _____ Hospitality _____ Parking _____ Seminar Host _____ Tours _____ Evaluations _____ Office _____
Registration _____ Information/Transportation _____ Round Table Moderators _____ Mentors _____ Goody Bags Prep. _____ As Needed _____
Ladies Activities _____ Coach Weigh _____ Propane Sniffing _____ Audio/Visual _____ Outside Greetings _____ Book Exchange _____

As of August 1 we have already received approximately ninety registrations and I am delighted to report that the majority have indicated, with the appropriate designation of him or her, the volunteer opportunities they are interested in. A listing will be compiled for the chairman of each team from these Registration Forms and you will be contacted by that chairman to confirm your responsibilities for the MS.

If you can spare a few hours during the course of the session, sign up to staff the Ladies' Activities or Tours Tables or help out in the Pushers Office for an hour or two. If being cooped up inside isn't your thing, volunteer for Information/Transportation and drive a golf cart to help attendees get around the fairgrounds. We're always looking for experienced RVers to Mentor some of the newer members.

Remember, it's the volunteers who make the MS, an event to remember, and we're counting on you to help us make this the best one ever.

RIGHT (Photo of Courthouse)

Adams County Courthouse, Decatur, IN, near the ARG Service Center. One afternoon, a Farmer's Market was across the street with fresh produce.



DEALER / SERVICE SPONSORS

On behalf of our Ramblin' Pushers members, I would like to personally thank each Sponsor for their participation during our 2013 MS at Goshen, In. These sponsor dealers are listed on pages 28 to 31 in this current newsletter.

Take a minute to review their names and locations. If you are in their area and require repairs or service they may be able to help you with your needs.

Or, you might just drop in on them to say hello and thank them for their continued support of our MS.

We are all looking forward to the "New Year" for Holiday Rambler since ARG has promised us New Products, and continued support for the 2015 MS.

Safe travels, see you at Goshen in 2015.

Dempsey Brooks - #/R 85414

Dealer/Service Coordinator

SEE WHAT YOU CAN DO, PP. 2 - 7, 24!

Residential Frig – Old Outside Vent

I insulated and covered the openings. They are no longer needed. Modern residential refrigerators don't need the venting. The Norcolts are like a furnace, they need combustion air and a chimney. The new refrigerators are designed to fit next to the back wall. The air for the condenser coil is discharged out the bottom and on the Samsung 197. It is supplied from the back. When I installed my 197, I used 2, 1x6 boards that the wheels (rollers) could roll on, supported where the refrigerator would sit, as that is where the weight is. I had to put a piece of sheet metal between the board and furnace to help keep the furnace heat off the board. Without a plywood floor,

I now can discharge the condenser air down toward the furnace and into the 9" space below the frig and out the furnace louver. I would suggest putting an air filter over the condenser air intake to keep dust out and keep the condenser coil clean.

Gary, '05 Ambassador

Your collective advice gave me the confidence to tackle this job on my own. I am happy to report that the Samsung 197 is now installed and running. I just had to remove the 6 inch panel running above the old No Cold and then everything fit perfectly.

Bob and LD's writeup warned all to check the clearance when opening the 197's doors to avoid interference with ceiling light fixtures. I forgot to do this and ended up having to rotate the ceiling light fixture 90 degrees to eliminate the interference.
Art 06 Neptune 37PBD

I removed the florescent ceiling light & covered the hole with a piece of white translucent plastic. Installed LED strip lights inside and a new smaller switch.

Gerald

'07 Ambassador Electrical Problem

I overloaded the 110 electrical outlets in my '07 Ambassador and popped the breaker. The book says that there is a secondary breaker box that controls the outlets, microwave etc but I can't find where it is located. Nothing noted on the large 110 breaker panel in the bedroom closet. BTW all GFI outlets appear ok, fridge works on ac, microwave works. Power management system reads ok.

Jon, '07 Ambassador

Check the breakers on the inverter and the generator. One of them is probably popped.
Bob, '08 Ambassador, Co-moderator

Look on side of the inverter. Mine has two pins that are breaker resets for the micro and some plugs
Dave, '08 Neptune

I am going to assume you are on shore power? After checking the inverter and other suggested areas pull the cover off the transfer switch and look for burned wiring, loose connections, and use a test meter if you have those skills. Be sure to be careful not to light yourself up.

A transfer switch may fail but only stop power to half the outlets. The transfer switch connections vibrate loose over time (is what causes majority of them to fail) and should be checked annually as part of a PM routine..
LD, 01 END 05 EXEC

On our '07 Ambassador, on 30 Amp shore power with the preheater breaker on, not all of our outlets work. I shut off the breaker and everything worked. Must have something to do with the Inverter or Power Management System. I also pulled the preheater plug out of the outlet in the electrical bay and use the 20 amp outlet on the power pole if I need it.

Kenny, '07 Ambassador

The former suggestions worked like a champ. There are 3 breakers on the inverter (cb1, 2 & 3) 2 20amp & 1 30amp. Just what my wiring diagram indicated but it didn't give a location and evidently not to many mechanics are aware of them. This 419 group is tremendous and makes the small amount of dues we have to pay very much worth it.

Jon, '07 Ambassador

ATC & ABS Alarms

I am receiving ATC & ABS alarm lamps while driving. They are not concurrent. Who is the best type of repair shop to diagnose and repair a trouble like this? I am not qualified to tackle something like this myself.

Doug & Joanie, '03 Scepter

What I did was take a pressure washer to all of the wheels, not the front but the undercarriage side. I cleaned them very thoroughly and the problems went away. Dirty sensors??? Another issue could be heat, if the sensor gets unusually hot, they will show up on the lamps.
Dennis, '02 Scepter

Another possibility: On my '03 Imperial, false ABS light was caused by the push button test switch that is on the ABS board located in the electrical bay under the driver's side window. Spray some contact cleaner or anti-corrosion liquid on the switch and press the switch about 15 times.

Wendell, '03 Imperial

The only thing I would add is to turn on the ignition when you push the reset button the 15 times. I don't know why it takes 15 but that is it.

Larry, '05 Endeavor, Co-Moderator

Thanks for the "ignition on" reminder. The anti-corrosion product is not really necessary except that it prolongs the time before the "15 pushes" are necessary again.

Wendell, '03 Imperial

RECAP OF THE 2014 MS

For the most part, contact cleaner is nothing more than isopropyl alcohol in a can of compressed gas. Using isopropyl alcohol and a Q-tip will give you the same results.

Unknown

Minutes: Neptune, Vacationer, Trip Roundtable / 2014 MS

May 5, 2014

Moderator: Adam Haybach, Scribe: Jim West

27 members in attendance

There were 2 Vacationer owners, 1 Trip and the remainder were 4-bag suspension Neptunes. The meeting was brought to order at 7pm by the moderator.

Each of the items discussed at the 2013 roundtable were reviewed. The most important items to be addressed by the owners were (1) IOTA transfer switch recall; (2) Trailing arm cracking problem and the need to replace suspect arms; (3) Checking for dirt/debris blocking air flow in rear radiator and intercooler; (4) Cummins Power Club benefits.

New topics discussed were:

- Door stop bar problems and replacement options
- Coolant hose from reservoir to engine possibly made of incorrect material and leaking
- A maintenance spreadsheet designed by the moderator was shared with the members
- Right angle zerk fitting change out was discussed that can be used to better the lower grease fitting on the on the steering column (interior behind the plastic steering column shroud).
- Trombetta getting hot on a Neptune
- BIRD relay failed on an '08 Neptune-welded itself together-needs to be replaced with one that has silver contacts
- Some owners have converted greased front steer spindle bearings with an oil bath system (has sight glass showing oil level) requiring minimal service vs greased bearings that have to be serviced every 30K milers "per the book"
- TV and surround sound systems issues...no consistency between model years
- '09 Vacationer cockpit chairs peeling due to bad fabric provided by Monaco to Flexsteel
- Various engine and brake lights and their meaning

The meeting concluded at approximately 8:45 pm

What Ramblin' Pushers Members Can Do To Help Build Our Numbers

Help get Hang Tags out to HR Diesel owner you encounter in your travels – help them become aware of Chapter 419.

Talk Up Ramblin Pushers to fellow HR travelers who aren't currently members and ask them to attend our yearly MS even if they don't join!!!

Push hard on your HRRVC State Managers and Regional Directors for the changes we suggested

- 1. Dues reduction from the current \$50,*
- 2. Adding a National Board of Directors position for Special Interest Chapters,*
- 3. Stop all compensation for HRRVC Board,*
- 4. Restructure the Ramblings magazine to offer more useful information,*
- 5. Change point system for holding state and national positions*

Want to Read The Newsletter

In Beautiful Color?

**Just log into the
Ramblin' Pushers
Web Site:**

www.ramblinpushers.org

**Look for the
"Current Newsletter" Link
Read or Download the PDF Copy
Good on iPhone, Android,
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Take the Newsletter
With You.**

MAINTENANCE

Dometic Refrigerators (ABSORPTION REFRIGERATORS)

- UNRESTRICTED VENTILATION** inside and outside .. **CRITICAL!**
- Typical Double Door Install
- Power and Operating Specifications
- Temperature Loss Facts

Every minute that your refrigerator door is kept open with an 80 degree ambient temperature

- Food Storage
 - Start refrigerator at least 24 hours before loading food.
 - Load with pre-cooled foods
 - No hot foods or liquids.
 - Do not block shelves as cold air must circulate to prevent warm/cold spots
- Customer Care

Cleaning

- Always keep the refrigerator clean. Cleaning the refrigerator is usually done after it is defrosted or put into storage.
- Use lukewarm weak soda solution to clean the interior liner of the refrigerator.
- Use warm water only to clean the finned evaporator, gasket, ice tray and shelves.
- Do not spray liquids near electrical outlets, connections or the refrigerator components.
- Never use strong chemicals or abrasives to clean these parts, as the protective surfaces will be damaged.**
- To keep the refrigerator operating efficiently and safely, periodic inspection and cleaning of several components once or twice a year is recommended:
- Check the lower vent, upper vent and area between these openings for any obstructions such as bird/insect nests, spider webs, etc.
- Make sure the refrigerator area is free from combustible material, gasoline and other flammable vapors or liquids.
- Clean the coils on the back of the refrigerator. Use a soft bristled brush to dust off the coils.

Defrosting

- Shut off the refrigerator by pressing the main power ON/OFF button (OFF position).
- Empty the refrigerator.
- Leave the cabinet and freezer doors open and place the drip tray under the finned evaporator.
- Defrosting time can be reduced by filling the ice trays with hot water and placing them in the freezer compartment.
- Do not use:**
- A knife or an ice pick, or other sharp tools to remove frost from the freezer shelves. It can create a leak in the ammonia system.**
- A hot air blower. Permanent damage could result from warping the metal or plastic parts.**
- When all the frost has melted, dry the interior with a clean cloth.
- Turn the refrigerator back on.
- Food Storage
- Periodic Maintenance
- Periodic Maintenance

Checking the control system:

- Check the control system by connecting/disconnecting the 120V AC power, starting/stopping the engine, etc.

Checking the connections:

- Check all connections in the LP gas system (at the back of the refrigerator) for gas leaks. The LP gas supply must be turned on.
- Apply a non-corrosive bubble solution to all LP gas connections. The appearance of bubbles indicates a leak and should be repaired *immediately!*

Checking the LP gas pressure:

- The LP gas pressure should be checked and the main regulator readjusted if pressure is incorrect. The correct operating pressure is 11 inches of water column. Measure the LP gas pressure at the test port, just ahead of the burner jet.

Cleaning the flue baffle and burner:

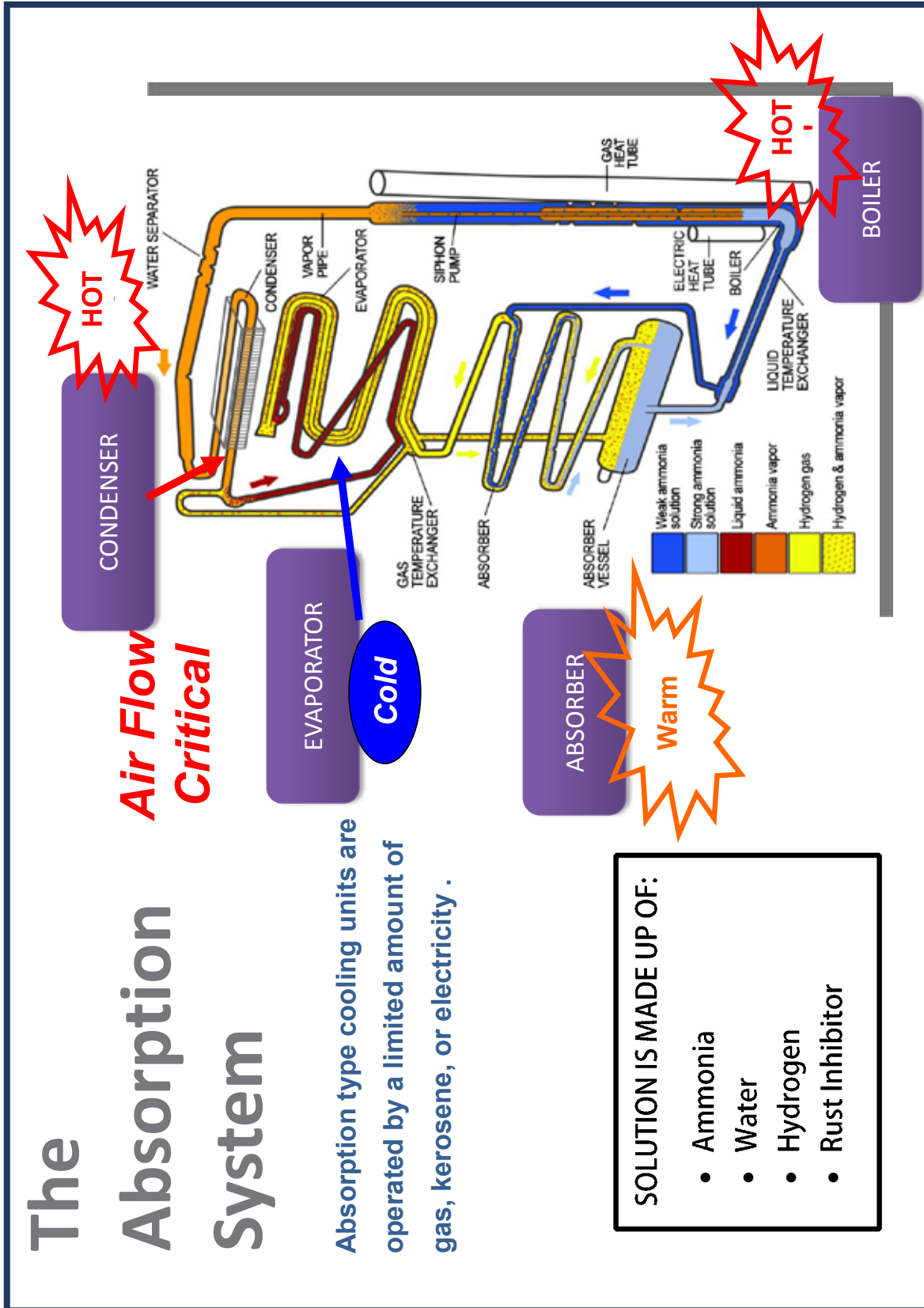
- Inspect the flue baffle. It should be reasonably clean and free of soot. Heavy soot formation indicates improper functioning of the burner.

To clean the flue and burner, follow these steps:

- Turn off the refrigerator.
- Unplug the power cord from the 120V AC outlet.
- Disconnect the wires or shut off the 12V DC power supply to the refrigerator.
- Turn off the manual shut off valve.
- Remove cover from burner housing. Remove the burner mounting screws and then, the burner assembly.
- Remove the wire and flue baffle from the top of the flue tube.
- Using a flue brush, clean the flue from the top. Blowing compressed air into the flue will *not* properly clean soot and scale out of the flue tube.
- Put back the flue baffle.
- Clean the burner tube with a brush. Blow out the burner with compressed air.
- Remove burner jet, but first, clean burner area of soot and scale that fell out of flue tube.
- Remove the burner jet.
- Soak the jet in wood alcohol and blow it out with compressed air.
- Reinstall and tighten the burner jet.
- Reinstall the burner. Ensure the end of the burner fits into the slot on the burner bracket.
- Verify that the slots are centered under the flue tube and the thermocouple is positioned properly (tip of thermocouple extends over two slots of burner).
- ~~Check~~ Check the electrode for proper location and gap.
- Turn on the manual gas shut off valve.

MAINTENANCE

- Examine all fittings for leaks. (Use a commercial non-corrosive bubble solution.)
 - Connect the 120V power cord. Reconnect/turn on the 12V DC power.
- Check the LP gas safety shut off.



Important Coach Numbers

There seems to always be a question on key ID numbers for your coach. This is long but hopefully will help some of you find this information.

There have been a lot of questions recently about where to find all these numbers. This article is intended to help you find and record these numbers.

There are three primary places to find the important numbers for your coach. *(See right column)* Normally there are two information stickers inside the coach. One by the driver's seat with added information about tire pressures and another mounted on a door panel in the bedroom, kitchen or bathroom. The third is a data sheet that may come with your coach or can be obtained from Holiday Rambler/Monaco Customer Services at 877.466.6226. The data sheet contains all of the numbers below and also the model and serial number of many appliances and accessories on your coach.

If you have had work done by Cummins, they will usually record your engine serial number on the paperwork.

For the MaxxFace engines the ESN is located on the emissions sticker on top of the valve cover and also stamped in the right side of the crankcase just above the oil filter header. Note: to get service on your MaxxFace engine they only ask for the VIN#.

Adding Counters

I am new to RVing. I have a '07, 40 foot Ambassador PLQ. I want to add counters to the bedroom rear lounge walls. What is the wall construction? Metal studs, 16 Inch centers? Any tips on fasteners?.

Hank, '07 Ambassador

I suggest you call Monaco tech support. They gave me the schematic for my front cap when I wanted to do something up in that area.
Bob, '08 Ambassador, Co-moderator

I believe the studs are all aluminum until you reach the Imperial and Navigator class at which time they are steel. Using a standard stud finder may prove difficult.

LD, '01 END '05 EXEC

VIN – the Vehicle Identification Number (17 characters) uniquely identifies your motorhome and is required for state registration purposes. The VIN is located on both information stickers and the data sheet. It is also listed on your RV Registration Certificate. In some cases the VIN is also referred to as the Federal ID Number. This number is assigned by the Department of Transportation.

USN – the Unit Serial Number (21 digits) is a number assigned by Monaco/Holiday Rambler when the motorhome is assembled. The USN can also be found on both information stickers and the data sheet.

COACH NUMBER – the Coach Number (6 digits) uniquely identifies the motorhome to Monaco/Holiday Rambler. The Coach Number is always the last six digits of the above USN (Unit Serial Number). This number may also be found on the small BLUE metal plate mounted outside to the left of your entry door on newer coaches. The Coach Number is stamped into this plate. It is not the brown RVIA plate that is on all coaches. It can be a useful number when scheduling service, ordering parts or calling for technical support.

ESN – the Engine Serial Number (8 digits) identifies the engine built by manufacturer (ie. Cummins, Detroit Diesel, etc.). The ESN is located on the data sheet or physically on the engine. The data plate containing the ESN is located in a different position on different engines. Here are some general guidelines for various Cummins engine models (ESN is on the dataplate in the location specified):

- ISM – located on the fuel pump side of the engine, on the rocker housing
- ISX – located on top of the rocker lever cover
- ISB – located on the engine rocker cover or on the side of the gear housing
- ISC & ISL – located on top side of the gear housing



Eclipse Awnings on '06 to '09 Coaches

Carefree will inspect the Eclipse Awning for '06 to '09 coaches to determine if motor needs replacing. It appears that this inspection / motor replacement service will end at the end of 2014. If you have an affected awning, please consider getting yours inspected. The problem is that the awning may come unfurled while driving down the road creating a dangerous condition.

Bob, '08 Ambassador, Co-Moderator

Does the black cap on the end of the shaft have to be removed to locate the number? My awning fell to the complete open position as I was bringing it in for the evening. Fortunately, we were not on the road when it happened? A technician was able to get it rolled up manually for us and I have taken pictures but, not sure what number folks are talking about.

Dale, '07 Ambassador

Dale notified me that he has received a replacement motor from Carefree after contacting Traci. I am only posting this as a reminder for those of you that haven't had yours checked; you should do so before the end of the year. My conversations with them leads me to believe that their no hassle replacement program will come to an end in December. For new folks, this issue affects coaches with an Eclipse awning (the motorized patio awning) on coaches from early 2006 to late 2009. The motor shaft design was different before and after. If you have the design during this period, your awning may deploy on its own going down the road. Not fun and could be very dangerous!! Please take a look at the info in our files section. There is a better description of the problem and who to contact in there.

Bob, '08 Ambassador, Co-moderator

I have an '06 Neptune with the Eclipse patio power awning. What am I looking for to determine if I have one of the motors you reference? Also how do I locate the files section of our forum?

Al, '06 Neptune

You can access the files at the following :url

https://groups.yahoo.com/neo/groups/ramblin_pushers/files.

Go to the Carefree folder and you will find a description of the issue and who to contact. I will send you a picture offline since Yahoo doesn't let us send attachments. Stan was kind enough to send me one of his worn end cap after his deployed going down the road. You can also have it inspected for free at any Carefree service

center to see if you have the issue. Basically, if you can grab the roller and rotate it, the end cap is probably worn.

Bob, '08 Ambassador, Co-Moderator

Thanks so much for riding herd on this important awning issue. Because of your help to me, I was able to take my unit apart, send pictures of the awning roller cap and the gear shaft to Carefree after consulting with Traci and I did not locate or send a serial number of the awning roller. They send me the new motor with gear box with new shaft design and the newly designed end cap that attaches to the roller and becomes the "driven part" of the unit. They would not cover replacement of my torn awning saying, that, at 6 years old it was beyond its useful life so I ordered a new canvas from Carefree and found it surprisingly easy to install. I did rent a scaffold so I could walk along the rail on the coach while doing the install so I didn't have to go up and down and move ladders. I'm a happy camper thanks to Traci and especially Bob Wolnewitz

Stan, '08 Ambassador

I have an Eclipse that will not function....however the motor is OK because I am able to attach the motor terminals to the chassis battery and it works fine. I am thinking the plug on the exterior is not getting the proper voltage. Does anyone know which pins should have 12 volts and which are grounded. Any suggestions on how I could solve the problem.

Jack, Vacationer – '05

There is a service manual in the files section. There are tests for various models and troubleshooting for what the awning will and won't do. It has wiring diagrams as well.

Bob, '08 Ambassador, Co-Moderator

You guys have piqued my curiosity. I, like Dale, have an '07 Ambassador and now I am concerned. I read through the Carefree files. Can someone tell me what to look for and how I remove whatever to see if my motor is one that needs replacing. I have to figure if Dale has had issues I may be in store for some unwanted excitement and stress

Joe, '07 Ambassador

The easiest course of action may be to have a Carefree Service Center inspect it. You probably do have a suspect awning.

Bob, '08 Ambassador, Co-Moderator

U- Joints

I would like to know just why our vintage year coaches are not holding grease well. Is it the U-Joint model ?? is it the ride height/drive line angle ? Regardless, It is a real headache having to continually grease them. I am curious to know if others are having this problem with coaches past the 06 model year ?

My son goes over the brakes and makes adjustments as needed. While under there he went over the new U-Joints and slip shaft and said " Those are not the standard U-joints like Monaco uses. Those things are rock solid and very robust. They are much thicker and bigger than the Monaco part." I remember the mechanic saying that they could not get the standard Dana/Spicer u-joints and used ones for an International truck which were a perfect fit.

I climbed under there and looked and my son was right these things are huge and very well made. I am going to be keeping an eye on them and see if the new u-joints are better at holding grease. I will report back on that here as to what I find. In the meantime I cannot suggest enough just how important it is for those of you with RR8R chassis', especially if it is an '04/'05 or '06 coach to keep track of your U-Joints. I will also let all of you know what Josams has to say about the ride height and drive line angle and if it changed during these years.

The part number is an International Truck number I believe. It crosses back to the Dana/Spicer for our coach. The U-Joints that they used were a perfect fit just more robust assembly and a better end cap/bolt locking setup. I do not know if Monaco changed their U-joint system in 2006 or later years. I was under the impression that the RR8R was standard without changes for 2004, 05 and 06 but I am not sure. I seem to remember that I read somewhere that they made a change in the drive line setup in later years, namely the U-Joints, but I am not sure. I should note that after inspection and about 1,500 miles later they held the grease and did not take/need anymore. I am a happy camper. □

BTW, I forgot to add if anyone is in the Corbin Kentucky area and needs new U-Joints I highly recommend Bluegrass International just off I-75. very honest, very accommodating and very fairly priced. Our mechanic was Dean. Ask that he does the work. Just under \$ 300 for both U-Joints and I suggest you have them both changed rather than just one.

Chris, '05 Ambassador

I just did my u-joints after 3300 miles. Between the slip joint and the u-joints, it took over 3/4 of a cartridge

and one bandage for my head. That is a lot of grease in my opinion. A side affect of the u-joints not holding grease is the mess it makes to the undercarriage. Every time I get under the coach to grease the u-joints and slack adjusters, I ruin a pair of pants and a t-shirt. I can't maneuver under there on a creeper so I just crawl around. Any do it yourselves find a better way without ruining clothes?

Robert, '05 Ambassador

You might try keeping an "outfit" just for the purpose of greasing the undercarriage of the coach (it keeps my DW happier). I am lucky in that my driveway slopes downward from the overhead door to the street and by pulling out until the rear wheels are at the doorway, the tail end of the coach is plenty high off the floor. Also, by just pulling forward until the front tires are at the doorway, I can easily get under the front of the coach.

3/4 to a full tube of grease is not the least bit unusual for the drive shaft and all other joints combined. As for all the sling mess you referred to, one can use paper towels or such and remove all the expelled grease after filling the joints. This will not stop the slinging completely as the grease is forced out of the slip yoke as the drive line angle changes with road changes.

Ed, '05 Endeavor Co-Moderator

I too ruined a perfectly good shirt and pants crawling around under mine to do same, I have I believe 27 grease points. Guess we have to live with it and the feeling of accomplishment.

Dennis, '07 Scepter

I carry an old pair of jeans and shirt in the basement for crawling under. My problem is getting the grease down the spline. My finger isn't strong enough to hold it. Agree it makes a mess, but I am the only one that sees it and just when I crawl under in the old clothes.

Larry, '05 Endeavor, Co-Moderator

You can crawl under w/out shirt.

Joe

Buy a set of painters coveralls.

Larry

Get two sides of a refrigerator box as a stationary creeper. When no longer serviceable get another. Price is right. Claus, '97 Endeavor LE 3126 Cat

You don't need to cover the vent hole until the grease starts coming out. I made a vent hole cover out of a piece of wood that I can leverage over the hole to cover it. Someday I will put a piece of rubber on the wood for a better seal.

Gary, '05 Ambassador

. There are a couple of things that have a significant impact on U-joint life.

(Con't. on page 13)

(Con't. from p. 12)

One is the alignment of the drive shaft to the transmission which is effected by the ride height adjustment and mounting angle of the engine, transmission and drive axle. Another is the HP vs U-joint capacity this may have been forgotten over the years as Monaco increased the HP of engines, Cummins increased turbo response for better acceleration, etc. Also if the unit is sitting for a significant length of time the spline probably gets stiff and doesn't slide as it should. This can put additional load on the U-joint by adding axial loads. Larry, '05 Endeavor, Co-Moderator

I agree...let me start, mine came with the ISL at 400 and 1160 torque. This may not matter. I had the engine reflashed to 450 HP and just over 1200 torque. I have never had a problem with U-joints and when I greased this past week when the conversation started everything looked perfect. Dennis, '07 Scepter

I have never had a problem, 104,000 m. It just seems that it takes a lot of grease in a short period of time. I accept that fact and compensate for it by greasing in a shorter time frame. A problem is what I am trying to avoid. Gary, '05 Ambassador

Chris' u-joints are International (Navistar) u-joints. He said that they are much bigger than the Dana-Spicer. I would like to upgrade when it is time.

Driver's Side Headlights Don't Work

Both the high and low head lights do not work on the driver's side of the vehicle. Both of the 15v mini fuses in the front distribution box were ok. I have not checked the low and high beam relays yet since I am not sure how to identify them. I have removed both bulbs and from the naked eye appear to be ok. Since the passenger side head lights work ok is there something else that could be the problem? Would appreciate any input from the group.

Jim, '08 Endeavor

If you have a volt meter you might check to see if you are getting 12 volts at the socket contacts. If you are, then check to see (with the light circuit turned off) if there is continuity to ground from the other contacts to ground. One of them should go to ground with about zero ohms. A poor ground can keep lights in one area from working. Larry, '05 Endeavor, Co-Moderator

New Refrigerator - Help

Disconnecting LP Line

I have a '98 Endeavor 37WDS. However, I can't find where to disconnect and cap the LP line so I can remove the No Cold. Opened all side wall hatches and saw nothing underneath at tank that looked like a manifold for the soft copper lines. Any help, pictures, schematics will be appreciated.

Hugh, '98 Endeavor

You should be able to see it from the outside frig access. That will allow you to disconnect it. You can cut and cap it once you get the Norcold out.

Bob, '08 Ambassador, Co-moderator

I see that as an option which will work. However, I would prefer to remove from its manifold if possible.

Hugh, '98 Endeavor

I don't know that there is easy access to that point since it splits from the tank to other areas like the hot water heater, furnaces and stove. On mine, they cut it at the coach floor and capped it there after they go the Norcold out. It is below the frig floor behind the furnace that is under the frig. Nothing should bother it there since there is nothing moving around there.

Bob, '08 Ambassador, Co-moderator

Look for where it attaches to the fridge and cap it there.

Gerald

After I removed the floor under the NoCold I was able to disconnect the copper tubing and cap the propane line at the tee.

Art, '06 Neptune

I wouldn't cap the copper line, not a stable location. There has to be an iron pipe connection nearby. You want a stable cap or plug connection to prevent a vibration caused leak. Be sure to use the yellow Teflon tape on the iron connections.

Gary, '05 Ambassador

**Find - It - Now
Parts Warehouse**

<https://rvparts.argrv.com>

Need parts for your coach? Get OEM parts here.

(See p. 26 for more info)

Problems With New Dometic Heat Pumps & Wall Control

Are the problems with the a/c's and 5 vs 11 button controls limited to the three AC coach's? I have a two AC coach and replaced the front AC at the MS along with the conversion board and am still using the 5 button control with no problems in either the new front or OEM rear AC. Just wondering if I am no borrowed time or what? I saved the new board that came with the new front AC in anticipation of having to replace the rear sometime in the future.

Dave, '06 Windsor

I have three AC units and changed out the front unit and put the conversion board in. All three of my units operate off of one 5 button Duo-Therm Control unit without any problems. I do all my own work on my coach (and many friends coaches).

Art, '05 Imperial

I am just out of service. My story goes back 6 weeks 3 states 3 shops and around \$900 that Dometic would not pay under their warranty. One air was 2 weeks old when it failed. I will write the details later as time permits.

Art, if you replace either of the 2 backs with the new style dometic air use the new style board and go to the 10 key control, in your coach the wire connecting 2 and 3 is already there.

The problem is the hit and miss on the **control boards from Dometic**. I had one fail 2 weeks after install. Dometic Warranty! What a joke! I am out over \$900 on labor Dometic would not cover under their warranty. I am preparing the law suit and I may file it as a class as I gather more information.

Two of the 3 a/c's burned up with the conversion boards in them. Back air had 3 different boards in it in 11 months. Cost of going 10 key, which they are designed for, is usually a trade off vs. purchasing the conversion boards at \$100 each and swapping out the "designed for it" boards. After I gather my thoughts and facts I will post more insight for the group. art, "all three a/c's"? Are you saying you have ALL 3 a/c's hooked to a single two zone 5 button thermostat?

LD, '05 Executive

I have heard about others with problems with the conversion boards, but not as bad as your experience. Sorry to hear about the problem. Yes, all three of my AC/Heat Pumps are on one Duo-Therm 5 button control. All the '05 Imperials with 3 air units are like mine. I am sure that all the 3 air coaches Imperial/Dynasty and below are the same in my experience. For some reason the Executives split the control of the AC units to 2 Duo-Therm units, don't know why. Many (not all) Navigator's that I have looked at also only use the one Duo-Therm unit. I have worked on Dynasty's that have 3 AC units on the one control and 4 heat zones (Aqua-hot) on the same unit.

The 5 button Duo-Therm control can handle up to 5 Zones without any problem. All the temperature thermostats are individual and daisy chained to the Zone 1 AC unit and then to the display on the Duo-Therm control unit.

Art, '05 Imperial

If any member ever has a need to change top a/c's, or you already have.....you might wish to read this. The new style Dometic a/c's will not work on your current 5 button thermostat unless you "pull out" and replace the logic board in the new air with a conversion board. If you do be sure to save the original board that came with the air.....later you might need it! WHY?

Art thanks for the below info, that was helpful regarding the daisy chain wiring and how it differs from coach models. Members with 2 replacement a/c's that have been retrofitted to work on the old 5 button thermostat (via a conversion board) might check the amperage draw BEFORE the 2 year warranty expires..... BUT WHY?

After 6 weeks of pure hell and over \$1000 in out of pocket expense on a/c's that were STILL UNDER Dometic warranty I view it as the follows. Have you ever heard of, or tried running a software program developed for a windows 7 system on an XP system by using a conversion (patched) program? At times it might appear to be working but actually it just does not work.

I had a total of 5 Dometic conversion boards in 11 months; 4 of the 5 failed and NO it had nothing to do with the install. One failed right out of the box, one lasted 2 weeks, with the last 2 (replacing the failed previous 2) we suffered with this for over a month until the entire top a/c's (both less than a year old) were replaced and I moved to a 10 button thermostat for which they were designed.

WHAT DID THEY DO? As they failed they would kick on the compressor but not the fan. Also at times when auto transferring to 'high a/c' (based on hot temperatures) the compressor would stay engaged but the fan would kick completely off as opposed to moving to 'high' to further cool and protect the top a/c. Sometimes they would heat up, kick off to save themselves, and then release the head pressure with a Hisss. At other times they would trip the 20 amp house breaker. Even when operating there was a distinct electrical HuMMMM, presence like a heavy amperage draw.

Eventually the air in the bedroom continually tripped it's house breaker this lasted for 2 weeks and unfortunately was in 95 to 102 degree heat in FL. and TX. The Co-Pilot was in tears.

It appears to me (just my thought) the conversion boards may work OK until you have extreme heat, then

the cycling problems shows up. I also think they might just sneak by the 2 year warranty before they fail. I base this just on my experience, not science.

Results: the conversion boards destroyed 2 airs by running the compressor without the fan to many times in their cycling. This all started in July when one air was 14 days old, the other about 9 months old - both under Dometic warranty.

It took two shops in two states before Dometic finally replaced both airs and authorized a 10 button thermostat to be wired in. Under the Dometic SO CALLED 2 year warranty, for parts and labor, they failed to cover \$350. at one shop and \$660 at another so I am out \$1010. Both shops did not even want to work on them based on the way Dometic pays them, so you must cover time that exceeds Dometic's flat rates and pay for all diagnostics. Dometic requires diagnostics of the problem by a certified tech. However, Dometic will not pay for the Diagnostic's that Dometic requires?! !!

Yes, Dometic and I will eventually be meeting in a neutral forum in front of a group of our peers to determine exactly what the words on their warranty (contract) say!

One large and extremely well respected shop in Texas has had so many problems with conversion boards when mounting a new air for a customer they all but refuse to use them. In the past two years of over a hundred airs they have replaced they have used a total of just 3 conversion boards.

If requested I will give more of a technical insight as best I can when we reach our final destination and maybe Art and Jack can translate it. It all has to do with what type communication lines you currently have in your coach, some 6 wire already in place, some not, some in a daisy chain some not. The amount of new wire you need pulled to use the 10 button thermostat that the new style airs was designed for.... some units it is quite easy to pull, others not so much. There are multiple variables and it appears not even Dometic is studying them. So the safest bet is go 10 button.

Many times the cost to go 10 button (as the system was designed for) is an exact cost trade off. The conversion boards cost around \$100. each so \$200 for a 2 air system \$300 for 3 airs. Normally any new wire pull cost (if needed at all) about the same so it all just depends.

It might be an option if you have two airs and as you replace each just enslave each to it's own 10 button Therm. Then you would have 2 thermostat controls, as you do now, but they would be designed for the respective air they control. Jack/Art would this work technically?

In the meantime, anyone using a conversion board should check the AMP draw on the top air to see if you are still in spec. I think you might be surprised! If so handle it while still under warranty but be prepared to come out of

pocket also even if it is just days old.

LD, '01 END '05 EXEC

PS. The install of the airs was correct as determined by all parties.

Looks like they are trying to replace Norcold as a least desired part of an RV. Also, having the customer take the place of quality assurance and proper engineering for board and product testing.

Ed, '99 Endeavor

LED Conversion for Microwave Light

My coach came with a Sharp Microwave model R-1850A that has two 40 watt incandescent clear bulbs underneath to light up the cook-top. In the past I was replacing these bulbs at least 2 times and in some cases 3 times every year due to the number of hours the bulbs are used. On average these bulbs were between \$4-\$5 each.

They do not make a standard LED replacement for the Appliance/Microwave 40 Watt Bulb so I decided to try a different path. I first bought two base adapters which go from an E12 base to an E17 base.

Then I went to Lowe's and purchased two Chandelier 40 Watt Warm White Clear LED bulbs. E12 Base to E17 Base Socket Adapter | Empty Bases & Sockets | Installation Supplies | Installation/Power Supplies/Misc | Super Bright LEDs. Shop Utilitech 4.8-Watt (40W Equivalent) Candelabra Base (E-12) Base Warm White Dimmable Decorative LED Light Bulb at Lowes.com

I screwed the Chandelier bulb into the adapter and then screwed the combo package into the microwave socket. The first one was easy to install but the second one required some patience to get it in because of the amount of room left. There was just enough room to squeeze it in. These are much longer and fatter than the normal incandescent bulbs especially with the adapter.

I am very pleased with the results and hopefully will not need to replace them again. The lifespan of these LED bulbs are 25,000 hours.

Richard

Would these work?

http://www.amazon.com/Dimmable-LED-Candle-Light-Replacement/dp/B00ATZR6PS/ref=pd_sim_sbs_hi_6

Les Stallings

They should work find also. Those would probably fit a little easier because they don't have that squiggly thin tip on the end. I put in the clear glass bulbs versus the frosted glass. Not sure if it would make any difference as long as the lumens is the same.

Richard

MAINTENANCE

HR Chassis Designations '02 to '05

I believe that the RR8R was used on the Ambassador, Endeavor and Scepter in '05 and the preceding years. In '04 the Ambassador was on the RR4R.

In '05 the Ambassador was upgraded to the RR8R chassis. The Neptune remained on the RR4R. The Endeavor and Ambassador became very close to one another in '05. Both had an Cummins ISC engine and both were on the RR8R. They re-chipped the ISC though on the Endeavor and HR marketed it as a 350 hp engine, thus separating it from Ambassador the Ambassador. There were also interior upgrades on the Endeavor which separated the two further but for all practical purposes the Ambassador and Endeavor were close.

The Navigator, Executive, Imperial, and other upper end Monaco brand coaches all had the RR10R. The number designation is directly related to the number of air bags on the chassis. All Monaco brands used the RR4R, RR8R and RR10R. I should point out this is why I purchased my HR because it was the only coach at the time with 8 air bags and also the only chassis with outboard placement of these air bags. This is what separated the Roadmaster from all the others.

You had to go to a Newell, Foretravel or Country Coach chassis in order to get the outboard bag placement. This outboard placement is what lends so much stability to our coaches while in turns and during quick maneuvers. The Roadmaster has always been the Porsche chassis among the motorhome industry. I will say though that you do sacrifice a little ride comfort with our set up.

The Spartan K-2 and 3 chassis are probably the best going for ride comfort. They will not corner as well as a Roadmaster but they produce a much softer ride and are still one of the best on the market. You then of course have the freightliner chassis which is below the Roadmaster and Spartan. You have to go to a Prevost or Newell in order to get the best riding and handling coach and we all know the prices of those. I have had numerous Prevost owners who later bought a Newell tell me that the Newell chassis is leaps and bounds above a Prevost chassis for comfort and handling.

Chris, '05 Ambassador

Part Number for Slide Cable

Looking for a part number and procedure to replace fwd upper cable rear LH slide.

Joe, '08 Neptune

I found the motor and cable adjusters above the slide behind a removable piece of wood trim. I viewed the video on BAL site and the replacement does not look that difficult. I ordered the cable kit on Amazon for \$26.75 with shipping and handling and will attempt the replacement myself. I'll let you know how it went.

Bob, '08 Ambassador, Co-moderator

Here is the site for more info that the notes below refer to.
<http://norcoind.com/bal/products/oem/accuslide/index.shtml>

The notes were found in our message history by doing a search on conversations. Just including that for others to be able to use in the future. Make sure you are logged on to Yahoo when trying to access our group info on the site.

I replaced the slide cable yesterday. It took me about an hour. I followed the direction provided in the BAL video except I used cable clamps instead of the ferrule provided in the kit because I don't have a crimper. Adjustment was simple, just tightened the cable until I had the 1/2 inch deflection. Also checked the inside cables while the slide was in to be sure there were no other issues. I'm not sure what caused the original fraying, because it appears the cable alignment was perfect. I did notice that the hole where the cable enters the wall was extremely small. From now on I will keep a closer eye on these cables.

Gary, '07 Scepter



ARG Service Center
RV Bays - Clean, Bright, Stocked

Does Your RV Have Hot Skin?



Dean Yoesting

SAFETY ISSUE



We were reminded in the news this past July 2014, of a very serious problem with the possibility of our RVs having an electrical problem called HOT SKIN.

In mid-July a 3-year-old-boy was accidentally electrocuted as he stepped out of the family camper touching the door while touching the wet ground. The cause of death of this very young child is known in RV circles as "Hot Skin." I know that I have written other articles in my Safety Corner with Dean about electricity, but this one is a critical issue that I have discussed at the MS on RV Safety and an issue that could affect us all. No one is immune from the potential of Hot Skin on your coach.

How does Hot Skin occur? One of the greatest dangers while RV is getting shocked or even electrocuted when touching the Skin of the RV. It occurs when the RV is plugged into an electrical source that becomes improperly grounded and the shell, door frame, or other part of the "Skin," becomes electrified. In this child's case, an electrician determined that the RV was poorly grounded when it was plugged into a rusty outlet and extension cord at the home.

The skin of your RV can be electrified from a number of sources. The power pole can be wired incorrectly at a campground or you could be plugged into your home or garage with faulty wiring. You could be plugged into an extension cord that is not heavy enough to take the current flow, plugged into a 3 prong –to 2 prong adapter, or have an undetected wiring problem in your coach. It is also possible for each of us to rewire a plug incorrectly on our coach and cause a poor ground. Also, do not use orange power cords to plug in your RV. I know we do not usually use these in a campground but some people do use them at their home in a pinch. Mike Sokol, an electrical engineer and the founder of

www.noshockzone.org

writes a website dedicated to educating RV owners on electrical Safety issues. He discusses the dangers of hot skin and how to diagnose and prevent this problem. I will place some of his articles on our website,

www.ramblinpushers.org

and you can read his book and website referenced below.

Have you ever felt that little tingle or shock from your

RV when you touched the door getting into or out of your Coach? This is a warning sign that something has happened to your grounding system and your RV might have a hot skin condition. It is important that if you feel a tingle of any type you should unplug your coach or turn off the generator until you can determine the cause of the electrical problem. This could happen at home or in a campground. I always check the post to be sure it is electrically correct and check my coach as well each time I plug in at a new RV park to reduce my chances of a "Hot Skin" condition.

The problem is when people feel a tingle they will often ignore it. If you are standing on dry ground and have your shoes on, you might never consider that there is a problem. But the skin of the RV can have an elevated voltage system that could range from very small to 120 volts. Hot skin is not typically fatal, but children and pets are the most vulnerable to electrocution. So be safe and if you feel a shock unplug your RV immediately and have the electrical system check immediately before you plug the RV in or start up the generator.

Amazon has a number of the test devices. The one in the picture is a Fluke 1AC-A1-II VoltAlert Non-Contact Voltage Tester. This is one of the best ones out there, but of course I am not promoting any one device or Source.



- Klein Tools NCVT-2 Dual Range Non-Contact Voltage Tester,
- Extech 40130 Non-contact AC Voltage Detector or
- IDEAL 61-025 VoltAware Non-Contact Voltage Tester.

How can you test to see if you have a "Hot Skin" issue? Mike Sokol recommends that we be proactive in checking our RV each time we plug it in an outlet. He advises we use a digital voltmeter or better yet, **a non-contact AC tester** you can purchase at your local hardware or box store. **This noncontact voltage tester** will cost from \$20 - \$30 and can save your or your pet's life. Sokol uses one every time he plugs his RV in to a power supply, and I must say I also use one regularly. The picture above is one of a number of noncontact testers that are available on the market.

To actually do the testing with the non-contact tester you push the power button quickly, and the tester will begin to blink once every few seconds to show it is on. Sokol indicates that the tester must be used exactly right or it can give you a false sense of security. (*Con't on p.*

18) (Con't from p. 17) Test it in the power pole by placing the plastic tip of the tester in a hot blade of the pedestal. The tester should beep and blink if all is well. Then grip the tester firmly in one hand while standing on the ground and move the plastic tip until it nearly touches something metal around the RV. If there is a hot skin, you usually do not even need to touch the metal and it will beep. If everything appears correct then your tester will neither beep nor turn a solid color.

I strongly recommend that you check out the detailed article on our website:

www.ramblinpushers.org

or on Mike Sokol's website:

www.noshockzoone.org

for more details about HOT SKIN. Please Be Safe.

Mr. Sokol just published a paper book and a kindle version on RV Electrical Safety.

See <http://www.noshockzone.org/kindle-ebook-now-available/>

for the links. I plan to conduct a seminar to discuss the Hot Skin issue at our 2015 MS.

*Dean Yoesting,
Safety Coordinator*

Cummins Fuel Line Recall

I was contacted this evening by a fellow '06 Endeavor owner who told me that he had discovered a serious leak in an engine fuel line. He described the leak as "pouring out." He was towed to a shop that just happened to be a Cummins service center and they pointed out a recall. According to Alex, the kit to correct the reason for the recall is identified as

P/N 5285580 Kit, Fuel Line.

He also mentioned product code CECO. The recall kit was installed and Alex was able to proceed. There was no charge for the repair.

Can anyone confirm the existence of this recall? Who should I contact to see if my RV is among the recall population? Having owned our Endeavor only a month, I don't have any experience with this kind of recall. If Cummins contacted registered owners we wouldn't be on the list.

Roger

There was a program / recall in 2008 for all ISC/ ISL engines with a **CM850 fuel system**. The problem is a bracket that needed to be replaced. It allowed the fuel line to move/vibrate and possibly rupture. Several folks had that repair done at the MS as part of the screening that we did

with Cummins on engines for those that attend. Anyone concerned can check with Cummins and see if **Program 0805** applies or has been performed on their engine.

Here is an update on the recall. it only affects ISC/ ISL engines that have the CM0805 fuel system in them. That info is on the Engine data plate and listed as model number. It is also available from Cummins Quick Serve if you have access.

I have worked with Roger and not all of the coaches that attended the 2014 MS were screened for recalls, campaigns or other updates. If you had work done by them at the MS, Carrie and her crew did screen your engine for these issues. Most Cummins shops do this as a routine so if you have had work done in the last 4 or 5 years you are probably ok.

If you did have work done, the engine serial number is probably on the paperwork. I also gave the group other sources for the engine serial number like the engine data plate and your coach data sheet. It is very helpful to have your engine serial number available. It is on the data plate or also on the data sheet for your coach. If you don't have a data sheet, call tech support and ask them to email you one. Have your VIN and or coach number handy for that call. (See p. 10)

Carrie from Cummins Crosspoint was kind enough to give me some info on the recall. I have posted two documents in our file section. The first describes the recall and coaches affected and the second is the list of engine serial numbers of the coaches affected. This link should take you to the file folder that has those two documents.

https://groups.yahoo.com/neo/groups/ramblin_pushers/files/fuel%20manifold%20recall/

You can check your engine serial number there or if you have any doubt, you can always call any Cummins service center and ask them to check. They can tell you if your coach is affected and if it was done.

Bob, '08 Ambassador, Co-moderator

**Have You Sent in Your
2015 MS Registration?**

**To park together, send in application together,
AND arrive together**

2015 MS APPLICATION

Ramblin' Pushers

2015 Maintenance Session

If you own a Holiday Rambler, Monaco, Beaver, or Safari Diesel Motorhome, You are invited to attend.

May 1 – 6, 2015

Arrival Day April 30th

Early Parking April 29th

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

Early Parking Day: April 29th and extra \$18

Arrival Day: April 30th and extra \$18

Please don't arrive earlier than Early Parking Day!!!

Need more information?

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

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 5/1
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 4/29 & 30 – MS starts with Welcome Meeting at 9:15 am on Friday 5/1

- 6 Days of Seminars/Sessions by ARG RV, Vendors, Suppliers and 419 members

- Round table discussions
- Allied Recreational Group Executives

- Service Technicians Available
- Coach Displays, Vendors, & Suppliers

- Morning Hospitality, Social & Closing Dinner, ladies events

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.

Mail registration & check or Money Order 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 2015.

Cancellations accepted prior to MS, subject to an admin. fee of \$10. Call 866-208-7411 or email to www.chap419.president@gmail.com

Return Form Below dotted line with Check or Money Order (MO) to this address to cancel.

Cut Here and Return Below Registration with Check or Money Order

Names _____	HRRVC# if Applicable _____	For Office Use ID No <input type="text"/>
Address _____	<input type="text"/>	Amount Paid _____
City _____ State _____ Zip _____		Check # _____
Phone: Home _____ Cell _____		Date Postmarked _____
Email _____		

Coach Make _____ Coach Model _____ Year _____ Length _____ Engine Mfg _____

Coach Number
(six digits)

Coach Engine Number

REGISTRATION FEES: Check or MO payable to Ramblin' Pushers

Coach with 2 persons	\$195.00	_____
Coach with 1 person	155.00	_____
Extra Person in Coach, <u>Add</u>	50.00	_____
Non-Ramblin' Pusher Member, <u>Add</u>	20.00	_____
Early Parking Day – April 29 th , <u>Add</u>	18.00	_____
Arrival Day – April 30 th , <u>Add</u>	18.00	_____

TOTAL AMOUNT PAID (US Funds Only) \$

Check, if applicable:

First Timer

Handicapped (Limit 19)*

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

Volunteers: Indicate your willingness to help at the Maintenance Session with a "Him", "Her" or "Both" below: **(NO CHECK MARKS PLEASE)**

First Aid _____ Engineering _____ Hospitality _____ Parking _____ Seminar Host _____ Tours _____ Evaluations _____ Office _____
Registration _____ Information/Transportation _____ Round Table Moderators _____ Mentors _____ Goody Bags Prep. _____ As Needed _____
Ladies Activities _____ Coach Weigh _____ Propane Sniffing _____ Audio/Visual _____ Outside Greetings _____ Book Exchange _____

MSN 2015 MS Registration 140515

How ARG Models Compare Across Brands

I went on the ARG RV plant tour with my wife and three other people today and didn't seek any special information. According to Tom the tour guide, they have made 15 Dynastys but haven't received an order for a Navigator on the same base unit.

They are making 100 total units a week, Fleetwood, American, Monaco and HR. We saw several HR Ambassadors and Vacationers in production. We got to walk through an Ambassador, Dynasty and American Eagle. According to another ARG, manager type stopped while on tour, they have a Diplomat in production and will bring out an Endeavor this year.

The Ambassador has been equipped to meet the most volume "price point" currently for diesel pushers. It is significantly different than previous Ambassadors with a center entry and a smaller displacement engine, ISB. Another floor plan is on the books and will be out soon.

Below are the closest match up for the various models produced by Monaco and Holiday Rambler. The Ambassador, Endeavor, Neptune, Vacationer-D and Trip matches are essentially the same except for some interior and cap changes. The Scepter and Camelot are also very similar but the brands are almost close. The other brands, Beaver and Safari had some matches during some model years. The Imperial and Windsor were again very similar until the Windsor was discontinued in 2007 or 2008. The Navigator matchup is a bag of not so close matches. If your coach falls into this group don't be offended because it is a big tent.

Ambassador, Knight, Cheetah

Endeavor, Diplomat, Santiam, Gazelle,

Sahara

Imperial, Windsor, Patriot

Navigator, Dynasty, Signature,

Executive, Panther, Marquis,

Patriot Thunder.

Neptune, Cayman

Vacationer-D, LaPalma-D

Trip, Vesta

Larry, '05 Endeavor, Co-Moderator

How to Access eGroup/eForum 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 first need to log into Yahoo Groups.

What Does RR8R Stand For?

The RR8R stands for:

RAISED

RAIL

& AIR BAG

REAR RADIATOR

There was also a RR4R chassis (4 air bag) used in earlier Ambassador's and Knight's.

They made the tag axle coaches on a 10 air bag chassis with Side radiator's. Scepter, Camelot, Windsor, Imperial, Dynasty, Executive, Navigator & Signature were all Side Radiator chassis, in 40, 42, 43 and 45 foot lengths. Later model Endeavor's and Diplomat's in the 42 foot length got the side radiator also.

1990 era coaches I am not too sure what coaches had the rear and side radiators.

Art, '05 Imperial

ASV & ARG's Leadership Team

- **John Draheim,** Chief Executive Officer
- **Lance Randolph,** Chief Financial Officer
- **John Lowry,** Chief Operating Officer
- **Mike Snell,** President, Monaco & Holiday Rambler;
- **Kyle McCrary** Senior VP, Product & Design;
- **Steve Heim** VP, Customer Experience
- **Steve Hileman** Director of Marketing
- **Giff Aiken** Director of Retail Services

Visit www.alliedrecreationgroup.com/about/

ARG / Holiday Rambler RV Contact Information

Useful contacts for information regarding
your motor home.

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

Need to Know Your Allison Maintenance Schedule? Have Regular or Transynd Fluid?

Go to:

<http://www.allisontransmission.com/>

- Select "My Allison" .
- Select "Fluid and Filter" calculator.
- Answer the questions.

The program will calculate a maintenance schedule
for your coach.

Chassis Designation

. As I understand it, the number in
designation stands for the number of
air bags

Roadmaster Chassis Designations:

R4R = 4 bags,
RR8R = 8 air bags and
RR10R = 10 air bags
(as in equipped with a tag axle).

Ed, '05 Endeavor, Co-Moderator

Toad Size

I purchased a '96 Endeavor and have been fixing
it up. Now I am almost ready to use it. I purchased a car
dolly and I know I can tow a medium size vehicle but was
wondering how heavy a vehicle can I tow without problems
I wanted to tow a Buick Park Avenue because I've owned
two and love the style and ride and gas mileage but am
thinking it may be too heavy to tow. I have a tow that will
accommodate a larger pickup so I don't think that will hinder.
Any suggestions.

Ted, '96 Endeavor (Older but still good)

You have a basic 5.9 B series Cummins--and I
owned one of those in the early 90's. I towed a Plymouth
Voyager which is maybe 200 lbs less than your Buick Park
Ave--about 60,000 miles with that rig. Just be sure that the
hitch is adequate, and that you have a good braking system
Bob, '07 Ambassador

My coach has the 5.9 B engine and I have towed
a 4000 pound Jeep about 17k miles with it. The torque
is amazing compared to my last screaming big block
gasser, but that would exceed its rated maximums of
22k for the coach and 26k gross. I weigh it annually and
keep a copy from the Cat Scale for insurance purposes.
I would suggest that you stay within the weight guidelines
recommended by the manufacturer, I don't know about your
coach but there are a least 3 places in mine where there
are warnings that you are not to exceed the recommended
weight guidelines.

Jim, '07 Vacationer

My previous coach was a '97 Endeavor with a Cat
275 horse. Towed a Park Avenue on a dolly for several
years. The only problem I had was the bearings on the dolly
- had to replace several times. Towed 20,000 plus miles.
Paul, '05 Endeavor

If everything else fails...

RTFM

READ
THE
FURNISHED
MANUAL!

Want to Replace Your Old Non-Flat ScreenTV?

Want to see what others have done?
 Go to www.ramblinpushers.yahooogroups.com.
 Log in
 Then find the "photos" section
 To see TV replacement projects

ARG Factory Tours

Monday - Friday 9 AM

For reservations Call

260-728-2121

Dial 443299 -- Tom Liechty

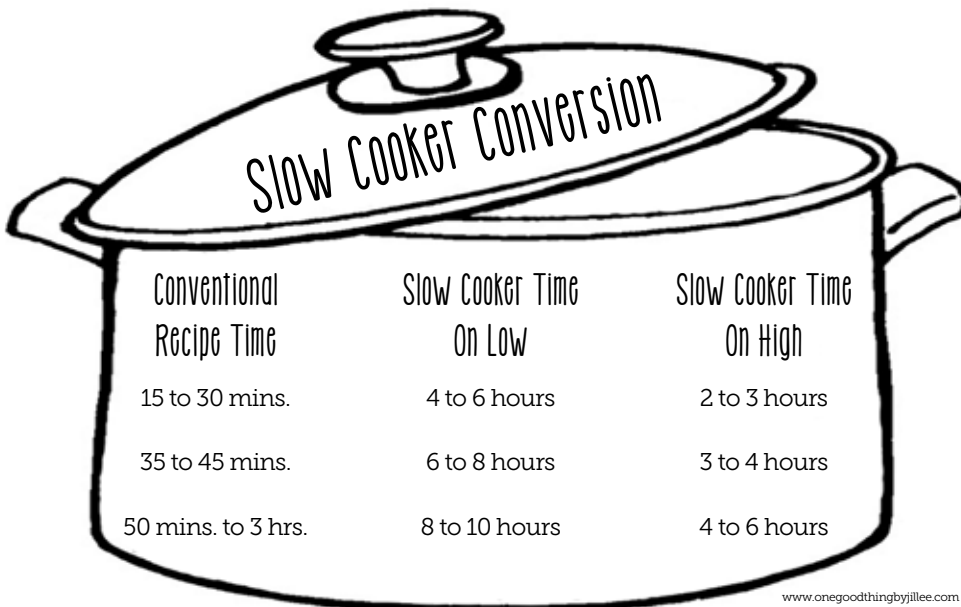
*2015 Maintenance Session
 Application was emailed &
 posted in July 2014
 Also on p. 15*

Be Careful When Crawling Under the Motorhome

You all probably already know this, but BE CAREFUL when crawling around under your motorhome! While bellows will usually last a lifetime, if one blows and you are under the wrong place, you can get squashed! Same goes for if you have the jacks down, the bellows will exhaust and if a hydraulic line goes, you can "go to".

Wayne, '07Scepter

Have you signed up to Volunteer at the 2015 MS?



Screen Door Handle

Where are members sourcing their door handles for their screen doors? My supplier does not carry them nor can they get them for me. My handle broke during a trip and I need to order a new one. is this a Monaco specific part? or is there another place to get them?
 Chris, '05 Ambassador

I think I got my replacement from Atwood. It is a new design.
 Ed, '05 Ambassador

Try the following URL.

[Brand New RV - ATWOOD / EXCEL Screen Door Latch Handle entry door](#)

www.onegoodthingbyjillee.com

ARG SERVICE CENTER

ARG Service Center, Decatur, IN

ADDRESS:

1420 Patterson Street
PO Box 1008
Decatur, IN 46733-5008
40.82488, 84.93921

DIRECTIONS:

From the north, take US 27 from Fort Wayne to Decatur. Go through town on US 27 past fast food restaurants. Immediately after crossing the railroad track, turn right onto Patterson Street. Campground is on the right. Sites are not assigned. Take an empty site.

The dump station is near the road past the 3rd building on the right next to the fence and just down from the Service Center door.

The ARG Service Center in Decatur is a FULL service center making all the repairs your coach should need. All service techs are well trained and certified with extensive coach repair experience including the new (and very expensive) alignment machine. Repairs performed include:

- Appliance repairs including Aqua-Hot
- Chassis repairs including the air system and all types of leveling
- Paint and Body repairs
- Chassis alignment and Tire rotation
- Slide repairs
- Leak repairs, including roof
- Almost every type of repair your coach might need

Special Info for Drop-Ins

1. Drop-ins are not encouraged due to schedulings already in place. Please make an appointment.
2. Drop-ins may not receive chassis repairs, paint & bodywork, floor / tile work or custom coach work.
3. Be prepared to wait until they have time for you perhaps 3 to 5 days if you arrive during the summer.
4. The priority list includes.
 - Scheduled appointments
 - Warranty work
 - Safety issues with electric, water, sewer, LP
 - When the above are completed, drop-ins will be taken as time allows
5. A maximum of 3 repairs may be made for drop-ins
6. Be patient while you wait. See the sites in Decatur and Fort Wayne. Sightseeing info is available there. Visit the farmer's market in town and see the gorgeous brick Lutheran churches all over the area with their very tall spires.
7. Visit the Parts Center (*see p. 26 - Find-It-Now*) to pick up those items you might need. They stock an extensive supply and adding more each week

Planning for the Visit

1. Call to make an appointment with your list of repairs (below) and tell them if any repairs will be under ARG warranty, extended warranty, or manufacturer warranty (EX: Dometic), self pay or insurance company.
2. Make a detailed list of what repairs and fixes are needed including the troubleshooting information you have tried and gathered.
3. Allow time for the repairs before and after the scheduled time. Parts may have to be ordered, etc. Don't be in a rush to get away.
4. Plan and make a detailed list of which parts you need to purchase from the Parts Dept. (10% off while we were there.)
5. Call your extended warranty company ahead of your visit to discuss whether or not they will cover the repairs or you will have to pay.

Arrival at the Service Center (*See p. 26*)

1. Arrive the day before your appointment or early Sunday. The campground fills up early on Sunday.
2. Arrive with a full tank of water and empty black and gray tanks. (50 AMP electric, but no water or sewer)
3. Unhook your tow and drive around to find a site you like. If it is raining, one low section fills with water forming a small lake.
4. If you did not do #1, then go to the dump station to dump and fill up with water.
4. If you arrive before 2 pm M - F, go to the Service Center office and register. Otherwise, be at the Service Center Office at 5:15 -- 5:30 am to get a number and register.
5. Meet the Service Advisor and give your list to the Service Advisor.
6. Go back to your coach to await your call or time for your appointment or visit the area.

During Repairs

1. Have your coach ready to move each day by 5:45 - 6:15 am each day.
2. You may stay in your coach during service, but must wear safety glasses with side shields (checked out from office) and closed toe shoes (no sandals or open toe shoes).
3. A newly remodeled customer lounge is available for your comfort. No pets allowed in this one.
4. Dogs may not be in the Service Center or in your coach unless in a crate or carrier. A pet friendly lounge is in another building.
5. As with any repair center, the personnel all want your experience to be a good one, so work with them if problems occur.

Visiting the ARG Service Center in Decatur, IN

What To Do BEFORE, DURING, and AFTER You Arrive

In August we needed a repair that was difficult to find experienced techs to perform. So, we "dropped in" to the ARG Service Center in Decatur, IN. From that visit, I want to offer help for those who have never been there. As with any new service facility, it really helps to know how the facility operates, what the rules are, and what you should do before going.

We went online to the www.alliedrecreationgroup.com to find out all we could about the Service Center. There was not as much as we wanted, so we called the Service Center to find out if we could drop-in for service since we did not know of another repair facility on our route back to Houston that could take care of our problem. We knew at the time we would not be taken right in since we would not have an appointment. We did have a week we could spend waiting. The person we talked to gave us directions, info about the campground and how to register. She did suggest it would be better if we could make an appointment.

So, we plotted our route from Fort Wayne and arrived on Sunday about noon. At that time there were lots of spaces. We unhooked the car and drove around to find the dump station. Uh oh, we also needed water. Was the water at the dump station potable? No sign. So, we drove around in the car to find someone to ask. Yes, the water was potable. Took care of dumping and filling the tank since we would only have 50 amp electric.

We found a fairly level site backed in and got hooked up. The sign on the fence by the Office said to register Monday morning. Others in the CG told us that would be 5:15 to 5:30 am.

Monday morning we went to register. Jackie at registration took our list and gave us information on how long we might have to wait as well as those who would be taken first before us. It was probably going to be three to four days before we got in.

So, we were free to look around the area and do some sight-seeing. Decatur is a nice small town with friendly folks, a gorgeous court house, and the largest grain elevator we have ever seen as well as Amish families living nearby. Being only 20 minutes from Fort Wayne we could also drive up there to visit museums, restaurants and the Allen County Library with the second largest genealogy collection in the US. Fort Wayne is an easy city to visit, not too big and not too small. We did get a map and use our GPS since one way streets can cause trouble as can low bridges. Also, be sure to sign up for and ARG factory tour to see the new Ambassadors and Vacationers being manufactured. (see p. 23)



Mike, Ron, and Dan worked on our coach. Here is a photo of Dan and another tech who hitched a ride.

The Parts Center was two blocks away and we met the Parts ladies there while picking up replacement items with a 10% discount. (See photo pl 26.)



The first person you may see is Jackie, receptionist, who will take care of your paperwork and sign out safety glasses to you.

Each day we checked in at the office to see where we were in line and when we might go in for service. Thursday morning at 6:15 we got a phone call telling us they were ready to take our unit in for service. Two techs came to get the coach and we rode to the stall inside service. We checked out two pairs of safety glasses from Jackie at the office. Two experienced techs worked on our coach taking care of all our problems and we were out by 1 pm. They did not rush us out and were really interested in whether or not we felt the repairs were what we needed.

The well stocked, clean service bays full of RVs maximized the service available. RVs moved in and out all morning.

At \$99 an hour, the labor rate was reasonable and the total cost was less than many repair facilities would have charged. We kept in mind that two techs worked on our coach the entire time.

The next day, Friday, we were on our way to Mississippi to see our granddaughters after a great service center experience.

The best advice we can give is to make an appointment so you don't have to wait, arrive with a boatload of patience and smiles, explore ASV facilities to learn more about the company, and take the time to get out to explore the area. Have confidence the folks at the Service Center will take care of you. "Remember you get better results with honey than with vinegar!" We hope your experience is as positive as ours was.

*Betsy Brock, #86187
Newsletter Publisher*

MAINTENANCE ISSUES

Dump Station & Fresh Water



Alignment Machine

Un 2013 ARG purchased a new alignment machine & trained a tech to provide customers great chassis service.

LEFT
ARG Service Center dump facility to empty your tanks and take on fresh water. The Service Center office is directly ahead to the right of the bay door.



Have You Sent in Your 2015 MS Registration?

To park together, send in applications together, AND arrive together

ARG Parts Dept.

Sindi Wilhelm, Erin Heyerly, and Joyce Arnold, Nat. Parts Operations Mgr. at the Parts Dept. These ladies will get the part you need.





Find-It-Now
Parts Warehouse

<https://rvparts.argrv.com>



Why waste time when you can Find-It-Now?

We know finding replacement parts can be hard. Let us make it easy.

Your go to store for all your OEM parts.

<https://rvparts.argrv.com>

From windshield wipers to chassis parts, we have it all.

ARG National Parts Warehouse - Find - It - Now (Now Open)

Joyce Arnold, National Parts Operations Manager, ARG, announces the opening of *Find - It - Now*, ARG parts website, to help owners find and purchase OEM parts for their coaches. Parts from Wakarusa are being transferred to Decatur and new parts are ordered for your coaches. Check out the website:

<http://rvparts.argrv.com>

MANUFACTURE RELATIONS WITH GEORGE

EDITOR'S NOTE:

George Coolidge, Manufacture Relations Chair, is keeping us updated on changes as the new ARG / Holiday Rambler / Monaco gets up and running to manufacture HR motor homes.

ARG Update - New HR Models

I just got an Allied Recreation Group (ARG) update from Mike Snell, President, Monaco RV, on the latest status of Monaco RV and our Holiday Rambler (HR) models. Mike reported that shipments of Augusta Class C and Vacationer Class A gas units have resulted in almost two hundred units now in inventory at ARG/HR dealerships. Retail sales of these units to date have resulted in over two dozen new HR owners enjoying their new HR motor homes.

The first new Ambassador motor home will debut August 13th to 16th in Redmond, OR, at the FMCA rally. Two Ambassadors will be on display, and Mike and ARG are anxious to start selling them and ramp up production. Production units will begin to come off the line toward the end of this month and will be on dealer lots in September. Mike stated that the new ownership (ARG) has been instrumental in growing the HR dealer network. There are now more HR dealerships than during Navistar's ownership of

the company.

The next model placed in production will be the new 2015 Endeavor. It will debut to dealers in December and is planned to be in dealer inventory in January 2015. There will also be a tag axle Endeavor built in time for the 2015 MS. Mike and ARG are very excited about these models. I will try to get pictures and floor plans up on our website as soon as they are available. Mike is looking forward to displaying all the new units at the upcoming HR rallies.

Mike tells me that as soon as they can find an owner for a new Navigator, they will build it. It will be based on the floor plan the new 2015 Dynasty model.

On service, Mike said that they are continuing to look to expand the service network into new geographical areas. Hopefully, I'll have more to report on this in the next newsletter.

Meanwhile, safe travels and we hope to see many of you at the Eastern International Rally in Lewisburg, WV.



Find - It - Now Parts Warehouse

<https://rvparts.argrv.com>

Need parts for your coach? Get OEM parts here.
(See p. 26 for more info)

ARG Service Writers - Decatur

These are the folks who will take your information, describe the service process, get you set up for service, and are your contact there:

Jackie, receptionist (1st row L), Jody Jones

2nd Row: Neil Buschur, Ted Dynes, Rick Black, Greg Hancock



RAMBLIN' PUSHERS ELECTION

RAMBLIN PUSHERS CHAPTER 419
Financial Summary
6/30/2014



Annual Ramblin' Pushers Board of Directors Election

Once again, it's time to start thinking about the election of new Board of Directors for the Ramblin' Pushers. We continue to follow procedures put in place several years ago where these positions are open to anyone who wishes to run and meets the By-Law requirements. **(See the list Below.)**

Each year, the members present at the annual MS business meeting 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 2015 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 MS.

Ramblin' Pushers Board of Directors

By-Laws Concerning Elections

The By Laws state minimal eligibility requirements and give the Board the right to establish additional requirements for Officer and Director nominees, and those are set out in the Standing Rules as follows:

1. Nominees for the Chapter 419 Board must have been a member of the club 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 club 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)
4. Exceptions to all nominee requirements must be approved by at least six members of the Board.

BANK ACCOUNTS

Deposits: Chase Bank Checking	\$ 7,974
Deposits: Chase Bank Savings	\$ 35,512
Deposits: First State Bank-Middlebury	\$ -
Deposits: Fifth Third Bank. Elkhart	\$ -
Total Deposits	\$ 43,485
Less Operating Reserve	\$ (5,000)
Less Dues Reserve	\$ (1,185)
Less MS 2015 registrations	\$ (494)
Add MS 2014 Expenses Prepaid	\$ 969
Net Funds Available	\$ 37,775

No Liabilities

OPERATING INCOME & EXPENSES -YTD

INCOME: Dues, Sales	\$ 3,183
EXPENSES	\$ 9,854

NET OP. INCOME AND EXPENSES - ' \$ (6,671)

2014 MAINTANANCE SESSION

INCOME

Donations	\$ 10,500
Coach Weighing	\$ 1,840
Registrations (net)	\$ 73,288
Sponsors & Vendors	\$ 10,463
Miscellaneous Income	\$ 338
TOTAL INCOME	\$ 96,429

EXPENSES

Adminstration & Supplies	\$ 3,798
Equipment Purchases	\$ 390
Fairgrounds, Equipment & Services	\$ 47,808
Golf Carts	\$ 6,639
Hospitality	\$ 18,840
Programs, printing, signs	\$ 2,066
Refunds	\$ 11,394
Storage Facility	\$ 1,709
Vendor Costs	\$ 3,470
TOTAL EXPENSES	\$ 96,114

NET MS 2014 I & E 314

Transactions posted on "Cash" basis.
 Bank accounts reconciled through 6/30/2014
 A full report will be submitted to board.

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

Paul Englund, Treasurer

RAMBLIN' PUSHERS ELECTIONS

The Board of Directors Includes:

President	1 year term
Vice-President	1 year term
Treasurer	1 year term
Secretary	1 year term
Director	2 year term
Director	2 year term
Director	2 year term
Director	2 year term

The Board of Directors

Per the Chapter By-Laws, the Board of Directors consists of four officers and four directors,

See the chart above to see the Officers and Board Members and their terms.

The 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 – staggered terms). Therefore, in May of 2015, we will elect four officers and two directors.

To Become a Candidate for the Board of Directors

- 1) To become a candidate, please submit your qualifications including with why you would like to serve.
- 2) The Nominating Committee will review these, not to limit or eliminate candidates, but only to verify qualification of those asking to be considered.
- 3) In addition, our By-Laws require us to publish a list of those individuals who are running for office in our 2015 first quarter Newsletter.
- 4) If you want to run for office in 2015, please send your contact information and your qualifications by January 2, 2015, to the Nominating Committee at the Chapter Address
**(Ramblin' Pushers,
413 Walnut Street #5294,
Green Cove Springs, FL 32043-3443)**
or to the Club Secretary, Harvey Payne, at the same address or by email (Mhpayne@netzero.net).
- 5) The actual election of Board of Directors members will take place during the 2015 MS Business Meeting.
- 6) Write in Candidates:
In addition to candidates proposed by the Nominating Committee or those who have volunteered to run, other candidates who meet the requirements and agree to serve may be nominated from the floor during the actual Business Meeting.



I am holding my checkbook ready to purchase a new Holiday Rambler motor home. But, you do not have any for me to purchase. When will you have one available?

RAMBLIN' PUSHERS CHAPTER INFORMATION

Navistar 2012 - 2013 Recall

To Remedy Possible Unexpected Engine Shut Down



SUMMARY:

Navistar is recalling certain model year 2012-2013 IC Bus brand model 1300FBC, CE, HC, and RE buses; model year 2011-2013 International brand model Durastar, model year 2013 International brand Workstar trucks; model year **2013 Holiday Rambler brand model Ambassador and Endeavor vehicles**; and model year 2013 Monaco brand model Diplomat and Knight vehicles. These vehicles were manufactured August 5, 2010 through September 6, 2012 and are equipped with certain 2011-2013 model year I-6 engines with feature codes 12NUK, 12NUL, 12NUM, 12NUN, 12NUP, 12NUR, 12NUS, 12NUT, 12NUU, 12NUV, 12NUX, 12NUY and 12NUZ. The injection pressure regulator (IPR) harness wire may break due to vibrational damage. This could cause an unexpected shut down of the engine.

CONSEQUENCE:

An unexpected engine shut down while driving may increase the risk of a vehicle crash.

REMEDY:

Navistar will notify owners, and dealers will replace the IPR wire connector free of charge. The safety recall is expected to begin by March 18, 2013. Owners may contact Navistar at 1-800-448-7825.

Dean, '13 Endeavor, Maxxforce engine

Ramblin' Pushers Safety Coordinator

Above is the recall summary you can find on the www.ramblinpushers.org website. There is a specific time frame on production of the coach. My coach, which I purchased in August 2012 did need the new wire harness.

Dean, 2013 Endeavor

**RAMBLIN' PUSHERS CHAPTER 419
413 WALNUT STREET, #5294
GREEN COVE SPRINGS, FL 32043-3443**

DUES REMITTANCE FORM

Please print legibly and return this REMITTANCE FORM with your payment.

Annual dues are \$15.00 per year, and are due by December 31, of the preceding year.

HRRVC No. _____ Your check number _____ Amount Paid \$ _____

Name: _____

Please note CHANGES ONLY below:

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ @ _____ . _____

Dues Remittance Form Rev: 10/2013

RAMBLIN' PUSHERS CHAPTER INFORMATION

2014 Ramblin' Pushers Chapter 419 Officers

Ramblin' Pushers Officers welcome your input. Please email them with your comments.

POSITION	MEMBER	EMAIL	HOME STATE	HR #
President	Roger Stickley	Chap419.President@gmail.com	OK	106217
Vice-President	John Jones	jpjscuba@bellsouth.net	FL	114886
Secretary	Harvey Payne	mhpayne@netzero.net	VA	82996
Treasurer	Paul Englund	Chap419.Treas@yahoo.com	OK	109046
Director	Jerry Davis	davisj9798@yahoo.com	SC	75398
Director	Ed Francis	francesbabycakes@gmail.com	NC	118020
Director	Hugh Skidmore	hsscubadoc@bellsouth.net	FL	116246
Director	Jim West	jrwest@fuse.net	OH	117173

2014-15 Ramblin' Pushers Officers



*Roger Stickley
President*



*John Jones,
Vice - President*



*Paul Englund
Treasurer*



*Harvey Payne
Secretary*



*Jerry West
Director*



*Ed Francis
Director*

*(Photo
unavailable)*



*Hugh Skidmore
Director*



*Jim West
Director*

2014 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 | 9. RV Storage |
| 3. Supplies and accessories | 6. Chassis/Engine Service | 10. RV Wash Service |
| | 7. Overnight Parking | |

Alliance Coach, Inc.

4505 Monaco Way
Wildwood, FL 34785
Web Site: www.alliancecoach.com
E-mail: service@alliancecoach.com
Contact: Jeff Dillard 352-330-3800
Sales: Jeff Dillard 352-330-3800
Service: Mike Hawkins 352-330-3800
Services: 1, 2, 3, 4, 5, 7, **8**, 10
Models: All HR Diesel Models

Alliance Coach, Inc.

5355 Mill Store Road
Lake Park, GA 31636
Web Site: www.alliancecoach.com
E-mail:
Contact: Jeff Dillard 352-330-3800
Sales: Jeff Dillard 352-330-3800
Service: Keith Frost 352-330-3800
Services: 1, 2, 3, 4, 10
Models: Vacationer, Ambassador, Endeavor

Day Bros Auto & RV Sales LLC

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

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's RV Country

3633 South Maple
Fresno, CA 93725
Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Curt Curtis- 559-486-1000
curt@rvcountry.com
Sales: Julien Castillo 559-486-1000
Service: Han Dudley 559-486-1000
Services: 1, 2, 3, 4, 5, 6, 7, **8**, 9
Models: All HR Diesel Models

Paul Evert's RV Country

90915 Roberts Road
Coburg, OR 97408
Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Jim Hardy gentlemanjimhardy@gmail.com
Sales: Jim Hardy 541-686-6044
Service: Chad Ross 541-686-6044
Services: 1, 2, 3, 4, 5, 6, 7, **8**
Models: All HR Diesel Models

Paul Evert's RV Country

5111 20th Street E
Fife, WA 98424
Web Site: www.rvcountry.com
E-mail: sales@rvcountry.com
Contact: Jim Hardy 253-926-6000
gentlemanjimhardy@gmail.com
Sales: Kevin Knowles 253-926-6000
Service: Will Powell 253-926-6000
Services: 1, 3, 6
Models: All HR Diesel Models

2014 SPONSOR DEALER MEMBERS

RV World of Lakeland

940 Lakeland Park Center Drive
Lakeland, FL 33809

Web Site: www.rvworldinc.com
E-mail: mgerzeny@rvworldinc.com
Contact: Matt Gerzeny 868-853-9177
Sales: Pete Ackerman 868-853-9177
Service: Sean Gavagan 868-853-9177
Services: **1, 2, 3, 5, 6**
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: All HR Diesel Models

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 RV Center

7144 S Division
Grand Rapids, MI 49548

Web Site: www.veurinksrv.com
E-mail: rvsales@veurinksrv.com
Contact: Tim Veurink 616-965-9608
Sales: Matt Veurink 616-965-9606
Service: Tom Woods 616-965-9631
Services: **1, 2, 3, 4, 6, 7, 9, 10**
Models: All HR Diesel Models

2013 RV Industry UNIT GROWTH

RV Business Magazine gave these statistics for RV Sales and Growth for 2013.

The RV Industry as a whole shipped 17.54% more units.

Travel Trailers +16.88%

Fifth-wheels +16.41%

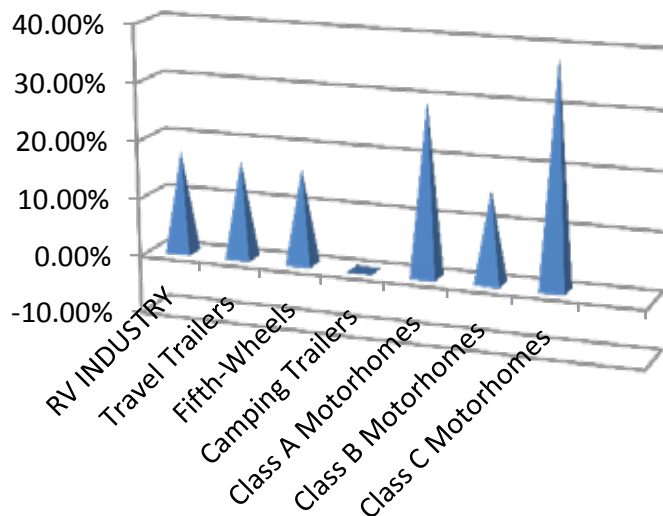
Camping Trailers -.34%

Class A Motorhomes +29.83%

Class B Motorhomes +15.85%

Class C Motorhomes +38.68%

2013 RV Industry UNIT GROWTH



2014 SPONSOR SERVICE MEMBERS

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| 3. Supplies and accessories | 6. Chassis/Engine Service | 9. RV Storage |
| | 7. Overnight Parking | 10. RV Wash Service |

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

Coach Supply Direct

199575 M - 205
Edwardsburg, MI 49112

Web Site: www.coachsupplydirect.com
E-mail: info@coachsupplydirect.com
Contact: Josh Leach 269-340-4965
josh@coachsupplydirect.com
Services: 1, **3**, 7

Cummins Crosspoint LLC

3415 W. Coliseum Blvd.
Fort Wayne, IN 46808

Web Site: www.crosspoint.cummins.com
E-mail: cd575@cummins.com
Contact: Carrie Buisman 260-482-3691
Service: Carrie Buisman 260-482-3691
Services: 1, **6**, 7, **8**

Cummins Onan of Elkhart

5125 Beck Drive
Elkhart, IN 46516

Web Site: www.cummins.com
E-mail: Kent.A.Hollopeter@cummins.com
Contact: Kent Hellopeter 574-361-1068
Services: **1**, **3**, **4**, **5**, **7**, **8**

Eagle's Pride RV, Inc.

108 C Plantation Drive
Titusville, FL 32780

Web Site: www.eaglespride.com 800-552-3555
E-mail: eaglespride@yahoo.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 574-215-1785
Services: **1**, **2**, **3**, **4**, **7**, **9**

Elkhart Service & Collision

53049 Faith Ave.
Elkhart, IN 46514

Web Site: www.elkhartserviceandcollision.com
E-mail: jd@elkhartserviceandcollision.com
Contact: J.D. Adams 574-229-5356
Service: J.D. Adams 574-522-9000
Services: 1, 2, 3, 4, 6, 7, **8**, 9

Lee Smith, Inc.

2600 8th Avenue
Chattanooga, TN 37407-1156

Web Site: www.lee-smith.com
E-mail: dkissinger@lee-smith.com
Contact: Taylor Vinson 423-622-4161
Service: Dennis Kissinger 423-648-6404
Services: **1**, **2**, **3**, **4**, **6**, **7**, **8**, **10**

2014 SPONSOR SERVICE MEMBERS

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: Kevin Bassler 574-522-6224

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. State Highway 121 Business
Lewisville, TX 75057

Web Site: www.nirvc.com
E-mail: ibriggs@nirvc.com
Contact: Ina Briggs 469-277-1330
Sales: Jim Feldoto 469-277-1330
Service: Barry Ernest 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

RV Systems, Inc.

(AquaHot)

537 Sandy Creek Dr.

Brandon, FL 33511

E-mail: plaancy2001@yahoo.com
Contact: Paul Lancy 813-770-7590
Service: Paul Lancy 813-770-7590
Services: 1

BOARD MEMBER PROFILE

HARVEY PAYNE, BOARD MEMBER,

TERM EXPIRES 2015

I'm a DelMarVa Peninsula native, raised in Pocomoke, MD, and now live in Wattsville, Virginia, on the Eastern Shore. We are in this unique location enjoying the breathtaking scenery whenever we are not traveling in our MH.

My entire work career was in food service sales. I retired from SYSCO Food Services in 2005 as VP of Military Sales Mary and I have been married for twenty-eight years and have four children, all residing near us.

We have enjoyed being an RV owner since 1990 and bought our first HR product in 1996. A great enjoyment to us is traveling in our motor coach and meeting new friends on our journeys as well as spending time with our family and friends.

The annual MS has been a part of our travel plans and agenda since 2005 and we have gained an abundance of knowledge by attending the seminars and the fellowship with the attendees is another benefit from being a part of the MS.



Harvey

410-726-2152



Ramblin' Pushers
 413 Walnut Street #5294
 Green Cove Springs, FL 32043 -

Ramblin' Pushers - 3rd Quarter Newsletter

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- * 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.
- * Sicard RV
- * Veurinks RV Center

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- * Apalachee RV Center
- * Cummins Crosspoint LLC
- * Eagle's Pride RV, Inc.
- * Elkhart Sales & Service, Inc.
- * Elkhart Service & Collision
- * Lee Smith, Inc.
- * Master Tech RV
- * National Indoor RV Center
- * Pinnacle R.V. Inc
- * RV Systems Inc.

September, October, & November 2014