
**HRRVC Western Holiday Pusher
Chapter 500**

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President's Message

Welcome to all of new and renewed members of the Holiday Rambler Pusher 500 Chapter. Last year's Maintenance Session had good attendance and was a great success. We are working on the 2011 Maintenance Session in Las Vegas at the Oasis RV Resort and hope to see all of you there. If anybody has any suggestions for speakers or seminars, please send them to me and I will see what we can do.

In this newsletter, you will see something different this time. There will be a page of business cards of service providers that members have used and are pleased with the results. If you have had a good experience with any business, please send me their business card and we will include it in the next newsletter.

Also, do not forget to send any questions, problems and resolutions that you may have to the Newsletter Editor.

I look forward to seeing everyone at the next Maintenance Session.

Rich Rust, President

2011 Chapter Dues

If you have not yet paid your \$15 dues for 2011, please do so immediately. If dues remain unpaid, this will be the last issue of the newsletter that you will receive. Please complete the Membership Application on page 8 and remit to Tom Struthers, Treasurer, at the address shown in the Contact List.

2011 Western Pushers Maintenance Session

Mark your calendars now for the 2011 Maintenance Session which will be held at the Oasis RV Resort in Las Vegas, NV. The dates are October 17th to 21st, with early parking available beginning on October 15th. This will be a "Buddy Rally" like last year, so invite your friends and relatives with Some Other Brand diesel motorhomes to attend with you. The program planning is underway, and we'll have a number of knowledgeable speakers on hand to share their technical expertise with us. Further information will be in the next Newsletter.

Members' Mailbox

This is the section where members share questions and input of interest to all members. We've had some great input here and encourage all our readers to offer their ideas and experience to the membership of Chapter 500. Thank you to those who contributed!

Battery Care 101

All the connections should be tight and clean. The batteries should also be clean. Prepare a slurry of baking soda and water and brush it all over the batteries, then rinse with plain water.

First, check your inverter/charger for proper charging voltage. Bulk charge should be 14.4 vdc and Absorb/Float charge should be 13.4 vdc. You'll need to check in your inverter manual on the set-up procedure if it is wrong. This is usually done via the "type of battery" setting (Floated batteries, AGM/Gel)

Next you need to measure the voltage at the batteries and verify the proper charge voltage there. Using the voltages above and what mode the charger is in (bulk or float) you should see the proper voltage on the battery bank.

If the charger continuously goes into bulk charge mode, that means the batteries are under 12.1 volts. (The battery temperature plays a role in the Float and Absorb operation, if the temperature is above 77 degrees, then the Float/Absorb charge mode decreases the current).

With the charger turned off, measure the voltage on each individual battery. If there is a 0.3 vdc difference between batteries, you should replace all the batteries.

Finally, check the specific gravity of each cell. If the specific gravity between any cells in a battery differs by .05, then the battery is no good. If any battery has a weak cell then you should replace all the batteries.

Roof Cleaning & Resealing

Here's one member's process for maintaining the roof of his coach.

I take some Wesley's Bleach White tire cleaner in a spray bottle and a stiff bristle brush (small) and a tire brush. I remove ALL the dirt and grime and mold and whatever with that. I then rewash with normal car wash soap and rinse thoroughly and let it dry in the sun for a day...then

I recaulk, using Geocell 2300, which has an active solvent and it crosslinks with the existing sealant.

Holding Tank Leak Repair

From Bob Lundin, 2000 Endeavor

Problem: slight leak (drip) from the pipe exiting the grey water tank.

Solution: Initially, I thought it was the joint of the 3 ½ inch fitting from the holding tank but after I removed that section, cleaned it and put it back together, I found it was the 3 ½ inch to 1 ½ inch reducer that had the leak (probably a hairline crack). I could not see the actual crack but noted where the water was leaking so I purchased a small tube of EP-200 epoxy putty (\$4 at Home Depot) and applied it to both sides of the reducer. The epoxy was easy to use and cured in 10 minutes to a hard compound that stuck to the inside and outside of the reducer. After putting copious amounts of pipe thread sealant around the holding tank coupling, I put it back together, tightened the hose clamp and it seems not to be leaking.

It was easy to remove the piping between the holding tank and T handle dump valve – just remove all four screws holding the dump valve in place and wiggle the assembly out of the holding tank coupling.



Norcold Recall Technical Explanation

The following explanation was provided by a Norcold tech support engineer that usually talks to the Dealers.

The Thermal Snap Switch which was added as part of previous recalls only measures the AIR temperature. Norcold has determined that there is a better way to monitor the refrigerator and prevent fires.

They are replacing the Thermal Snap Switch with a Thermocouple that is mounted on the Boiler Tube. His definition of the Boiler Tube was the tube that is heated with either the 110 VAC Heaters or Propane Burner and also contained the ammonia.

This Thermocouple then feeds a signal to a Thermal Cut Off or Thermal Sensor Module. This module contains a circuit that measures and understands the boiler temperature. The Module INTERPRETS the Thermocouple's signal and translates it into an OK or SHUT DOWN SIGNAL. If the Thermal Sensor Module receives a high temperature from the boiler tube, the indication is that the cooling unit is potentially defective and should not be operated again. Thus, the Thermal Sensor Module kills all the control power to the Refrigerator Control Board and shuts down the Refrigerator. This Module is NOT resettable...it is a ONE-SHOT MODULE. Once tripped, it is DEAD.

Newer models will get a special code in the eyebrow display. The refrigerator will have power, but it will NOT run or cool and you will see the code. Older models will just shut down. There is an indicator lamp on the Thermal Sensor Module that will be ON if the boiler tube has reached the critical temperature.

The purpose of the Indicator Light is to let the customer know that the module has shut down the unit. If a fuse blew, then the light would not be on. He indicated that they are shipping the SAME cooling units NOW that they shipped prior to announcing the latest recall, just adding the Thermal Cut Off Module to monitor the cooling unit and the boiler temperature.

At that point, there would be NO alternative but to REPLACE the Cooling Unit or get a NEW Refrigerator. If the unit is currently under Norcold Warranty, then they will handle it. If not, then it is the customer's responsibility.

They will NOT, and he repeated this, NOT sell another Thermal Sensor Module as the over temperature indication is a signal that the boiler tube in the cooling unit COULD fail and cause a release of ammonia and thus, the potential for a fire.

A Long, Frustrating Tale

From Tom Struthers, 2002 Ambassador

As your newsletter editor, I usually pass along the problems and solutions submitted by our members, but today, I want to tell you about a couple of issues I've had with my '02 Ambassador since the maintenance session in Las Vegas last October.

While traveling from our home in the San Francisco Bay Area to Las Vegas, I experienced a momentary cut-out of the throttle, almost like a hiccup, when climbing hills. Normal power would return, but the 'hiccupping' would continue until I reached the crest of the hill. This had occurred before, and in an attempt to self-diagnose the problem, I had previously changed both fuel filters, suspecting fuel contamination. But the problem did not go away after the filter change.

The maintenance session included an engine seminar, conducted by Bert Minchow, the Operations Manager for the Las Vegas facility of Cummins Rocky Mountain. I asked a question about the 'hiccupping' and he discussed several possibilities. At the conclusion of his talk, he invited all attendees to stop at his facility to have an engine diagnosis printout done at no cost. Along with a few other participants, I took advantage of his offer on the way out of town. The printout showed a fault code #368, which is described as an 'Engine Power Derate'. The technician that ran the diagnosis suggested that the injector pump was beginning to fail, but that he thought that I could make it home safely. I should have been smart enough to ask them to

change the pump, but that would have meant staying in Las Vegas for another weekend so that the work could be done on Monday. So, I headed for home.

Arriving home safely, I contacted Cummins West in San Leandro, and scheduled an appointment for the work to be done at their facility. Their diagnosis suggested that the problem was not in the injector pump, so after trying a different fix, they took the coach for a test drive. I'm not sure what was involved in the test drive, but at the conclusion of that test, I received a call from the Service Advisor that the problem apparently was the fuel injector, and, by the way, the brakes on the coach were dragging badly, had overheated and that the coach was not drivable. They proceeded to replace the injector pump, and then told me that the coach would have to be towed to another Service Center, since they didn't work on brakes, at all. Note that they could not perform a road test after they replaced the injector pump, due to the bad brakes. Now I know that the 2002 Ambassador had a recall to replace the brakes in 2004 or so, but Monaco told me that the brakes on this coach had been replaced before I purchased it in December, 2004 as a used coach. I had problem with one wheel brake overheating in the past, but no damage was done.

Cummins suggested Kelley Truck Repair in San Leandro, and I arranged to have the coach picked up and delivered to that location, using my Emergency Road Service. After a couple of days, I heard from Kelley's that two wheels, one front and one rear, had to have the calipers, rotors and ABS sensors replaced. Several days later, when the brake work was finished, I paid the bill which totaled \$2950 for the brake repair. Cummins West refuse to accept any responsibility for the failure, telling me that it had to be a pre-existing problem. No amount of further discussion changed their mind.

We didn't use the motorhome between Thanksgiving and Christmas, but when we arrived at a campout with our local club in January, I noticed a line of fuel drips on the pavement and a puddle under the coach. Upon investigation, we discovered a leak at a fuel line connector. Fortunately the leak was minor, and we were able to return home without incident. I contacted Cummins West, and they suggested that I take it to a shop near my home and they would arrange to have that shop inspect and if necessary, tighten the connector. This sounded great to me, so I took the coach to the local shop. After several attempts to stop the leak, they told me that the fuel line connectors at two cylinders would have to be replaced. In their opinion, the leak was caused when a Cummins technician primed the injector pump by loosening the connectors to allow fuel to flow. They passed that information to Cummins, who then told me to bring the coach to them, a one-way trip of 75 miles. I expressed my concern about traveling that far with a known fuel leak. After further discussion, they agreed to have the local shop do the work with Cummins paying for the labor, while I paid for the parts. After finding out that the parts cost would most likely be less than the cost of fuel to drive to San Leandro and back, I agreed to that arrangement, although I felt that Cummins really should have paid the whole bill. Two days later, the parts were received and the work was completed satisfactorily.

As you might imagine, I am less than thrilled with the performance and attitude of the personnel at Cummins West San Leandro. Coincidentally, as I was preparing this edition of the newsletter, I received a call from a customer satisfaction survey company, asking me to rate Cummins West's recent service. You can guess what I told them!

Water Hose Reel Leak

Here's a member's procedure for repairing a leak in the water hose reel.

There is an O-ring in the swivel fitting. Take the water line loose. Use a pair of channel locks to grip the swivel as close to the hose reel as possible and turn it counterclockwise. Once you have the swivel out there is a small set screw holding the swivel together. Remove this (it is in the slot) then the swivel will separate. Remove the O-ring and replace. You may have to remove the screws that hold the base of the hose reel to the coach to have enough room to remove the swivel.

All of the components unbolt. Once you get the hose reel out you will be able to access all the nuts and bolts. You have to pull the hose all the way off the reel, but do not unfasten the hose from the reel.

Make sure you mark how the bracket that holds the rollers that the hose passes through so it can go back in that same position as it can be mounted four different ways.

The "O" ring is just a common part found at any hardware store. Just be sure to use a silicone grease on the new "O" ring when you reassemble it.

Unresolved Coolant Leak Issue

From James Marcum, 2001 Endeavor

After draining and refilling the radiator with 8 gallons (4 concentrate + 4 distilled water) in July '08, a recurring 'low coolant' light has had me top off four times for a total of 1.5 gallons with no signs of an external leakage. Mileage and usage has been minimal. Bubbles? Evaporation? Internal Problems?

Eclipse Awning Failure

From Donald Schweppe, 2008 Endeavor

Our Carefree Eclipse awning extended without warning on I-40 east of Gallup, NM. Coach Net was called and secured the awning. The problem was evaluated and repaired by Lenny's HVAC and RV Service who replaced a defective motor assembly. The assembly design is very weak since the drive coupling is not pinned to the shaft. Additionally, the coupling is not available for replacement, a whole new motor assembly must be purchased.

Total charges for this evaluation and repair were \$885, which have been submitted to Carefree for possible reimbursement.

Member Recommended Businesses



Bert Minchow
Operations Manager

Cummins Rocky Mountain LLC
2750 Losee Road
North Las Vegas NV 89030
Phone 702 399 2339
Direct 702 294 5263
Fax 702 399 2614
Cell 702 343 1376
bert.l.minchow@cummins.com



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Web Resources

HRRVC Chapter 500 (our) Web site is www.westerndieselpushers.org *NEW!*

HR web site is www.holidayrambler.com/service.

RV forums at www.rv.net/forum.index.cfm and http://groups.yahoo.com/group/ramblin_pushers/

A good web site is www.IRV2.com

The Fine Print

Statements of fact and opinion within this newsletter are those of the authors and editors alone. The opinions and facts set forth by the authors and editors are not necessarily those of officers or members of HRRVC and the Western Holiday Pusher Chapter 500. The officers, editor and/or members of HRRVC and Western Holiday Pusher Chapter do not assume any responsibility or liability for any personal injury or property damage suffered by the attendees before, during, or after a Chapter 500 sponsored event.

**HRRVC Western Holiday Pusher Chapter 500
Membership Application**

New Member _____ Renewal _____

HRRVC National Membership # _____ FMCA Membership # _____

Last Name _____ First Name _____ Spouse _____

Street _____ City: _____ State: _____ Zip: _____

E-Mail: _____ Home Phone: _____

FAX: _____ Cell Phone: _____

Pusher Model: _____ Year: _____ Length: _____ Engine HP: _____ Engine Mfg.: _____

Would you be willing to receive your newsletters by e-mail only? (Please check one.) Yes ___ No ___

Signature: _____, Date: _____/_____/_____

Dues: \$15 Make check payable to: Western Holiday Pusher Chapter 500

Send application and check to: **Tom Struthers**, Treasurer, 189 Moll Drive, Windsor, CA. 95492

**Western Holiday Pusher Chapter 500
Problem Resolution Information (OK to use a separate page or email)**

Name: _____ HRRVC # _____

Address: _____

City: _____ State: _____ Zip Code: _____ Phone: _____

Model: _____ Year: _____ Chassis: _____ Engine: _____ HP: _____

Problem:

How it was resolved and what did it cost?

Send to: Tom Struthers, 189 Moll Dr., Windsor, CA 95492, or tomstru@gmail.com

Western Holiday Pusher Chapter 500
c/o Tom Struthers
189 Moll Dr
Windsor CA 95492-9112

First Class