
HRRVC Western Holiday Pusher
Chapter 500

Volume 9, Issue 2

June 2010

In This Issue:

President's Message	1
2010 Maintenance Session Application	2
Chapter Contacts	3
Web resources	3
Problem Resolution	4

PRESIDENTS MESSAGE

We finally got our website redone and we think it looks good. The site is www.westerndieselpushers.org so give it a try as more information will be added as it is available. Information on our next Maintenance Session is on the site and you can download the registration form as well as the membership application. Let us know what you like or dislike on the site so we can make improvements as needed.

We are working on the plans for our Maintenance Session and it should be very informative for you. We are working with Monaco as they are willing to help as well as local people associated with the RV industry. Monaco has agreed to sell any parts at dealer cost during the rally so if you need something this a great chance to buy at a good price. Plan now to attend as we have 50 sites reserved and any additional may be hard to get. We hope you have great summer travels and we look forward to seeing you at the Oasis RV Resort in Las Vegas.

Clayton H. Nelson
President

WESTERN DIESEL PUSHERS CHAPTER 500
MAINTENANCE SESSION - 2010

OCTOBER 11TH – 15TH, 2010

Our 2010 Western Pusher Chapter 500 maintenance session will be held at the OASIS RV RESORT, Las Vegas, Nevada. Costs for parking will be included in your rally fee, however, if you plan on coming in early, you will have to make your own reservations and pay for early or late parking. The cost for parking is \$39.20 per day which includes taxes. The phone number for reservations is 1-800-566-4707.

This session will be a **BUDDY RALLY** so please have them complete the registration form. Their coach should be a diesel pusher as our sessions will be geared toward the pusher coach.

DIRECTIONS – Refer to your campground directory or go to their website which is www.oasislasvegasrvresort.com.

Names _____ HRRVC# _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

REGISTRATION FEES:

Rally fee including 4 days parking - \$270.00 _____

Late fee if mailed after September 26th \$15.00 _____

Non-500 member, add \$15.00 _____

TOTAL - _____

We can always use volunteer help so please check any of the following –
Hospitality ___ Registration ___ Happy Hour Setup ___ Tour Leader ___

Mail completed applications to Clayton Nelson, P. O. Box 104, Windsor, CO. 80550. My phone number is 970-203-4946 and my email address is claytonnelson@hotmail.com.

HRRVC Chapter 500 Contacts

President - Clayton Nelson, P. O. Box 104, Windsor, CO 80550, claytonnelson@hotmail.com
Vice President - Richard Rust, 1179 Whitney Avenue, Napa, CA. 94559, richrust@sbcglobal.net
Treasurer - Ron Semenko, 4560 Desert Hills Dr, Sparks, NV 89436-2607, ronpatsem@prodigy.net
January to March, use: 5707 E. 32nd St, #1200, Yuma, AZ 85365
Web Master - Steven Nelson, webmaster@westerndieselpushers.org
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Newsletter Editor - Bob Lundin, PO Box 1345, Loomis, CA. 95650 blundin1345@gmail.com

Web resources

Our Web site: www.westerndieselpushers.org
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.

Editors Note: At the last Chapter 500 board meeting, it was decided that the newsletter will be published on a quarterly basis of March 31st, June 30th, September 30th and December 31st. Since I will be on the road (and cannot rely on a good internet connection), Tom Struthers will publish the September and December issues. Please send your inputs to Tom at tomstru@gmail.com .
Thank you / Bob Lundin

Index & Summary of AC / DC / Generator / Inverter Problems

*As promised in the last newsletter,
go to our clubs web site to view an index of Members' Mailbox items*

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!

Replacement Parts

Jim Yasutake 2006 HR Ambassador

OEM 2006 mud flap began tearing, so I called Monaco. They only sell the entire package, so I called Future Sales in Elkhart, 574 262-3688. They are set up to sell any part of the mud flap PKG. So I purchased the rubber flap only, \$70 bucks plus \$10 shipping, it fit perfectly, looks like OEM to me. The Future Sales staff are knowledgeable and helpful. Also Mega RV Parts in Corvallis Oregon is a source for HR OEM stuff, got cabinet and drawer latches and window drain cover clips. If they don't have it they will get it, and if you're in the area, they will call. Hope this info is helpful to other club members. See you at the rally in Vegas,

The following is from Interstate Batteries after input was received from Bob Henderson

Batteries and water loss:

- 1) All flooded batteries experience water loss, the amount depends on many factors and can't be compared from one vehicle or system to the next because of these differences.
- 2) Battery chemistry can play a big role. Lead/calcium grid batteries use much less water than lead/antimony grid batteries. Lead/antimony batteries make much better deep cycle batteries.
- 3) Batteries that are cycled often experience more water loss because most of the water loss occurs during the charging cycle. Batteries should never be left in a discharged state.
- 4) Batteries that are deeply discharged on a regular basis will use more water because the recharge time will be longer. We recommend the depth of discharge be limited to 80% maximum; 50% for longer life.
- 5) Proper set up of the inverter/charger in your RV can reduce water loss. The bulk, absorption and float voltages should be set to the battery manufacturer's specs. The inverter/charger may also have a setting for the amp hour capacity of the battery bank, this may help control the voltage and or time of the absorption charge. Some inverter/chargers will compensate for the temperature of the batteries. Colder batteries will need higher charging voltages than warmer ones.
- 6) Batteries that run hotter will experience more water loss. Batteries can run hotter because of the ambient temps or an aggressive or improperly set up charger.
- 7) If a coach is plugged into shore power for an extended period of time the water loss should be minimal but not zero. Check the batteries every 4 weeks. Adjust the charger or turn the charger off if the water loss is significant.
- 8) Fill the batteries with distilled or deionized water after a charge while the batteries are warm to no more than 1/8" below the vent wells. Over filling can contribute to water loss because during charging the water can be pushed out of the battery.
- 9) Batteries will naturally use more water as they age so check the levels more frequently.

I hope this info helps. The charging recommendations for US batteries I attached to the original e-mail should also help with your article.

Regards

Roy Hellmund
Interstate Batteries
Technical Services Department

U.S. Battery Manufacturing Co
Charging Recommendation for all Deep Cycle Batteries

Battery Nominal Voltage	6 Volt (3 cells)	Absorption Time in Hours	2 to 4
Charging Current	C / 10	Float Voltage (2.2 VPC)	6.6
Bulk Charge Voltage (2.4 VPC)	7.2	Equalization Voltage (2.6 VPC)	7.8
Absorption Voltage (2.58 VPC)	7.75	Equalization Time in Hours	2

Notes:

1. All charging voltages shown above are for 80 degrees F.
2. For every 10 degrees above 80 F reduce voltage by 0.028 VPC. For every 10 degrees below 80 F increase the voltage by 0.028 VPC.
3. VPC = Voltage Per Cell
4. C = The amp hour (Ah) capacity rated at the 20 hour rate.
5. Float condition is for long term storage / (several weeks) inactivity.
6. Equalize every 4 to 8 weeks or when the difference in specific gravity readings vary by 0.020 points or more and always after a normal charge.

(Editors note – I removed other than 3 cell batteries from the table. If you would like these, send me a note and I will forward the complete table.)

Electrical Short
2003 Endeavor, Donald Lange

Situation: We were sitting and watching television one evening in January. It was cold; we had a small electric heater plugged in above the counter in the kitchen. We heard a pffft! The television faded away. We smelled an electrical smell near the center of the coach. We also discovered that the driver's side of the coach had no power except to the convection oven. The other side of the coach had power. After taking some time in checking various options, we determined that one half of the inverter kept shutting off while the other half stayed on.

We took the motor home to a Tom's RV Repair in Albuquerque, New Mexico where they determined that the inverter was functioning as it should. It was decided that a short was buried somewhere in the wall of the coach on the driver's side. After searching the electrical schematic that was available and through a trial and error method of elimination, the wiring was discovered to have shorted at a junction behind the shower, which was accessed through a small opening under the kitchen sink. It was an extremely difficult access. The technician acknowledged that the junction where the short occurred had a very loose connection causing the short.

The repair was made after over fifteen hours of labor. The cost was over \$1,500. The extended warranty company paid two hours of the total bill refusing to acknowledge the difficulty in locating and accessing the specific shorted wire.

Follow-up from Mar '09 Bob Lundin 2000 Endeavor

We had the refrigerator recall update done at a local RV appliance shop but noticed the GFCI trips when connected to AC power and starting to cool down. Since this did not happen in the past, I disconnected the new thermo switch that was part of the recall and the GFCI did not trip. I am trying to find out the reason for the tripping and will report in a future newsletter. Please reply if you have a similar experience.

May 2010, The GFCI began tripping so I took the Endeavor back and had to replace the refrigerator heating elements, just behind the exhaust stack and it works fine now.

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: Ron Semenko, Treasurer

<p><u>January 1</u> through <u>March 31</u>, use: 5707 E. 32nd St, #1200 Country Roads Yuma, AZ 85365</p>	<p><u>April 1</u> through <u>December 31</u>, use: 4560 Desert Hills Dr Sparks, NV 89436-2607</p>
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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 completed information to: Bob Lundin, PO Box 1345, Loomis, CA. 95650-1345

or: blundin1345@gmail.com and Tom Struthers at tomstru@gmail.com

Western Holiday Pusher Chapter 500
c/o Bob Lundin
PO Box 1345
Loomis CA. 95650-1345

FIRST CLASS