

# 25 Years of Ramblin' & Still Pushin'

# RAMBLIN' PUSHERS

Volume 25, Number 3  
September, October, & November 2015



CORNER

## PRESIDENT'S

*John Jones #114886*



I hope everyone is enjoying their summer as much as Paulette and I have. After leaving Florida the first of July and spending a few days with our son and his family in Tennessee, we headed north to the Upper Peninsula of Michigan after a short stop in Indiana. We were able to check off one of our bucket list items with a visit to Mackinaw Island. I feel sure this won't be our last visit to this very interesting location. We really enjoyed our stay in St. Ignace at the Lakeshore Park Campground overlooking the Mackinaw Straits. We even tried the local delicacy - pasties.

From St. Ignace we made our way to Escanaba for the Eastern International Rally where I served as Engineering and Grounds Chairman. It was great seeing and socializing with all the 419 members there. And, as we have come to expect, not only was 419 well represented, we made up a large portion of the volunteers. The highlight for me of the rally was the introduction by ARG of the new Endeavor and the upgraded Scepter. The biggest buzz was the upgrades to the Scepter with its now standard front wheel independent suspension, steerable tag and heated floor with no increase in price. This upgraded coach had a number of us seriously considering purchases with at least two in earnest negotiations. Hopefully, one of those two will buy the unit that was at the Rally.

But the best piece of news was at the closing ceremony when they announced that **Betsy Brock** won the Professional Class for best newsletter for the third time. After the third win in a category, the newsletter editor may not enter that category again and is retired. Congratulations, Betsy. We're proud of you.

After leaving the International, Paulette and I continue our Great Lakes adventure. We've checked off Lakes Huron, Michigan and Superior and are headed east to add Lakes Erie and Ontario as we visit Niagara Falls, for a 50th anniversary gift to ourselves, and then to Vermont, to complete our visits to the lower 48 states.

We hope everyone is enjoying the summer as much as we are and having as many adventures in your travels as we hope to. If we don't see you in the course of our travels, we look forward to seeing you at the 2016 Maintenance Session (MS). We already have 130 registrations for the 2016 MS as of July 25 so, if you haven't registered, you need to get in your Registration Form, p.19, soon as premium parking is going fast.

Travel safe and we'll see you in Goshen.

*John Jones,  
Chapter President*

# DETAILS AND CONTACTS

## CONTACT US

Address Changes                      Paulette Jones [pjjones4@bellsouth.net](mailto:pjjones4@bellsouth.net)  
OR  
   Robert Kiser [RNCKiser@aol.com](mailto:RNCKiser@aol.com)  
Subscription Help  
President                                      John Jones, [jpjscuba@bellsouth.net](mailto:jpjscuba@bellsouth.net)  
2016 MS Event Coordinator        Jim Grossman  
   [jim.grossman@sbcglobal.net](mailto:jim.grossman@sbcglobal.net)  
Newsletter Editor                      Betsy Brock [HR86187@aol.com](mailto:HR86187@aol.com)  
Asst. Editor                                Susan Sembenotti [sembenotti@att.net](mailto:sembenotti@att.net)  
Suggestions:                              [HR86187@aol.com](mailto:HR86187@aol.com)  
Website                                      [www.ramblinpushers.org](http://www.ramblinpushers.org)

## RAMBLIN' PUSHERS NEWSLETTER

3rd Quarter – September, October, November 2015

Volume 25, Number 3

Publisher & Editor - Betsy Brock

[HR86187@aol.com](mailto:HR86187@aol.com)

Assistant Editor - Susan Sembenotti

[sembenotti@att.net](mailto:sembenotti@att.net)



### 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.

### Ramblin' Pushers Newsletter

### Wins 1<sup>st</sup> Place

### Professional Category

### HRRVC International Rally

At the 2015 HRRVC International Rally recently, the Ramblin' Pushers Newsletter won first place in the Professional Category of Newsletters for the third time. **Betsy Brock #86187** publishes the newsletter.

After a publisher wins first place for the third time, the publisher is "retired" and is no longer eligible to enter further competition. However, Betsy will continue to produce a quality Newsletter.

## Will You Volunteer to Be on the Ballot in the 2016 Ramblin' Pushers Elections?

**Election - May 2016 at Ramblin'  
Pushers General Membership Meeting**

**See Nominations and Election  
information on pp 18 & 21.**

### OFFICERS - 2015 / 2016

|                          |                |
|--------------------------|----------------|
| President                | John Jones     |
| Vice – President         | Jim Grossman   |
| Secretary                | Harvey Payne   |
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| Board Member             | Sarah Brooks   |
| Board Member             | Ed Francis     |
| Board Member             | Paul Miller    |
| Board Member             | Hugh Skidmore  |
| Immediate Past President | Roger Stickley |

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# 2016 MAINTENANCE SESSION (MS)

**Register Now for 2016 MS**

**April 28 to May 4**

**Don't Miss the Fun and Learning**

The 2016 MS will be open to all ARG Diesel Motorhomes: Holiday Rambler, Monaco, Beaver, Safari, American Coach, and Fleetwood. Registration for Ramblin' Pusher Members opened June 1 and is now open to all of the coaches listed above.

Once you decide to attend, we encourage you to bring a friend who owns one of the ARG brands. As this newsletter goes to press, we already have 130 coaches registered. The 2016 Registration Form is now available on the 419 Website ([www.ramblinpushers.org](http://www.ramblinpushers.org)) and on p. 19 of this newsletter. Non-members should use the same form and mark "non-member."

We will use the same parking procedures as the last two years. All parking areas (*not exact space*) will be assigned based on when your registration is **postmarked**. Please pay close attention to the following:

.....

***If you intend to park with friends:  
"To Park Together, you must  
Register and Arrive Together."***

.....

*Jim Grossman*  
Ramblin' Pushers  
Vice-President &  
2016 MS Event Coordinator  
314-277-0537  
[jim.grossman@sbcglobal.net](mailto:jim.grossman@sbcglobal.net)



Planning and preparation for the 2016 MS has already begun. We worked before we left the Elkhart County Fairgrounds by reviewing your evaluations of the 2015 Event. All in all, we made some improvements last year that we will build on for next year. The best news of all is that you can help us. At the bottom of your Registration Form is a place to volunteer. Be sure to label what category you would like to assist with "His" or "Her". We need and sincerely want your help.

***All registrants are invited to volunteer - a great way to help out and make new friends!***

One of the vendors who will bring a larger and improved display of merchandise is ARG parts and wearables. **Joyce Arnold, National Parts Director**, plans a large assortment of HR (and other ARG brands) logo products. Rumor has it that HR Blue Jackets – both lined and un-lined – will be back!

If you have an idea for a vendor or seminar provider, please contact me. We look forward to seeing you at the 2016 MS.

*Jim*

**2016 MS Registration Form (p. 19)**  
Send in your Registration Form NOW.  
Non-members with an ARG diesel coach may register also.  
Form also on [www.ramblinpushers.org](http://www.ramblinpushers.org).

# 2016 MAINTENANCE SESSION (MS) PREVIEW

## 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. Non-Members who attend the 2016 MS are invited to volunteer to meet and make new friends. At the bottom of the Registration Form you will find the following::

**Volunteers:** Indicate your willingness to help at the 2016 MS 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* \_\_\_\_

If you have already sent in your Registration Form, just **email me** with your preferences for volunteering. Remember to use "Him" and "Her" rather than just a list so we will know who is volunteering for which position.

As of August 1, we have already received approximately 130 registrations. We are 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 during Registration during Early Parking 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.

### Early Parking?

What is Early Parking? Early Parking is the arrival day - one day prior to the beginning of the MS sessions.

No sessions are scheduled on this day. However, this time allows you to arrive, get parked and settled in, explore the area to get the "lay of the land" and get your bearings of where restaurants, stores, gas stations, etc are located without missing any sessions.

You will want to arrive prior to the first day so you will not miss any sessions.

*Jane Grossman*

*Volunteer Chair*

[Jane.grossman@sbcglobal.net](mailto:Jane.grossman@sbcglobal.net)

### 2016 MS Dates

|                         |  |
|-------------------------|--|
| <b>Early Parking</b>    | <b>April 27 (\$ 20 on arrival)</b>                   |
| <b>Arrival Day</b>      | <b>April 28</b><br><i>(Included in Registration)</i> |
| <b>MS Session Dates</b> | <b>April 29 to May 4</b>                             |
| <b>Departure Day</b>    | <b>May 5</b>   |

# 2016 MAINTENANCE SESSION (MS) PREVIEW

## Visit Pusher Sponsors

Here we are in the middle of summer. Most of you are traveling to see new sights. So be sure to stop by our Dealer Sponsors and Service Sponsors if for no other reason than to say "Hello," and to thank them for all they do for the Ramblin' Pushers.

I know that its early but be sure to put the 2016 MS on your calendar for May 2016. Allied Recreational Group (ARG) / Holiday Rambler (HR) will bring the new 2016 Endeavor, 2016 Scepter and 2016 Navigator for your review and purchase.

*Enjoy your vacation, safe travels.*

*Dempsey Brooks,*

*Dealer / Service Sponsor Coordinator*

## 2016 Maintenance Session To Do List

### Registration Begins

- Send in Registration

### 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?***  
***Did you invite friends with  
ARG diesel coaches?***

The best solution I found when my rear air valve was leaking and wouldn't fill the air bag, I moved the arm by hand and purchased two air valves and put them in the basement. No problems since.

## Air Leveling Problems

Gary, '05 Ambassador

I have listened and cannot hear a valve leak. Both my tanks show 123 psi. None of the driver side bags will fill so the driver side from front to back is 7 inches below the passenger side when all aired up and in travel mode. To level I just dumped all air and parked on a level RV park pad. I am in Elkhart so I plan to call Chuck at HWH in the morning.

LD

The connection on the ride height valve, i.e. rubber connector, has failed. Thus, the Ride Height (RH) valve is not feeding air to the air bags at the left rear. The rear RH valves control left to right leveling. If you can level when parked then the HWH system should be okay.

Larry, '05 Endeavor, Co-Moderator

Monday it will help me explain it better. In leveling there is no air on the left side so I just dump all the air out of the right.

Even before this started My HWH system was not "waking up" every 30 minutes to check leveling. I was at HWH last week in Elkhart and sometimes it would wake up and sometimes it would not wake up and they could not find out why. My protective extra ride warranty has been worthless for this trip they call it "intermittent" and would not authorize the repair to fix it even though it is covered. They also did not want to cover my V pod that talks to the turbo as sometimes it works and sometimes it does not,

(As when climbing a mountain) so we are doing battle on that also. Mars truck checked it and the computer program shows all the V pod faults but protective extra ride has yet to approve it.

LD, '01 Endeavor '05 Executive

Check and make sure that you didn't bust off the rod on the leveling arm.

Jack

The '05 Navigator did not have the Firestone Horizon Leveling system. Coaches manufactured in Oregon used a different system from those manufactured in Wakarusa Indiana for the '05 model year. (I think the '05 Nav still used the HWH Air Leveling System. LD can confirm that).

The only coaches to have the Firestone Horizon system were: (all '05's) Imperial, Windsor, Scepter, and Camelot. These coaches were all built on the same line (Blue line) at the factory. With all the problems that Monaco/HR had with the system they moved to Power Gear for the '06 year. Imperial production for '06 was moved to Oregon, Windsor, Camelot and Scepter stayed in Indiana. Then for '07 model year, the Camelot and Scepter were moved to Oregon and the Windsor was discontinued.

Biggest problem with the Firestone System was the ground. Monaco ran the ground wire for the system through all the Level adjusters at each wheel and then back to the controller mounted in the fuel tank location. Wire was too small and caused excessive leveling while parked. Firestone cut the ground wire at the controller and grounded it right to the chassis on the coach. This cleared up most issues the system. With that said, most (not all) of the issues with Air Leveling are usually air leaks at some component.

Art, '05 Imperial (with HWH System now)

## Ambassador Coolant Temperature Gauge

On my way out west leaving Oklahoma on a 100 degree day, I noticed the coolant temp gauge was approaching the red arc. I pulled over and let it cool down and then monitored the temperature after that. I experienced difficulty keeping temp in line in the Colorado mountains on any grade especially mountain passes. On level ground the temp was 200 and any rise in grade, the temp started to go up.

The Cummins Service Center in Salt Lake downloaded fault codes and found none temp related. They replaced the thermostat and cleaned some debris from exterior of the radiator, among other things. I asked them to check the alerting and warning systems and accuracy of gauge. They advised the gauge was accurate but were vague about the warning systems. HR tech support and Cummins were not much help. Each one said the other was supplier of function. HR says Cummins supplies all engine sensors except coolant level and Cummins says HR supplies them.

Ultimately, the Cummins shop said it was fixed, but I continued to experience the same problems. Cummins in Medford, OR, also noted no temp faults but said the radiator had dirt on it blocking airflow.

I hadn't driven anywhere to pick up any dirt after leaving Cummins Salt Lake so don't know how they missed it. Oregon was cool, 70's, so it was difficult to judge if problem was truly fixed. I bought a Scanguage D for digital readout of temp and plugged into the data bus. Our drive along the coast gave temperature readings of 170-180 degrees, which seemed to be about 10-15 degrees below dash gauge.

Is there more than one temp sensor, one that goes to the dash gauge and one to the EMC? If so, which one might I be reading from on the ScanGaugeD? Cummins tech wasn't clear in this and HR tech had no clue.

I realize this is a long post but I'm very concerned about my engine as I have to get back to OK and will be traveling in very hot, high conditions. Does anyone have answers to my questions?

Ed, 3 Ambassador

I just went through this exact issue with same symptoms. There are 2 sensors. One for the Monaco dash gauge, one for Cummins ECM. Dash gauge is hit or miss, ECM faulty readings will put you in limp mode to the side of the road. Final result was bad connection on Cummins sensor to ECM. Road test by shop only so far but it showed temp rise to 210 then fan kicks on and temp lowers. These readings on their independent equipment.

Monaco engine/sensor wiring is notorious for poor connections. Periodic verification/sealing of connections is advisable.

Rick, '05 Ambassador

The fan operation is something I have to confirm. One technician brought that subject up but I didn't get a good answer as to his confirmation of it. He said if it came on with the windows down there would be no doubt of it. Is 210 deg the temp they are set to operate at?

Ed, '03 Ambassador

My coach came with a bolted fan, ran all the time. The electric clutch fan was after market from Cummings in Elkhart. The point at which it activates is non-adjustable, I've been told, but while watching the temp gauge it's obvious when it comes on. The temp drops on mine dramatically. Not sure about the open window comment. With a rear fan I don't believe you would ever hear it start.

Rick, '05 Ambassador

Keep in mind that a 'Rear Radiator' MUST be cleaned at least twice a year, even if not driven in dusty conditions. It accumulates dirt and oil from the engine and road. The recommended cleaning method is to spray it liberally with Simple Green, let it sit for 15-20 minutes and then hose off with a GARDEN hose, not pressure sprayer. This will probably have to be done at least a couple of times a year.

As Ed mentioned it is also a very good idea to apply the same treatment from the coach side of the radiator.

Dave, '06 Windsor

As others have said the gauges are not very accurate and difficult to distinguish the true temperature

The other thing is the ECU computer is programmed to protect your engine and will respond accordingly. If the alarm doesn't go off and there are no codes, the ECU is telling you what you saw on the gauge is not the real temperature.

I have a 2 speed fan on my unit and see temperatures about what you see and was similarly concerned. I purchased a ScanGaugeD in the spring and have just completed a 4200 will respond accordingly. If the alarm doesn't go off and there are no codes, the ECU is telling you what you saw on the gauge is not the real temperature.

*(Continued on p. 7)*

# MAINTENANCE

(Continued from p. 6)

the temps were 90 and above outside the dash gage and ScanGaugeD were showing about 195-205. When I would start up a good grade the scan gage would go to about 213-214; and then it would start to drop. Obviously the fan was kicking on. It would then return to about 185-190 and climb again if I was still on a grade. After watching this many times, I was comfortable that things were okay.

In contrast on my 2000 Endeavor with a Cat engine, I overheated it a couple of times and the engine automatically de-rated and the transmission shifted to 4 gear.

You should have a yearly maintain procedure to wash down and clean the radiator. If you use a pressure washer (not recommended) be VERY careful not to bend the radiator fins. Many people use Simple Green to remove the oil, but make sure it is well rinsed off.

Larry, '05 Endeavor, Co-Moderator

***(NOTE: In the eGroup archives, you will find information on exactly how to clean the radiator with a hose and Simple Green.)***

I found what the HR book says about coolant temperatures.

***“Do not continue engine operation when engine temperature rises above 220 deg F.***

***At 220F an engine warning light will illuminate and the engine will begin to de-rate in power output.”***

Now my temp got in the red arc range which looks to be midway between the 200 and 250 degree marks. But my warning light never came on. So. that's why I wanted the warning / stop engine functions checked... but I didn't seem to get any cooperation as noted above. Still don't know about the beeper. I'm still looking for the reference to 212 degrees in the Cummins book. Ed, '05 Ambassador

***To cool a hot engine quickly we were instructed to:***

- 1. Pull over - put the coach in neutral, turn off dash air if it's on***
- 2. Switch on “High Idle”***
- 3. If necessary turn on dash heat...this helps cool the engine***
- 4. Check that the water pump belt is properly ensioned.***
- 5. Have you replaced your regulator/ thermostat within the last two years? A cheap part that will save you a lot of overheating headaches.***

Conny

We had overheating on our 2000 Imperial. It turned out that the belt tensioner had gone bad and the water pump was not turning properly. It looked fine, but the spring was broken; and it was not providing the proper tension on the belt. A new tensioner and belt took care of the problem.

Bruce, '00 Imperial

Ditto what Larry just said but, the dirt and oil that detracts from the ability to cool properly is on the engine side of the radiator and can only be washed from inside the coach. As Larry said, power washers will destroy the radiator if used improperly. Best to just use a garden hose to rinse. Ed, '05 Endeavor, Co-Moderator



*Morning Hospitality gives attendees the opportunity to meet each other and have a great breakfast of your choice.*

## **Do You Know?**

**The Ramblin' Pushers is an all volunteer educational chapter?**

**We help educate members about their wonderful diesel coaches.**

## Replacement Exterior Graphics

We just finished removing the 3M rock guard. Very big job, but it can be done without damage to the paint.

A couple of years ago I had a collision with an antelope that required replacement of the graphics on the front cap. They looked so good I decided to replace side and rear graphics. The graphic supplier had closed, but found out who the film supplier was, (<http://www.sharpline.com/RV.html>), identified and ordered the film and had a sign shop trace a photo of the side and back on their computer and cut the film on their plotter. While not perfect, it was much better than before. Bright colors and no checking. I can't be sure they supplied your film but you can contact them for a sample sheet and maybe you can match it.

Pete, '02 Ambassador

I have an '06 Neptune with the bronzeville exterior color scheme graphics with full body paint. Can anyone advise where I can get replacement decals? I have the decal part list which indicates the decals were from Intergy but to date I have been unable to locate Intergy.

## Removing the 3M Film on Coach Front

I'd very much like to know how you removed the 3M rock guard without damaging the paint. Did you put new rock guard on it after replacing the old damaged stuff?

Rod, '03 Navigator

Art, '06 Neptune

I had a company from Daytona FL remove my 3M nose cover. Took about 6 hrs and cost \$600. Took two men 6hrs they used a plastic scraper and a heat gun to remove the film and a cleaner to buff off the glue. Only two small pieces of paint came off. They were easy to touch up. Further, I did not put anything to cover the nose except a heavy coating of wax. The paint under the 3M came out beautiful

Ken, '01 Endeavor

That was a bargain. I tried a heat gun. Didn't work as well as the steamer. Buffing the paint with a machine is risky. Glad it worked out for you.

Jerry

I have sent this to several members. I was asked to post the procedure. Going rate is \$1300. I would not do one for that. We have 45+ hours in the task. If you would like to see the photos just send me a request to [jreusa@gmail.com](mailto:jreusa@gmail.com).

We started with:

- Purchase of two Titan scrapers and plastic razor blades from Amazon.
- Already had a steamer. Ours was made by McCulloch. Jiffy makes another.
- One gallon of industrial glue solvent.
- One pint of Aqua Buff used in gelcoat restoration. IE boats. This is a cream and is applied with a buffer.
- A coat of a good wax.

The glue solvent is pricy. 24 bucks a quart. Or 50 or so a gallon.



1. Use the steamer to heat the plastic film and the scraper to remove it. Take your time.
2. I used a kitchen sponge. Soak the glue until it is soft. About a minute. Then, the scraper will remove the glue. Repeat as needed. Three or more applications may be needed. Not a time for speed.
3. I washed the area with soapy water to remove the glue residue. Go over the finish with your hand and remove any glue left. The soapy water will act as a lubricant for the razor blade scraper.
4. Now the Aqua Buff will be used to restore the finish. It has a very, very fine grit. Can't really feel it.
5. Wax is the last step.

You will have four or so nicks in the paint. Much better than the entire front of the rig looking like a spider web due to cracks and mold.

We used several glue removers. Best was Rapid Remover from Amazon. It is water soluble. Aqua Buff is good to restore the finish. But it will not remove the glue. Meguiars Canuaba Wax was selected for the final step. We have used Wash Wax All to maintain our coaches for several years. It is really an aircraft product that sprays on like Windex and wipes off. We use it on the front after arrival to remove bugs before they harden.

Jerry, '04 HR Scepter



## AGM Batteries

I'm going to switch to AGM for my house batteries. What size battery is being used by those who have switched?

Gary, '05 Ambassador

Forgot to reply to last part. The four batteries I replaced were 6 volt with two banked in parallel and then the two banks in series to produce the needed 12 volt.

When the four six volt wet batteries went bad I replaced with two 12 volt AGM from Sam's Club. They are 105ah which gives me 210ah. I do have room to add another for 315ah, but I do not foresee doing a lot on dry camping plus we have propane heat and cooking with propane hot water and refrigerator option .

As I was changing to 12 volt, the two were connected in parallel which ups the amp hours (AH) without uping the volts. To put them in series would produce 24 volts which wouldn't work well.

Phil, '03 Neptune

I was wondering what size/type battery (24, 31). Do the batteries give you an AH rating? I do not see it on the batteries. Can you calculate AH from CCA? When you connected the batteries in parallel, did you run individual cables to the disconnect switch and the ground or did you connect the two batteries in parallel and then run one cable to the switch and ground?

Gary, '05 Ambassador

I got "MARINE 31DTMAGM". They were \$179 each. Yes the ah rating was shown in the description. Check it out at:

<http://tinyurl.com/phu2vuq>

Scroll down and you will see the ah listed at various ah rates. As suggested by many on this site I used the 20 amp hours.

Phil, '03 Neptune

Your '05 Ambassador should have come with 4 Interstate workhorse 6v deep cycle flooded lead acid batteries for the house. If these are the batteries you are asking about, they are GC (golf cart) size batteries with the four connected in a series/parallel configuration equals 400 AH reserve. You can find the same or equivalent batteries in an AGM from numerous manufacturers. I chose Deka brand some five years ago and do occasionally open the battery compartment to clear out the cob webs. Other than that, there is no maintenance on these batteries and they do not cause corrosion problems. I also switched to group 31 AGM start batteries replacing the original Interstate group 31 flooded lead acid batteries.

Remember to change the magnum converter control to AGM from Flooded Lead Acid as the AGM's are charged differently.

P.S. Sam's Club sells Energizers made by the Johnson Controls Co., makers of Interstate. Deka's are manufactured be East Pennsylvania. Deka is much more expensive than Energizer, maybe as much as double.  
Ed, '05 Endeavor

*(Continued on p. 10)*



(Continued from p. 9)

East of the Mississippi River, Sams sells Duracell AGM gc2 and they are EXACTLY the Deka AGM made by East Pennsylvania and they are \$179.

They weigh 70 pounds each. They actually have a 680 amp ccA rating. So, 1360 in the series parallel configuration. They deliver. What I notice is the voltage does not fluctuate so much with load, and they charge a lot faster than flooded.

The marine g31 AGMs mentioned are real strong batteries too..But for pure amp hours for the house the gc2s with the bigger cells.

Bill

## What Water Pump To Buy?

OK, so here we sit at Dinosaur N.P dry camping. Our water pump has always surged and was a bit noisy and has gotten a little worse of late so I was going to replace it but it has never quit before. Yesterday with the shower running the pump quit. I hit the switches a couple times and it resumed and then worked well all day yesterday and this morning until the wife again went into the shower. Then it quit and no amount of pushing on the switches would make it run again. (there is one in the bath area and one in the kitchen also one switch in the wet bay) although the one switch did flash once or twice.

There are some black Bosh relays close to the back side of the switches are those for the pump lines or for the light switches, I believe they are for the pump circuits...? Could they have failed? Any hints appreciated although for now it Navy showers for us. In a couple days we will be in Provo and then it will be easier to find parts etc//

Pump is a RV AquaJet probably original to this motor home. The fuses look good. oh and there is another Bosch relay down there that I do not know what it serves but the wire colors seem right. Any advice is appreciated.

Anybody real happy with a pump they bought? Accumulator necessary?? Will buy one soon. Right now we are using a 5 gallon container.

Rich

Your unit should have an Intellitec water pump controller. This is a solid state device that is normally located out of site in the wet bay.

There is a manual in the files section that tells how it functions and how to troubleshoot the system at:

[https://groups.yahoo.com/neo/groups/ramblin\\_pushers/files/Water%20Pump%20Info/](https://groups.yahoo.com/neo/groups/ramblin_pushers/files/Water%20Pump%20Info/)

Larry, '05 Endeavor, Co-Moderator

Boy Howdy, LJ, I think that could be it. I have always wondered what that Intellitec thing was for. I thought it had something to do with the Intellitec EMS. Cannot wait to find some wire to try grounding the pump or relay.. Will let you know how it goes. All fuses seem to be OK.

Rich

I checked from pump to ground and it did not run so looks like I will have to replace the pump..The cover on the controller was taped on by a prior owner so that is why I could not read on the side where it says something about "pump". I think I may replace it also for that reason but I opened it and all the solder trails look good and no burned up diodes etc...so I may just tape back together. I am pretty fair electrical but not 12V!!! as yet.

Rich

I replaced the original Aqua Jet with the Remco AquaJet. Very happy. You can leave accumulator in place or remove. Reports are it works fine both ways.

Keith

At this point it looks like the Remco is the one I will go with. It's almost the same as I have in that it is a Remco AquaJet and it puts out 5.3 GPM. Difference I believe is this new one has 5 little pumps in there. My accumulator has been broken for 3 or 4 years so I think I will try without in the beginning. Have found it at the cheapest so far at RVupgrades.com for \$149. The Intellitec Latching relay NW rv supply for \$34.49

Rich



**Members do it all at the MS.**

## Quiet Roof A/C Units

I've never seen a roof top A/C that is quiet. A 15K unit running at 1.5A blower will not be quiet. Heat pumps are great, slow to ramp up the heat but excellent when they do ramp up. When I can, I'll run 3 ceramic heaters which are hands down quieter than a AC but if I need to cool, the next step is the heat pumps. And the next step is dyno heat. Bob, '09 42' Scepter

I've seen reports that these are quieter:

<http://www.atwoodmobile.com/air-conditioners/rv-air-conditioners.asp>

They do make a ducted model.  
Les

Is anyone using these 15K ATWOOD AC/Heat pump air conditioners? If so, comments please.

Dave

Sure sounds like the sleeve bearings in the motor are seizing. When mine did that, I soaked the shafts at the motor ends where the bearings are located with CorrosionX and rotated them to allow some CorrosionX to enter the bearing and begin to free them up. When they spun more freely, I had the wife turn the fan on and added some more CorrosionX. This lasted for another year.

[corrosionx.com](http://corrosionx.com)

I have replaced my roof A/Cs with the Atwood 15 k btu heat pumps. They have two motors, are very quiet, have:

- A "Dry" dehumidify mode,
- An auto mode that shifts from cool to heat depending on what is needed to get to set point, and
- A number of nice features such as built-in ductwork that turns the downward moving air to horizontal smoothly.

You can, of course, replace the fan motor in your unit. I replaced my A/Cs because I liked the very quiet Atwoods. My total cost for two A/Cs was \$1338 from the 12volt store on line. I installed them in 30 minutes each using a friend's forklift. Two new fan motors professionally installed had cost me \$540. A friend has ordered three Atwoods for his Prevost.

Rudy

## Do You Know?

The generator fuel pickup is above the engine pickup in the diesel tank, so that the gen will quit at or before the fuel drops to 1/4 of a tank before the engine for obvious reasons. Bob, '09 Scepter

## No Hot Water with AquaHot

I'm currently camping in northern Minnesota and having some issues with hot water, at least I think it's an issue. While plugged in to 50amp and using the campground water the AquaHot has an issue with providing continuous hot water. Both the diesel and electric switch are on; and while taking a shower the water gradually gets cool. It never gets cold, and if I back off the hot water flow it will slowly heat back up. Is this just due to the reason tankless water heaters are not recommended in the northern climates (related to the temperature rise for the tap water) or is something wrong with the AquaHot?

Darren, '04 Imperial

Can you tell if the AquaHot diesel burner is firing? Hot diesel exhaust coming out the pipe? I use ours year around and even with temps down in the teens I can get loads of hot water for showers. Of course, when outside temps are below freezing, I'm using my on-board tank water.

Les

Like Les stated, make sure the system is firing up. Also, check that you have not left the outside shower facet on with the water turned off at the shower head. If this happens, the facet acts like a mixing valve and greatly reduces the amount of hot water you will get. Had some friends do this and spent hundreds on 'tech service' without any luck.

Art, '05 Imperial

The AquaHot will provide endless hot water at a rate of 1.5 GPM at 50-55 degrees above the input water. This is when the unit is performing absolutely up to snuff. If your input water is cold, then you can keep your fresh water tank full and when you shower just turn on your pump and use the tank water for your source. Might get a little better performance.

Your tempering valve might either need to be exercised or rebuilt. When they age, you start to lose some temperature control. Unfortunately, you have to pull the burner & motor out of position to get to the tempering valve, even to exercise it. Exercising is performed by turning the valve knob to its limit in both directions a couple of times. If your unit isn't smoking or sputtering when the burner is running then your combustion is good and it's unlikely you could get better performance with service.

*(Continued on p. 12)*

*(Continued from p. 11)*

If your shower head has been changed out, you might be using more than 1.5 GPM. It may be that you'll just have to do as you say and back off the volume.  
Steve

AquaHot is considered tankless because there is very little water volume to heat. The electric heater cannot keep up with the demand of a shower and will take time to first heat the water and the water will then start to cool as used.

Darren's post indicated that the diesel portion which will supply plenty of hot water is not working or maybe there is some bypass allowing cold water into the hot water like an outside shower.  
Bob, '09 42' Scepter

I have confirmed that the diesel burner is firing, hot exhaust from the tail pipe. The unit was serviced back in January at Alliance and given a good bill of health. I tried using water from my tank and that made a huge difference; also backing off on the flow from the shower head helps as well. I guess Lake Superior water is just a bit too cold, even in July.

Darren

Sounds like your unit is running fine. I'm guessing that the tech at Alliance exercised the tempering valve. It's easy to do when replacing the nozzle; and I think the techs do it as a matter of course. As you discovered, the temperature of that input water is a big deal. I'm guessing your shower head flows a bit more than 1.5 GPM also.  
Steve

Do check to see if you have both taps turned off at the "outside shower" in the wet bay. Sometimes people have a flexible hose and spray nozzle attached to it and when they stop using it, the spray nozzle stops the flow out the hose but leaving the two taps on allows the hot to mix with the cold, significantly reducing the hot water available to the shower inside.

Les

Sounds like a classic Tempering Valve problem. Exercise will fix. I have been in extremely cold weather with extremely cold water at inlet and never had a problem as long as the diesel side is turned on.

Rich

## **Need Help With Gen-Set / Batteries**

Heading from Pennsylvania to Ohio we parked at several Wal-Marts and the auto gen-set worked fantastic. We hit quite a few miles of unbelievably rough bumpy road and when we set up at our next Wal-Mart, the auto gen-set started to run the generator every 10-15 minutes recharging my 4 brand new 6 Volt deep cycle batteries. Then the batteries would drain to 50% in 10-15 minutes and the generator would start again. This would continue all night until we turned the inverter off. The batteries would then maintain their power level. I have no idea whether something happened to my inverter, my auto gen-set or what could possibly be draining the life out of my 4 new batteries. Any and all suggestions would be wonderful.

Sandy, '03 Imperial

OK, what you really need is for us to help you "get going" on your trip without destroying some equipment... Correct?

Agree with others I believe the problem is resolute in your new house batteries. Wired wrong are a dead and weak battery, even a single soldier can mess you up.

You did not mention what brand your four new batteries are, or who installed them. For instance, if they are Interstates, find where the closest Interstate distributor (not a retail seller as they will not help you unless they sold them) and have the distributor/jobber test them to see if one or two have failed and/or they are improperly wired in series.

If they are another brand look up the manufacturer on the web and call them to find the closest distributor service center, or maybe someone on the site can tell you where to take them.

Tell us exactly where you are currently. For instance if you're near Jack Sage he would have you tested and rolling in a heartbeat!

LD

Hi, thank you all for the information. They are 4 straight from the Deka factory in East Pennsylvania. Looking them over, Sonny found two are seeping acid on top of the case. I will try and find a distribution center here in Elkhart and have them see what is wrong. We are at Marv and Tom's Truck Service.

*(Continued on p 13)*

# MAINTENANCE

(Continued from p. 12)

What is so puzzling is that we had no problems with them holding a charge until we hit those many miles of severely bad road. Everything was working great in PA until the pit hole road in Ohio.

Sandy & Sonny, '03 Imperil

Art, Jason from Monaco tech support, Trace inverter tech and the Deka distributor all helped. When he delivered the two new batteries to us they had a gray case. He saw we had three black case batteries and one gray case. He told us they were different amperages. So we traded in the batteries with black cases that had lower amperage and bought all gray case with higher amperage. Now all our batteries match amperage and the inverter is happy. The biggest thing was disconnecting the heat temperature wire from the inverter which was getting a false reading because of acid contamination

Just want to thank everyone who gave us advice on our battery issue. It turns out the factory had given us two different amperage batteries so two over charged creating our gen set problems.

Sonny and Sandy, '03 Imperial

## Generator Manual Slide Opens

We have owned this coach since December. The previous owner was paranoid about things opening. He had several things tied that I thought was overkill. One of these was the generator slide. He said it came open once. He had it wired closed. I may install a short safety lanyard that will keep it from opening more than six inches. The safety lanyard can be unlatched after the normal latch is opened. Has the generator slide been a problem?

Jerry, '04 Scepter

Jerry is the slide hydraulic or manual? If hydraulic I wouldn't worry about it if manual just make sure the latch is engaged and in good repair.

Rich

It's manual and has chains that go to both sides of the slide. So both latches would have to fail. I think it was not closed properly. The previous owner was real jumpy about tying everything. I think I will verify it's latched. Check it frequently enroute for a few days.

Jerry, '04 Scepter

It is difficult to adjust both the cables and the latches so that they operate correctly and easily. Mine are now set so the handle is somewhat hard to unlatch because I don't want the gen opening during a hard stop. It's heavy and who knows if the stops would hold.

Bob, '09 Scepter

Mine has 2 cables that are poorly designed making it difficult to adjust both the cables and the latches so that they operate correctly and easily. Mine are now set so the handle is somewhat hard to unlatch because I don't want the gen opening during a hard stop. It's heavy and who knows if the stops would hold.

Bob, '09 Scepter

Jerry, I think a lot of us would like to know. This has been discussed a lot previously.

Gary

I haven't heard of many generators coming out. You need to keep the latches lubricated good so they will close properly. Also as others have said check the adjustment.

Larry, '05 Endeavor, Co-Moderator

I plan to lube them before we move again.

## AquaHot Maintenance

I'm new to this forum and motorhome. I'm starting to service vehicle to get ready for winter trip I would like to know if it is difficult to replace filter and fuel nozzle on my AquaHot 450 DE1. Wondering if is hard to get at fuel nozzle to get it out. Thanks I will probably have more questions.

Ken, '08 Scepter

I'm new to this forum and motorhome. I'm starting to service vehicle to get ready for winter trip I would like to know if it is difficult to replace filter and fuel nozzle on my AquaHot 450 DE1. Wondering if is hard to get at fuel nozzle to get it out. Thanks I will probably have more questions.

Ken, '08 Scepter

If you are fairly competent with tools you should not have a problem. It is important to follow the Shop Manual found on the Aqua-Hot Web Site when doing it. The 450D Shop Manual link is here:

[http://www.aquahot.com/aquahot.com/media/media/library/AHE-450\\_Series\\_Service\\_Manual\\_REV\\_E.pdf](http://www.aquahot.com/aquahot.com/media/media/library/AHE-450_Series_Service_Manual_REV_E.pdf).

I have done the annual service on my unit and many of my friends units over the past 10 years, but all of us have the AHE-100-02S units that eventually became the 600 series units when Aqua-Hot changed their name from Vehicle Systems. They marketed their units as Aqua-Hot and Hydro-Hot back then. The Aqua-Hot units became the "600 Series" and the Hydro-Hot units became the "400 Series".

Art, '05 Imperial

[www.busfixx.com](http://www.busfixx.com)

Cheaper parts. John is very knowledgeable and helpful on the phone. He is the oldest supplier of Webastos (Similar to the AquaHot) in the U.S.

Rich, '02 Windsor

# MAINTENANCE

## How ARG Models Compare Across Brands

I went on the ARG RV plant tour with my wife and three other people in 2014 and didn't seek any special information. According to Tom, the tour guide, they have been making Dynastys and will make Navigators on the same base unit.

They are making Fleetwood, American, Monaco and HR on the same lines. We saw several HR Ambassadors and Vacationers in production. (NOTE: Now Endeavors, Scepters, and Navigators are also being made.) 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.

At the right 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.

Larry, '05 Endeavor, Co-Moderator

## ARG Monaco Coach & Fleetwood Equivalents

- *Ambassador, Knight, Cheetah, Expedition, Excursion, Bounder Diesel*
- *Endeavor, Diplomat, Santiam, Gazelle, Sahara, Discovery, Revolution*
- *Scepter, Camelot, Providence*
- *Imperial, Windsor, Patriot, Allegiance, Tradition*
- *Heritage*
- *Navigator, Dynasty, Signature, Executive, Panther, Marquis, Patriot Thunder, Eagle*
- *Neptune, Cayman*
- *Vacationer-D, LaPalma-D*
- *Trip, Vesta*



License Plates seen at the MS



## 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 MaxxForce 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 MaxxForce engine they only ask for the VIN#.

Bob, '08 Ambassador, Co-Moderator



**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

NOTE:

The above information is about Monaco / Holiday Rambler coaches prior to their purchase by American Recreational Vehicles. New coaches coming off the assembly line will have different numbers. Look for an article in the next newsletter detailing the new numbering system.

## The Ultimate Stain Remover

The ultimate stain remover that actually works on a seriously set in stain! Never buy OxiClean again! Works on every stain I've tried it on.

The mixture is:

- 1 tsp. Dawn dishwashing detergent
- 3-4 Tablespoons of hydrogen peroxide
- Couple Tablespoons of baking soda.
- Scrub on with a scrubbing brush

Paulette

## Save Old Norcold

### Plastic Bins For New Frig

Reuse the old white or clear bins from your old Norcold to contain smaller items in your newly installed residential refrigerator. The old vegetable bins and narrow door bins contain the small bottles, jars, etc. to organize them and to keep them from moving around while traveling. Easy to clean too.

## I - 65 Bridge Closure in Indiana until Mid-September

This is just an FYI based on the listed below e-mail I got from Rand McNally.

*" Rand McNally has released a construction file to the Dock to reflect the ongoing closure of the northbound I-65 bridge between Lebanon and Lafayette. The Indiana Department of Transportation recently announced that the bridge will not reopen until mid-September.*

INDOT engineers closed the bridge on August 7th due to structural issues and were originally unsure of when it would reopen. "

I know we have members who travel I-65 and just wanted to pass this info on in case someone did not know. I have no idea how they are detouring traffic at this location. You might want to check before heading that way. Chris

## ScanGauge D Cable Not Working

I have a 2001 HR Endeavor and am having difficulty getting my ScanGauge D to work. I've hooked it up to the diagnostic plug in the front driver side bay. All it does is wake up then goes back to sleep within a short period. I've sent it back for testing and had a new cable sent. No luck  
Mike, '01 Endeavor

I had to modify the cord included with my "ScanGauge D" to make it work with the data and power wires to the diagnostic port of my coach because the plug on the *ScanGauge D cord* was NOT capable with, (DID NOT MAKE CONTACT with), the pins in my *diagnostic port*.

Rather than replace my existing 6-pin diagnostic port with a new, Deutsch J1700 port, (which was Linear Logic's rather expensive suggested solution. I modified the plug on the included Scangauge D cord to work with my 6-pin port.  
Mel, '96 Sahara

What specific modification did you make to the scan gauge plug to make it work with your coach.?  
Larry, '13 Endeavor

You have to remember Mel has a '96 unit. Newer units have the correct Bosch plug and you shouldn't have any problems. The ScanGauge D connector connected up directly on my unit. It should work back to at least 2000 year models. I know yours is a Navistar unit but it should still have the 9 pin connector.

Larry, 05 Endeavor, Co-Moderator

Mine has the correct connector but once in a while the ScanGauge plug falls out. It just doesn't seem to seat correctly.

Larry, '13 Endeavor

## Find - It - Now Parts Warehouse

<https://rvparts.argrv.com>

Need parts for your coach? Get OEM parts here.





# National Preparedness Month

As members of Ramblin Pushers Chapter 419 move about the country during all the seasons, we should constantly be reminded of the need for safety during our travels. Janie and I have already traveled over 6,000 miles this summer and we have been confronted with numerous situations that threaten our safety. September is National Preparedness Month, so I want to invite all of our members to take some time to take action to make a plan with your community, your family and for your pets. You should plan how to stay safe and to communicate during the disasters that could affect you and your family as you travel in your RV for a weekend or a number of months.



*Dean Yoesting*  
Safety Coordinator

During September 2015 FEMA will have a weekly hazard focused theme that includes:

- September 1-5 FLOOD,
- September 6-12 WILDFIRE,
- September 13-19 HURRICANE, and
- September 20-26 POWER OUTAGE.

All of this leads up to National PrepareAthon! Day September 30. In your planning you should also include a TORNADO if you are traveling throughout the Midwest.

This has been a crazy year as you travel throughout the US. We have had a lot of rain in various parts of the country, from California to Texas, to the Northeastern and throughout the Midwest. Roads have been closed, campgrounds inundated with excess water and campgrounds closed. Bridges have been washed out and closed and traffic re-routed. Do you have flexibility in your schedule to deal with these issues? Are you prepared to abandon your rig when you have to vacate a campground because of a flooding situation?

Wildfires are another issue that we may encounter. A few years back Janie and I had to make major changes in our plans to avoid a number of forest fires in Utah. I read today of forest fires in California and Montana where campgrounds had to be evacuated quickly. Some of these fires are man-made, but many are started by lightning. Thousands of acres are currently burning in the western US, especially in Alaska. The important thing in this message is BE PREPARED.

For more information go to: [www.ready.gov/september](http://www.ready.gov/september)

### • **To Be Prepared**

- Have a plan.
- Protect your family and communicate that plan.
- Talk about the possibilities.
- Prepare. Plan. Stay Informed.

**DON'T WAIT. COMMUNICATE.  
MAKE YOUR EMERGENCY PLAN TODAY.**



**SEPTEMBER IS NATIONAL PREPAREDNESS MONTH!**



AMERICA'S  
**PrepareAthon!**



## 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 2016 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:
  - α) Been a member of the Chapter 419 Board for one year
  - β) Been a Maintenance Session Coordinator
  - χ) Been a Maintenance Session Co-Coordinator or Assistant Coordinator for two years
  - δ) Held a Chapter Standing Committee Chair position for two years
  - ε) Attended three Maintenance Sessions and served one year as a MS Committee Leader
  - φ) Attended four Maintenance Sessions and served three years on an MS committee
  - γ) 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.

## 2016 Elections

Each year the Ramblin' Pushers elects officers. All officers are volunteers who direct the Ramblin' Pushers and the Maintenance Session annually.

The group depends on members stepping up to maintain the strong educational focus of the MS. Will you volunteer to be on the ballot to steer the Pushers to keep a strong MS?

On pages 18 and 21 you will find qualifications, lists of officers we elect, By-Laws concerning elections, and how you can volunteer to be on the ballot.

In the 4<sup>th</sup> Quarter Newsletter, you will find how to send in your name. So, we hope you will strongly consider stepping up to share your strong managerial skills to help run the Ramblin' Pushers for another year. This is advance notice so you can evaluate your time and ability to serve.

***The deadline for volunteering for the election of officers will be January 1, 2016.***

## Generator Stops

I pulled in to get fuel and while fueling the generator stopped. I have tried starting it several times in the past couple of days and it runs for a couple of seconds then dies. Any suggestions?  
Dennis, '07 Scepter

Are you receiving any fault codes on the start switch? Mine would run for a time and shut down as well and the codes indicated an over heating problem. Turned out to be the thermostat stuck in the closed position. As you were driving, this may not be your problem but the fault codes will give you a starting point.

Jim, '09 Scepter

How low did you get on fuel? Your generator will shut down at 1/4 tank plus or minus. If that happened, you may have lost the prime. Hold the start switch down for a minute or two and see if it starts.

Bob, '08 Ambassador, Co-moderator

If the fuel level drops to 1/4 of a tank the generator will quit. What happens it gets air in the fuel line and will run a few seconds and stop. Mine took four attempts before all the air was gone.

Jerry, '04 Scepter

Sounds like a fuel problem. Have you tried holding the stop button down for at least 30 to 40 seconds to prime the engine? If that does not work wondering if it might have been possible to have knocked off the pickup tube in the tank while fueling. Locate the generator pickup hose on the top of your fuel tank remove it and stick it in a container of fuel. Test to see if the generator will run.  
Brian, '08 Endeavor

# Ramblin' Pushers 2016 Maintenance Session

If you own a Holiday Rambler, American Coach, Fleetwood, Beaver, Monaco or Safari Diesel Motorhome, you're invited.

**April 28 – May 4, 2016**

(Arrival Day the 28<sup>th</sup> included in Registration)

**Early Parking April 27<sup>th</sup>**

Goshen, Indiana – GPS: N41.5807 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 27<sup>th</sup> an extra \$20  
**Please don't arrive earlier than Early Parking Day April 4/27 (You will not be parked at assigned site)!!!**

Need more information?

Visit our Website at [www.ramblinpushers.org](http://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 19 handicap parking spaces are available and will be assigned based on when the registration is postmarked.

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:  
Ramblin' Pushers Chapter 419  
413 Walnut St., #5294  
Green Cove Springs, FL  
32043-3443

You should receive an e-mail about three weeks after mailing your registration confirming receipt. Pre-arrival packets will be distributed electronically to registered attendees in early April 2016.

Cancellations accepted prior to MS, subject to an admin. fee of \$10. Call 866-208-7411 or email to [ipjscuba@bellsouth.net](mailto:ipjscuba@bellsouth.net) to cancel.

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

Cut Here and Return Below Registration with Check or Money Order

Names \_\_\_\_\_ HRRVC# if Applicable \_\_\_\_\_ For Office Use ID No \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone: Home \_\_\_\_\_ Cell \_\_\_\_\_  
 Email \_\_\_\_\_  
 Amount Paid \_\_\_\_\_  
 Check # \_\_\_\_\_  
 Date Postmarked \_\_\_\_\_

Coach Make \_\_\_\_\_ Coach Model \_\_\_\_\_ Year \_\_\_\_\_ Length \_\_\_\_\_ Engine Mfg \_\_\_\_\_  
 Vehicle ID Number (17 Digit No.) \_\_\_\_\_

REGISTRATION FEES: Check or MO payable to Ramblin' Pushers

|   |          |       |
|---|----------|-------|
| Coach with 2 persons                                    | \$225.00 | _____ |
| Coach with 1 person                                     | 185.00   | _____ |
| Extra Person in Coach, <u>Add</u>                       | 60.00    | _____ |
| Non-Ramblin' Pusher Member, <u>Add</u>                  | 20.00    | _____ |
| Early Parking Day – April 27 <sup>th</sup> , <u>Add</u> | 20.00    | _____ |

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 \_\_\_\_\_ Audio/Visual \_\_\_\_\_ Engineering \_\_\_\_\_ Parking \_\_\_\_\_ Info/Trans \_\_\_\_\_ Coach Weigh \_\_\_\_\_ Propane Sniffing \_\_\_\_\_  
 Round Table Moderators \_\_\_\_\_ Seminar Host \_\_\_\_\_ Mentors \_\_\_\_\_ Ladies Activities \_\_\_\_\_ Tours \_\_\_\_\_ Book Exchange \_\_\_\_\_  
 Office \_\_\_\_\_ Registration \_\_\_\_\_ Goody Bags Prep. \_\_\_\_\_ Greetings \_\_\_\_\_ Evaluations \_\_\_\_\_ Hospitality \_\_\_\_\_ As Needed \_\_\_\_\_



# NOMINATIONS AND ELECTIONS

## **The Board of Directors Includes:**

|                       |                    |
|-----------------------|--------------------|
| <i>President</i>      | <i>1 year term</i> |
| <i>Vice-President</i> | <i>1 year term</i> |
| <i>Treasurer</i>      | <i>1 year term</i> |
| <i>Secretary</i>      | <i>1 year term</i> |
| <i>Director</i>       | <i>2 year term</i> |
| <i>Director</i>       | <i>2 year term</i> |
| <i>Director</i>       | <i>2 year term</i> |
| <i>Director</i>       | <i>2 year term</i> |

## **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 with 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 2016, at the General Membership meeting during the 2016 MS we will elect four officers and two directors. Members will vote for new Officers.

## **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](mailto: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.



**Have You Sent in Your 2016 MS Registration?**

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

# MANUFACTURING RELATIONS

## Allied Recreation Group (ARG) Corporate Officers

|   |                 |
|---|-----------------|
| CEO, Allied Specialty Vehicles (ASV)                    | Tim Sullivan    |
| CEO Allied Recreation Group (ARG)                       | James P. Jacobs |
| President, Monaco & Holiday Rambler                     | Mike Snell      |
| Vice-President Customer Experience, ARG                 | Steve Heim      |
| National Director of Service Operations, ARG            | Giff Akins      |
| Director of Marketing, ARG                              | Steven Hileman  |
| Director of Product Design, ARG                         | Paul White      |
| Holiday Rambler Brand Manager, Monaco & Holiday Rambler | Scott Jacobson  |
| National Parts Operation Manager, ARG                   | Joyce Arnold    |
| District Sales Manager, Monaco & Holiday Rambler        | Leslie Grimm    |
| Coburg Service Manager, ARG                             | Matt Shyrer     |
| Monaco & Holiday Rambler                                | Teresa Jacobson |

### How to Access eGroup/eForum Files

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

[www.groups.yahoo.com/group/ramblin\\_pushers](http://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.



ARG Service Center  
RV Bays - Clean, Bright, Stocked

## ARG Indiana Service Center Decatur, Indiana

Do you know the ARG Indiana Service Center is located in Decatur, IN, about an hour drive from Goshen. If you need repairs that cannot be completed at the Fairgrounds during the 2016 MS, you can make an appointment NOW for before or after the MS.

Be sure to make your appointment EARLY as those coveted time slots for repair do fill up early. Do not count on arriving there and getting in during a time close to the MS. The Service Center will most likely take those with appointments first.

ARG provides sites with electricity for those with appointments. Water is available at the dump station where you can dump your tanks.

### Ramblin' Pushers Past Presidents

|                   |         |                        |
|-------------------|---------|------------------------|
| Robert Miller     | # 40082 | 1990                   |
| Dennie Massey     | # 50438 | 1991                   |
| Rubin Holdivid    | # 51352 | 1992                   |
| Sheets Cunningham | # 60998 | 1993, 1994             |
| Jimmy Dell        | # 27663 | 1995, 1996             |
| Bill Wall         | # 57670 | 1997, 1998             |
| Ronald Brown      | # 79083 | 1999, 2000             |
| Diane Gouge       | # 93479 | 2001, 2002             |
| Bruce Harris      | # 37208 | 2003, 2004             |
|                   |         | 2005, 2006             |
| Larry Laursen     | # 19685 | 2007                   |
| Charlie Wahler    | # 75457 | 2008                   |
| Dick Reidenbach   | #102412 | 2009, 2010             |
| John Miller       | # 10928 | 2011, 2012             |
| Roger Stickle     | #106217 | 2012, 2013, 2014, 2015 |



# MANUFACTURING RELATIONS WITH JOHN



## ARG Produces Quality Coaches At the Right Price Break

*John Jones, Lead*

Manufacturer Liason

One of the highlights of my trip this summer has been the visit **Jim Grossman** and I made to the ARG Manufacturing facility in Decatur, IN. We were delighted to meet **Jim Jacobs**, the newly appointed President of ARG. I was impressed with Jim's commitment to quality and putting maximum value in their coaches. A prime example is the 2016 Scepter introduced at this year's MS. He had cleaned it up and added independent front suspension, floor heat and steerable tag axle with no increase in purchase price.

**Jim Grossman** and I were allowed to go down the assembly line and actually look at the Scepters and Endeavors being manufactured that were later introduced at the HRRVC Eastern International Rally in Escanaba, MI, approximately two weeks later.

There was a noticeable improvement in quality of these coaches as compared to those coming from the factory to the 2015 MS. Obviously, the dramatic actions taken by Allied Specialty Vehicles CEO **Tim Sullivan** in April got the message across that quality was foremost and nothing less would be acceptable.

**Jim Jacobs, ARG CEO**, has a commitment of providing quality coaches at the right price break for the market. As an example, the new Endeavor we went through at the factory is a beautiful coach with a many amenities and priced at \$270K which is a great buy. I later had the opportunity to inspect this new Endeavor thoroughly at the HRRVC International Rally.

If your expectations are for the Endeavor to be comparable to those last produced by the previous manufacturer, you might be disappointed. But, the coach ARG has produced is \$80 to \$100K less expensive and returns to what the Endeavor used to be not what it had grown into. (See Endeavor photos p. 24)

We must all remember that even though these coaches have familiar names, they are newly designed coaches. The new Scepter does lack the side radiator and some of the amenities of earlier Scepters but, with the addition of independent front suspension, steerable tag and its lower price, it is the first coach I have seen since the demise of Monaco that would entice me to buy. I don't think I was alone in that assessment. It drove and handled like a dream. The 43 foot coach maneuvered like a 35 or 36 foot coach.

ARG is continuing to support clubs for all the brands they bought; and I hope everyone appreciates the amount of their marketing budget we receive. For the event I just attended, the HRRVC Eastern International Rally, they spent over \$16,000 supporting approximately the 170 motor homes and towables attending the Rally. So, I hope everyone takes the opportunity to thank them for their support. It would be hard to survive without their continued support. \_

### ARG / Holiday Rambler RV Contact Information

Useful contacts for information regarding  
your motor home.

ARG / HRTech Support 800.450.6336

ARG / HR RV – Indiana 800.650.7337

Cummins Customer Service 800.343.7357

Allison Customer Assistance 800.252.5283

### ARG Factory Tours

Monday - Friday 9 AM

For reservations Call

260-728-2121

Dial 443299 -- Tom Liechty

## MANUFACTURING RELATIONS WITH JOHN



### **2016 Photos – 2016 Endeavor**

**Top Left:**

**Mike Snell, Monaco President beside 2016 Endeavor**

**Top Right:**

**Bedroom area - 2016 Endeavor**

**Bottom Right:**

**Living Room – 2016 Endeavor**





# MAINTENANCE

## Treasurer's Report

January 1, 2015 - June 31, 2015

### 2015 Maintenance Session

For the Period January 1, 2015 to May 31, 2015

#### INCOME

|                  |    |                 |
|------------------|----|-----------------|
| 2015 MS Income   | \$ | 42,570.00       |
| Operating Income |    | <u>1,987.79</u> |
| Gross Income     | \$ | 44,557.79       |

#### EXPENSES

|                    |    |                   |
|--------------------|----|-------------------|
| 2015 MS Expenses   | \$ | 99,177.60         |
| Operating expenses |    | <u>7,271.32</u>   |
| Gross Expenses     | \$ | <u>106,448.92</u> |

Change in Fund Balance \$ (61,891.13)

*Robert Kiser, Treasurer*



## Generator Slide Opens

The previous owner was paranoid about things opening. He had several things tied. One of these was the generator slide. He said it came open once so he had it wired closed. I may install a short safety lanyard that will keep it from opening more than six inches. The safety lanyard can be unlatched after the normal latch is opened. Has the generator slide been a problem?

Jerry, '04 Scepter

Jerry is the slide hydraulic or manual? If hydraulic I wouldn't worry about it if manual just make sure the latch is engaged and in good repair.

Rich

It's manual and has chains that go to both sides of the slide. So both latches would have to fail. I think it was not closed properly. The previous owner was real jumpy about tying everything. I think I will verify it's latched. Check it frequently enroute for a few days.

Jerry, '04 Scepter

Mine has 2 cables that are poorly designed making it difficult to adjust both the cables and the latches so they operate correctly and easily. Mine are now set so the handle is somewhat hard to unlatch because I don't want the gen opening during a hard stop. It's heavy and who knows if the stops would hold.

Bob, '09 Scepter

I haven't heard of many generators coming out. You need to keep the latches lubricated good so they will close properly. Also as others have said check the adjustment.

Larry, '05 Endeavor, Co-Moderator



## **Ramblin' Pushers 2015 Post Maintenance Session Board Meeting Elkhart County 4-H Fairgrounds, Goshen, IN, May 7, 2015**

The Ramblin' Pushers Chapter 419 Board of Directors held the Post Maintenance Session Board Meeting on May 7, 2015. The Board was in attendance in addition to several team leaders and committee members.

Chapter President, **John Jones** called the meeting to order at 9:00 a.m. welcoming new Board Members and visitors.

First, the President announced that the Ramblin' Pushers will be attend the Super Show in Tampa in January 2016. Immediately following the Show the Mid-year Planning Session and Board Meeting will take place. The location will be determined very soon.

**Dennis Wacker** reported the findings of the Audit Committee with all found to be accurate and in order. Jerry Gerner reported 114 seminars were held this year with evaluations reflecting positive responses and well received seminars.

**Larry Hawkins** stated eighteen (18) volunteer seminar hosts worked with presenters to assist in enhancing their presentations and keeping everything on schedule. The Atwood seminar received the highest acceptance rating.

**Dempsey Brooks** was very pleased with the 531 service orders completed; and he received a number of positive comments on the work done.

**Bill Farmer**, in charge of the vendors, reported 43 vendors utilizing 49 booths for the attendees to enjoy. The First Aid report, made by Mitch Butler, showed we had 105 blood pressure checks and a few small instances where he or a member of his team responded to what were considered minor issues.

The highlight of new business was the announcement of **Susan Sembenotti** joining **Betsy Brock** as the Newsletter Assistant. We are so thankful for the job Betsy is doing for the Chapter, but recognize the importance of getting her some help. Thank You Betsy and we look forward to working with Susan.

Respectfully submitted,  
*Harvey Payne, Secretary*

## **Air Bags Will Not Inflate**

The airbags on the road side of the coach "will not inflate." Yes, it will level but only by dumping the right side curb air. I have measured at several points and the left side is exactly 6.5 inches lower than the right side, this is when the HWH is placed in "travel mode".

We were able to move to a new pad in the park, but it literally rode on the frame on the roadside during this move. Yes, both air tanks are filling to 123 psi. No, I have crawled under but can hear NO open air leaks or hissing. The only strange noise was as it was airing up .....there was a Ping Ping Ping that I have never, ever, ever, heard before. The exact sound was as though you were tapping on a 50 gallon drum with your knuckles.

I have tried every operator trick I know, including dumping all air and then trying to re-inflate all bags. The road side will not come up and that is from the front bags to the rear. The last time I talked to HWH in Moscow, Iowa (about a year ago) they said it is approximately three days before a tech can return a call. That would be a long way to drive at 3 mph on the frame. Any experience or ideas?  
LD, 01 Endeavor '05 Executive

Your rubber connector on your ride height valve is broken, they rot out and break. It's a fairly common problem.

Eric, ;94 Navigator

Sounds like a strong possibility. 'Rubber connector thing located on The ride height valve.' Thanks and will check that out. Anybody else have an idea of where to look.?

LD  
YOU CANNOT DRIVE WITH THE BAGS DEFLATED! Are there any inline check valves in the system?  
Joel



# RAMBLIN' PUSHERS CHAPTER INFORMATION

## 2015 Ramblin' Pushers Officers & Board



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

| <b>POSITION</b>          | <b>MEMBER</b>   | <b>EMAIL</b>                 | <b>HOME STATE</b> | <b>HR #</b> |
|--------------------------|-----------------|------------------------------|-------------------|-------------|
| President                | John Jones      | jjpscuba@bellsouth.net       | FL                | 114886      |
| Vice-President           | Jim Grossman    | jim.grossman@sbcglobal.net   | MO                | 101983      |
| Secretary                | Harvey Payne    | mhpayne@netzero.net          | VA                | 82996       |
| Treasurer                | Robert L. Kiser | RNCKiser@aol.com             | NC                | 107386      |
| Director                 | Sarah Brooks    | Sarahwbrooks@bellsouth.net   | FL                | 85414       |
| Director                 | Ed Francis      | francesbabycakes@gmail.com   | NC                | 118020      |
| Director                 | Paul Miller     | Pauljoyce.miller@verizon.net | VA                | 113736      |
| Director                 | Hugh Skidmore   | hsscubadoc@bellsouth.net     | FL                | 116246      |
| Immediate Past President | Roger Stickley  | tammy21@wans.net             | OK                | 106217      |



Left to Right:

Robert Kiser, Treasurer; Jim Grossman, Vice-President & MS Event Coordinator; John Jones, President; Secretary, Harvey Payne

Board Members: Sarah Brooks, Ed Frances, Hugh Skidmore; Not Shown: Paul Miller & Roger Stickley

# 2015 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 a Service Center that would like to become a Sponsor Service Member, please contact Dempsey Brooks, [fdbrooks@bellsouth.net](mailto:fdbrooks@bellsouth.net).

1. Service and repairs
2. Collision repairs
3. Supplies and accessories
4. Disposal stations
5. LP Gas
6. Chassis/Engine Service
7. Overnight Parking

8. 10% Member discount on store items
9. RV Storage
10. RV Wash Service



## Alliance Coach, Inc.

4505 Monaco Way  
Wildwood, FL 34785  
Web Site: [www.alliancecoach.com](http://www.alliancecoach.com)  
E-mail: [business@alliancecoach.com](mailto:business@alliancecoach.com)  
Contact: Allan Shapiro 352-330-3800  
[ashapi@aol.com](mailto:ashapi@aol.com)  
Sales: Tom Peterson 352-330-3800  
[tom.peterson@alliancecoach.com](mailto:tom.peterson@alliancecoach.com)  
Service: Mike Hawkins 352-330-3800  
[mike.hawkins@alliancecoach.com](mailto:mike.hawkins@alliancecoach.com)  
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](http://www.alliancecoach.com)  
E-mail: [business@alliancecoach.com](mailto:business@alliancecoach.com)  
Contact: Allan Shapiro 352-330-3800  
[ashapi@aol.com](mailto:ashapi@aol.com)  
Sales: Rick Burling 229-559-1555  
[rick.burling@alliancecoach.com](mailto:rick.burling@alliancecoach.com)  
Service: Keith Frost 229-559-1555  
[keith.frost@alliancecoach.com](mailto:keith.frost@alliancecoach.com)  
Services: **1, 2, 3, 4, 5, 7, 10**  
Models: Vacationer, Ambassador, Endeavor

## Apalachee RV Center

1364 Duncan Lane  
Auburn, GA 30011  
Web Site: [www.myarv.com](http://www.myarv.com)  
E-mail: [service@myarv.com](mailto:service@myarv.com)  
Contact: Joe Morillo 770-868-0999 X 309  
[service@myarv.com](mailto:service@myarv.com)  
Service: Tracy Fulkerson 770-868-0999 X 301  
[tracy@myarv.com](mailto:tracy@myarv.com)  
Services: **1, 2, 3, 4, 5, 6, 8, 10**

## Day Bros Auto & RV Sales, LLC

3054 Laurel Rd  
London, KY 40744  
Web Site: [www.daybrosvsales.com](http://www.daybrosvsales.com)  
E-mail: [sday29@msm.com](mailto:sday29@msm.com)  
Contact: Kenny Day 606-877-1530  
Sales: Terry Mitchell 606-877-1530  
Service: George Day 606-877-1530  
Services: **1, 2, 3, 4, 5, 8, 9, 10**

## Giant RV - Montclair, CA

9150 Benson Ave  
Montclair, CA 91763  
Web Site: [www.giantrv.com](http://www.giantrv.com)  
E-mail: [dickT@giantrv.com](mailto:dickT@giantrv.com)  
Contact: Dick Torres 909-981-0444  
Service: Paul Nunez 909-981-0444  
Services: **1, 2, 3**  
Models: Admiral, Vacationer, Ambassador

## Giant RV - Marietta, CA

24700 Madison Ave  
Marietta, CA 92562  
Web Site: [www.giantrv.com](http://www.giantrv.com)  
E-mail: [dickT@giantrv.com](mailto:dickT@giantrv.com)  
Contact: Dick Torres 909-981-0444  
Sales: Mike Jacque 951-696-7444  
Service: John Meyke 951-254-4053  
Services: **1, 2, 3**  
Models: Vacationer, Ambassador

## Mellott Brothers, Inc

2718 Willow Street Pike  
Willow Street, PA 17584-9505  
Web Site: [www.mellottbrothers.com](http://www.mellottbrothers.com)  
E-mail: [sales@mellottbrothers.com](mailto: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

100 O'Banion Way  
Alvarado, TX 76009  
Web Site: [www.mhsrv.com](http://www.mhsrv.com)  
E-mail: [djobanion@m.s.n.com](mailto:djobanion@m.s.n.com)  
Contact: Donny O'Banion 817-790-7771  
Sales: Mark Griffith 817-790-7771  
[mark@mhsrv.com](mailto:mark@mhsrv.com)  
Service: Terry Humphries 819-790-7771  
[service@mhsrv.com](mailto:service@mhsrv.com)  
Services: **3**  
Models: Vacationer, Ambassador

# 2015 SPONSOR DEALER MEMBERS

## Paul Evert's RV Country

3633 South Maple  
Fresno, CA 93725

Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Curt Curtis- 559-779-1725  
[curt@rvcountry.com](mailto:curt@rvcountry.com)  
Sales: Julien Castillo 559-486-1000  
Service: Han Dudley 817-779-1725  
Services: **1, 2, 3, 4, 5, 6, 7, 8, 9**  
Models: All HR Diesel Models

## Paul Evert's RV Country

83407 Highway 111  
Indio, CA 92201

Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: John Mathiasen 760-972-4122  
[jmathiasen@rvcountry.com](mailto:jmathiasen@rvcountry.com)  
Sales: John Mathiasen 760-972-4122  
Service: John Mathiasen 760-972-4122  
Services: **1, 2, 7, 10**  
Models: All HR Diesel Models

## Paul Evert's RV Country

90915 Roberts Road  
Coburg, OR 97408

Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Jim Hardy [gentlemanjimhardy@gmail.com](mailto:gentlemanjimhardy@gmail.com)  
Sales: Alan Page 541-636-6041  
Service: Chad Ross 541-686-6041  
Services: **1, 2, 3, 4, 5, 6, 7, 8, 10**  
Models: All HR Diesel Models

## Paul Evert's RV Country

5111 20th Street E  
Fife, WA 98424

Web Site: [www.rvcountry.com](http://www.rvcountry.com)  
E-mail: [sales@rvcountry.com](mailto:sales@rvcountry.com)  
Contact: Kevin Knowles 253-926-6000  
[kknowles@rvcountry.com](mailto:kknowles@rvcountry.com)  
Sales: Kevin Knowles 253-926-6000  
Service: Jeff Grah 253-926-6000  
[jeffg@rvcountry.com](mailto:jeffg@rvcountry.com)  
Services: **1, 3, 6, 7**  
Models: All HR Diesel Models

## PGA Auto, RV, Boat Collision

32393 Lakepoint  
New Baltimore, MI 48047

Web Site: [www.pgacollision.com](http://www.pgacollision.com)  
E-mail: [pgacollision@comcast.net](mailto:pgacollision@comcast.net)  
Contact: Gary Patchak 586-725-1863  
Sales: Danny Patchak 586-718-4726  
Service:  
Services: **2, 10**  
Models: All HR Diesel Models

## RV World of Lakeland

940 Lakeland Park Center Drive  
Lakeland, FL 33809

Web Site: [www.rvworldinc.com](http://www.rvworldinc.com)  
E-mail: [mgerzeny@rvworldinc.com](mailto:mgerzeny@rvworldinc.com)  
Contact: Pete Ackerman 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

## RV World of Nokomis

2110 Tamiami Trace  
Nokomis, FL 34295

Web Site: [www.rvworldinc.com](http://www.rvworldinc.com)  
E-mail: [info@rvworldinc.com](mailto:info@rvworldinc.com)  
Contact: Ed Davidson 941-966-2182  
Sales: Jim Alba 941-966-2182  
Service: Craig Hinshaw 941-966-5335  
Services: **1, 2, 3, 5, 10**  
Models: Vacationer, Ambassador, Endeavor

## The R.V. Shop, Inc.

14340 S. Choctaw Ext.  
Baton Rouge, LA 70819

Web Site: [www.RVShoponline.com](http://www.RVShoponline.com)  
E-mail: [info@rvshoponline.com](mailto:info@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](http://www.sicardrv.com)  
E-mail: [gsicard@sicardrv.com](mailto:gsicard@sicardrv.com), [rsicard@sicardrv.com](mailto:rsicard@sicardrv.com)  
Contact: Blair 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](http://www.veurinksrv.com)  
E-mail: [rvsales@veurinksrv.com](mailto:rvsales@veurinksrv.com)  
Contact: Tim Veurink 616-965-9605  
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

# 2015 SPONSOR SERVICE MEMBERS

Sponsor Service Members provide service for HR Diesel Pushers. These Sponsors would like you to consider them when you have service needs. If you know of an Service Facility that would like to become a Sponsor Service Member, please contact Dempsey Brooks, [fdbrooks@bellsouth.net](mailto:fdbrooks@bellsouth.net).

1. Service and repairs
2. Collision repairs
3. Supplies and accessories
4. Disposal stations
5. LP Gas
6. Chassis/Engine Service
7. Overnight Parking

8. 10% Member discount on store items
9. RV Storage
10. RV Wash Service



## Coach Supply Direct

19975 M - 205  
Edwardsburg, MI 49112

Web Site: [www.coachsupplydirect.com](http://www.coachsupplydirect.com)  
E-mail: [info@coachsupplydirect.com](mailto:info@coachsupplydirect.com)  
Contact: Josh Leach 269-340-4965  
800-589-7251  
[josh@coachsupplydirect.com](mailto:josh@coachsupplydirect.com)

Services: **1, 2, 3, 7, 8**

## Cummins Crosspoint LLC

3415 W. Coliseum Blvd.  
Fort Wayne, IN 46808

Web Site: [www.crosspoint.cummins.com](http://www.crosspoint.cummins.com)  
E-mail: [cd575@cummins.com](mailto: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](http://www.cummins.com)  
E-mail: [Kent.A.Hollopeter@cummins.com](mailto:Kent.A.Hollopeter@cummins.com)  
Contact: Kent Hellopeter 574-361-1068

Services: **1, 3, 4, 5, 7, 8**

## Custom Coach Connection

208 Charleston Lane  
Maryville, TX 37803

Web Site: [www.customcoachconnection.com](http://www.customcoachconnection.com)  
E-mail: [Geoff@customcoachconnection.com](mailto:Geoff@customcoachconnection.com)  
Contact: Geoff Matthews 619-571-3393  
Sales: G.Matt@me.com 619-571-3393  
Other: Johana Matthews 619-571-3592  
[Johana@me.com](mailto:Johana@me.com)

Services: **1, 3**

## Eagle's Pride RV, Inc.

108 C Plantation Drive  
Titusville, FL 32780

Web Site: [www.eaglespride.com](http://www.eaglespride.com) 800-552-3555  
E-mail: [eaglespride@yahoo.com](mailto:eaglespride@yahoo.com)  
Contact: Mike & Joshua Thibeau 321-383-0288  
Sales: Carrie Wilmer 321-383-4495  
Service: Joshua Thibeau 331-383-0288  
Services: **1, 2, 3, 5, 7, 8**

## Elkhart Sales & Service, Inc.

27895 CR 10, Ste. "B"  
Elkhart, IN 46514

Web Site: [www.elkhartssi.com](http://www.elkhartssi.com)  
E-mail: [mmiller@elkhartssi.com](mailto: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, 9**

## Glen's Tire Inc.

609 E. Waterford St.  
Wakarusa, IN 46573

Web Site: [www.glenstire.net](http://www.glenstire.net)  
E-mail: [pitstop@glenstire.net](mailto:pitstop@glenstire.net)  
Contact: Glen Zimmerman 574-866-1159  
[glen@glenstire.net](mailto:glen@glenstire.net)

Services: **1, 2, 3, 4, 9**

## Hydronic Heating Specialists

(AquaHot)

23624 Greenwood Blvd.  
Elkhart, IN 46516

Web Site: [www.hydroneheatingspecialist.com](http://www.hydroneheatingspecialist.com)

E-mail: [darin@hydroneheatingspecialist.com](mailto:darin@hydroneheatingspecialist.com)  
Contact: Darin Hathaway 574-612-4826  
Services: **1**

# 2015 SPONSOR SERVICE MEMBERS

## Lee Smith, Inc.

2600 8th Avenue  
Chattanooga, TN 37407-1156

Web Site: [www.lee-smith.com](http://www.lee-smith.com)  
E-mail: [dkissinger@lee-smith.com](mailto:dkissinger@lee-smith.com)  
Contact: Taylor Vinson 423-622-4161  
Service: Mike Suggs 423-648-6404  
Services: **1, 2, 3, 4, 6, 7, 8, 10**

## Lloyd DeGerald Services

(AquaHot)  
16754 Smithers Rd  
Paron, AR 72122

E-mail: [lloyd.degerald@gmail.com](mailto:lloyd.degerald@gmail.com)  
Contact: Lloyd DeGerald 501-258-8426  
Services: **1** (AquaHot/HydroHot)

## Master Tech RV

28717 Holiday Place  
Elkhart, IN 46517

Web Site: [www.mastertechrv.com](http://www.mastertechrv.com)  
E-mail: [service@mastertechrv.com](mailto:service@mastertechrv.com)  
Sales Contact: Mitch Franz 574-522-6624  
Contact: Tim Klenk 574-320-0162  
Service: Don Walder 574-522-6624  
Services: **1, 2, 3, 4, 5, 7, 8, 10**

## M & M RV Electronics

(RV Electrical)  
205 North Main Street  
Ohio City, OH 45874

Web Site: [mmrvelectronics.com](http://mmrvelectronics.com)  
E-mail: [mmrvelectronics@yahoo.com](mailto:mmrvelectronics@yahoo.com)  
Contact: Mark Bayus 419-203-2827  
Service: Chris Bayus 419-965-3014  
Services: **1** (RV electrical), **3, 7, 8**

## RV Decor

5800 E. 32nd Street  
Yuma, AZ 85365

E-mail: [info@rvdecor.com](mailto:info@rvdecor.com)  
Web Site: [rvdecor.com](http://rvdecor.com)  
Contact: Mujeeb Khan 928-550-7010  
Service: [mujeeb@rvdecor.com](mailto:mujeeb@rvdecor.com) 928-550-7010  
Service: Peggy Grich [peggy@rvdecor.com](mailto:peggy@rvdecor.com)  
Service: Jerry Hulser 928-550-7010  
Services: **1, 2, 3, 6, 8**

## RV Systems, Inc.

(AquaHot)  
537 Sandy Creek Dr.  
Brandon, FL 33511

E-mail: [plaancy2001@yahoo.com](mailto:plaancy2001@yahoo.com)  
Contact: Paul Lancy 813-770-7590  
Service: Paul Lancy 813-770-7590  
Services: **1** (AquaHot)



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# Ramblin' Pushers - 2015 Sept. Newsletter

|                                |   |
|--------------------------------|---|
| President's Message            | 1 |
| Newsletter Information         | 2 |
| Contact US                     | 2 |
| From 2015 MS Event Coordinator | 3 |
| Volunteering                   | 4 |
| Early Parking?                 | 4 |
| Visit Pusher Sponsors          | 5 |
| 2016 MS To Do List             | 5 |

**Maintenance Issues**

|                                     |    |
|-------------------------------------|----|
| • Air Leveling Problems             | 5  |
| • Ambassador Coolant Temp. Gauge    | 6  |
| • Replacement Exterior Graphics     | 8  |
| • Removing 3M Film on Coach Front   | 8  |
| • AGM Batteries                     | 9  |
| • What Water Pump to Buy?           | 10 |
| • Quiet Roof A/C Units              | 11 |
| • No Hot Water with AquaHot         | 11 |
| • Need Help with GenSet / Batteries | 12 |
| • Generator Manual Slide Opens      | 13 |
| • AquaHot Maintenance               | 13 |
| • Generator Stops                   | 18 |
| • Air Bags Will Not Inflate         | 26 |

**Really Useful Information**

|                                      |    |
|--------------------------------------|----|
| • The Ultimate Stain Remover         | 16 |
| • Save Old Norcold Bins for New Frig | 16 |
| • ScanGauge D Cable Not Working      | 16 |
| • How to Access eGroup Files         | 22 |

**Safety Corner with Dean**

17

## Inside This Issue



**ARG Information:**

|  |    |
|--|----|
| • How ARG Models Compare Across Brands     | 14 |
| • ARG Monaco Coach & Fleetwood Equivalents | 14 |
| • Important Coach Numbers                  | 15 |
| • ARG Corporate Officers                   | 22 |
| • ARG IN Service Center                    | 22 |
| • ARG Produces Quality Coaches             | 23 |
| • ARG Factory Tours                        | 23 |
| • Photos - 2016 Endeavor                   | 24 |

**Ramblin' Pushers Information:**

|   |    |
|---|----|
| • Annual Board of Directors Election          | 18 |
| • By-Laws Concerning Elections                | 18 |
| • 2016 Elections                              | 18 |
| • 2016 MS Registration Form                   | 19 |
| • Membership Form                             | 20 |
| • Board of Directors Terms                    | 21 |
| • To Become a Candidate for BOD               | 21 |
| • Ramblin' Pushers Past Presidents            | 22 |
| • Treasurer's Report                          | 25 |
| • Ramblin' Pushers 2015 Post-MS Board Meeting | 26 |
| • 2015 Ramblin' Pushers Officers & Board      | 27 |

**2015 Sponsor Dealer Members 28 - 29**

- \* Alliance Coach, FL
- \* Alliance Coach, GA
- \* Apalachee RV Center, GA
- \* Day Brothers Auto & RV Sales, LLC
- \* Giant RV of Montclair, CA
- \* Giant RV of Marietta, CA
- \* Mellott Brothers, Inc., PA
- \* Motor Home Specialist, TX
- \* Paul Evert's RV Country-Fresno, CA
- \* Paul Evert's RV Country-Coberg, OR
- \* Paul Evert's RV Country-Indio, CA
- \* Paul Evert's RV Country-Fife, WA
- \* PGA Auto, RV, Boat Collision, MI
- \* RV World of Lakeland, FL
- \* RV World of Nokomis, FL
- \* The R.V. Shop, Inc., LA
- \* Sicard RV, Ontario, Canada
- \* Veurinks RV Center, MI

**2015 Service Sponsor Members 30 - 31**

- \* Coach Supply Direct, MI
- \* Cummins Crosspoint LLC, IN
- \* Cummins Onan of Elkhart, IN
- \* Custom Coach Connection, TX
- \* Eagle's Pride RV, Inc., FL
- \* Elkhart Sales & Service, Inc., IN
- \* Glen's Tire Inc., IN
- \* Hydronic Heating Specialists, IN
- \* Lee Smith, Inc., TN
- \* Lloyd DeGerald Services, AR
- \* Master Tech RV, IN
- M & M RV Electronics, OH
- RV Decor, AZ
- \* RV Systems, Inc., FL