

Is It the Perfect RV?

Finding the Perfect RV



By Raymond Laubert
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About the Author

Raymond Laubert is a Certified Recreational Vehicle Inspector. He is trained and certified by the National Recreational Vehicle Inspectors Association (NRVIA). He has written many articles for the novice on Facebook and on the RV Inspecting Service website.

Ray is retired Air Force, where he performed as an electronics trainer for several years. He is a veteran of the Gulf War. During his 21 years of service, he was stationed in Japan, Saudi Arabia as well as several state side bases. Upon retirement, he became a Microsoft Certified System Engineer, Microsoft Certified Database Administrator and Microsoft Certified Trainer.

He has written many articles for public use and has published two books up until now. The "Is It the Perfect RV" series is scheduled to be 4 books that will take the novice recreational or camping reader from finding the perfect RV, through inspection, packing, using and maintaining the recreational vehicle.

Mr. Laubert has been married to Daisy since 1972 and together they have 4 children, 10 grand children and 2 great grand children. They are currently traveling around the country in their RV with two small dogs, Princess and Misty.

You can follow their adventures at <http://our-rv-adventures.com>

Dedication

This book is dedicated to Daisy Mae Laubert. Without whom I would not be able to experience this great life style and adventure.

I also want to thank Susan Healy Senkbeil Gottfried for so graciously reviewing and proofing this book. Thank you.

Finally, I want to thank Bob Cox of Stoltzfus RV's and Marine for use of their aerial photograph on the front cover. We looked for hours to find something like this. Thank you Bob and Stoltzfus RV. If you are in the Northeast, please give them a call at [484-307-5100](tel:484-307-5100) or visit their website at www.stsrec.com.

About this Series of Books

Finding the Perfect RV is the first in a series of books that I wrote based on over 40 years of camping and living the recreational vehicle lifestyle. The book along with it's associated checklists (available at <http://rv-inspection-service.com> in the bookstore) will help you find the best RV for you at this time. Your needs will change over the years so what you purchase today will not be what you needs even a few years from now.

Buying the Perfect RV is the second book in the series and was the one I originally started writing to help people who were buying Rvs and didn't know what to look for. It starts with finding the right price and works down through the pre purchase inspections. This is the book that will save many people money and heartaches down the road and the one I am most proud of. It is available at <http://rv-inspection-service.com> in the book-store.

You will also want to read most of the articles on the website. These articles go hand in hand with the books. I have tried to make the books as inexpensive as possible so that I can help as many people as possible. That is why this book is free and available on the website as well as in various Facebook groups.

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Chapter One - Full time, Seasonal, Weekender

Full time stationary

Full timing by a loose definition is considered living in their RV or recreational vehicle as their home. Many people choose to live in recreational vehicles as a cheaper way of living. Their recreational vehicle is stationary and seldom moves.

There are many benefits to living in a RV. Chores around the house are less time consuming, the costs are less, the upkeep is less and the cost of ownership is less. RV owners have the same tax benefits as homeowners or what we call the Stick and Brick owners.

For 12 years we were full time stationary campers. We lived and worked from our RV or held full time jobs in the local community. Daisy was a legal secretary and I was a database administrator for Nokia with responsibilities for a worldwide SQL Server network. We had sold our house and the recreational vehicle became our home. With an income of over \$100,000 a year, I don't think we qualified as trailer trash. In fact we met many people who were professionals that had decided to live this lifestyle including lawyers and doctors.

Full time Traveler

The common thought when people say they are full timers is someone that travels around the country living full time in a recreational vehicle. These folks have all the benefits of the stationary recreational vehicle owners and the freedom to move when and where they want.

There are some added costs to traveling full time and that is the cost of fuel and maintenance. Many full timers that travel also tend to stay in one spot for several weeks or even months before moving on. We are full time travelers now. Starting our new journey in June 2014. We spend about 3 weeks per location and then move on to a new campground when our time is up. This last Winter we spent in FL moving every couple of weeks. It was the most enjoyable Winter I have ever had.

Snow Birds

A snow bird is someone who travels to warmer weather in the Winter and cooler weather in the Summer. They may have a house in both locations, may live in an RV in one and a house in the other, or stay in an RV year round. Many retirees are snow birds traveling to FL in the Winter months.

Seasonal

Seasonal campers are usually people that are still working but love the camping lifestyle and have a recreational vehicle placed on a campsite full time, but only use it on weekends or holidays. They may or may not use it for vacations. They are considered seasonal because they pay for the lot for the camping season. The camping season will vary depending on where in the country your are located. In the Northeast it may be from March to the end of October. Some campgrounds might have two or more seasons with different rates being charged. For example Winter and Summer rates, like in FL.

Weekenders

Weekenders are campers who pack up the RV and hit the road, usually on Friday afternoon, head out to a local campground and camp for the weekend. Come Sunday they pack up and head home. These folks are still likely to be working full time and not ready to pack it up and leave the working world for an extended period of time.

Finances

Whether you are working full time or retired, finances are going to be an important factor in getting your RV. Financing an RV will be easier if you are working, however, there are places that will work with the retiree as well. But from a basic business standpoint someone with disposable income will have an easier time getting financing than the others.

Other financing considerations will be your budget. Your income to expenses will determine how often you can go camping or if you are looking at traveling how long you can travel and what you will be able to see and do while traveling.

There are many people young and old who travel full time and hold down a job or more as well. We know of couples who would be considered snowbirds now, that work year round as campground hosts. We have other friends that run businesses from their RV and still others that trade their campground site fees for a few hours a week of working at the campground (workampers). Earning an income is possible while you are on the road. Earning a comfortable living however, might be another story.

Insurance

Insurance is another area where full timers have some special needs. If you are still working, have a permanent address and are a seasonal or weekender, your insurance needs will not be as complicated as a full timer, whether stationary or traveling. Lets talk first about the RV insurance. This is similar to the car insurance. Coverage while you are driving or camping

Chapter Two - What type of RV is best for you?

Types of RVs

The purpose of the section is to provide a little background for those that are not familiar with the Recreational Vehicle (RV) terms. RVs are classified into two main different categories, towable and Class (Class type RV are those that you drive rather than tow).

Class A is the bus like vehicles you see traveling down the road. These are also called motor homes and for good reason. Class A's are the cream of the crop so to speak. They are the most expensive in terms of cost but have the most storage and amenities. I have seen some really nice Class A's and when it comes time for us to upgrade or trade in our current RV we will be looking at the Class A again. However, my tastes start in the \$250,000 range, which is a little hard for me to justify.

Next are Class B, these are mini motor homes. They are built on a light to medium truck chassis and can be identified by the van like appearance of the vehicle. The raised roof also provides additional space to add cupboards or in some of the luxury models, entertainment centers. The bed is normally in the back and doubles as a dinette during the day. A stove, sink and mini-fridge are added along the side, as is the toilet in most models. Floor plans do vary. In some cases, the van's wheelbase is lengthened, adding more living space. Larger models may have a collapsible table in the front that is stored when on the road. Some of the top-end models have slides to increase living space. Some newer Class Bs are including what are called slides which are sections of the RV that 'slide out' from the body giving you more living space inside. Living space is what you will be looking for in the long run.

Class C motor homes are larger than the Class B and are custom built on truck frames. While a Super C is built on a heavy duty truck frame. Super C tend to be larger, longer and offer more towing capabilities as well as slide outs. Class C's have a separate dining area, larger stove and refrigerator, and larger storage tanks for water, waste and propane. The bathrooms is larger, usually with a shower stall separate from the toilet. Storage is maximized, with plenty of cupboards and hiding spaces inside and several storage compartments outside. Some of the modern Class C's are so large that they rival the Class A, or bus-style motor home, in space and amenities.

After the Class vehicles come the tow-ables. This group was also called the caravans. These include the travel trailer, fifth wheels, pop ups and tear drops. The common identifier for this group is that a tow vehicle is required to move the camper. Towable RVs offer an advantage over Class recreational vehicles in that once you have the tow-able set up on a campsite, the tow vehicle is detached and can be used as a means of transportation. With Class RV's you will need to either tow or bring another vehicle with you to get around or break camp and drive the RV around town.

The tear drop is the smallest of the tow-ables that will be covered. The tear drop gets its name from the shape of the trailer. It looks like a tear drop in shape. Tear drops are basically a sleeping area on the inside and a kitchen on the read end. They do not offer much else. Extra living space is provided by a dining tent. Showers and bathroom facilities are not included. For this reason they are not tax deductible. Due to the size they would not be considered for full time living or even extended living on the road, although I do know of a couple of women who

were traveling across the country in one. There are a lot of weekend campers who love their tear drop campers for their vacation and weekend travels.

A step up from tear drops is the pop up. These are also called tent campers. It is a frame with a canvas top that rises up when in use, hence the name pop up camper. Pop up campers can come with all the amenities required for tax benefits and could be used for a comfortable living while on an extended trip. I lived in a pop up for several months while on a consulting assignment rather than living in a hotel. I was very comfortable even if it did snow on me a time or two. Pop ups can sleep up to 8 people (if they get along well enough with one another).

Both tear drops and pop up can be towed with many different vehicles. Basically, if you can put a trailer hitch on it you can probably tow one of these with it.

Once we move into the travel trailer models, we are looking at a style of RV that can be used for any type of camper from weekender to full time RVs.

Travel Trailers or Box Campers are basically a self contained RV. They include sleeping, living, cooking, storage and restrooms all within the trailer. The shape is basically a box or container. After that anything goes. There are low end models and high end models, economy to luxury. Some models will sleep 2 some 10 or more. It is with travel trailers and fifth wheels in mind that the checklist at the end of this book was written. Travel trailers are built on a heavier frame from its earlier cousins. Because of this, the tow vehicle will be heftier as well. Most travel trailers will need a larger SUV or a truck. Travel trailers are considered the primary recreational vehicle for seasonal campers.

Fifth Wheels are trailers that are pulled by pickup trucks. So to get a fifth wheel you will also need a pickup truck of appropriate size. I would figure at least a ¾ ton pickup. Fifth wheels approach the Class A RV in amenities and in some cases have more space. Dollar for dollar you will get more living space in a fifth wheel than a Class A.

However, you do need an expensive tow vehicle (truck) which has to be considered as part of the purchase. As with travel trailers, everything is contained within the RV, sleeping, storage, living, cooking and restrooms. Depending on the size and amenities you can sleep 10 or more in a fifth wheel. For these reasons fifth wheels are considered one of the primary recreational vehicles for full timers.

There is one style of camper that doesn't seem to fit in either the tow-able or the Class, that would be the truck camper.

These are units that slide into the bed of a pickup truck. In general, the max length is no more than 12 feet from front to back and maybe 10 feet side to side. They are very compact. These offer the ultimate in freedom, in that they are quick to setup and take down so that you can move quickly from place to place. However, just like the motorized units, your home is also your transportation, unless you bring another vehicle with you. The can have all the amenities, but space is a premium and size of the amenities will be limited.

That is a basic overview of the types of RV's available. As mentioned before, Class A, Fifth wheel and Travel Trailers are the units that most people will find suitable for full-time living. As a weekender any of these recreational vehicles will do the job.

Do you have a tow vehicle?

Putting the horse before the carriage.

Having owned several different types of recreational vehicles and moved from the weekender to full time traveler, I think the best place to start our search is with this simple question, do you have a tow vehicle? There is no right or wrong answer. If you have one, that means that you might want to look at recreational vehicles that can be towed by that vehicle. Your expenses will be less. Or maybe that vehicle will be a TOAD. A toad is a vehicle that is towed behind an RV.

For our purposes, a tow vehicle is any vehicle that can tow a RV of the size you require. For example, if you are single with no dependents and a guy or girl friend that doesn't want to go camping, than pretty much any vehicle will do. Motorcycles can tow some recreational vehicles. But if you are married, two kids, a dog and a cat than you probably will need something a little bigger say a Ford Expedition or one ton diesel dually pickup truck.

So at this stage we want to determine, do we have to live within our means or can we also buy a new tow vehicle as well? Mainly the answer is dependent on two things.

First, how much weight can our current vehicle tow? Every vehicle that is meant to tow has a weight rating. To determine the maximum weight you can safely tow, find the CGWR on the inside drivers door of the tow vehicle. This is the maximum your vehicle, passengers, cargo and trailer can weigh. On the door will also be the weight of the vehicle. Subtract the weight of the vehicle from the CGWR, the result is the maximum weight you can carry AND tow combined. Now take you vehicle and family, fill up the fuel tank and head to the nearest weight scale. For about \$10.00 you can weigh the vehicle. What is left when you subtract the weight from the CGWR is the maximum weight of the camper and cargo (food, games, clothing, pots/pans, computers, radios, etc) you can safely tow.

Can we afford two new payments? This is why the financial information is so important in the first chapter of the book. If the answer to this question is no, then we will want to limit ourselves to a recreational vehicle that can either be towed by what we have or that can be towed.

Second, is can our vehicle be towed? Now the quick answer is yes, all vehicles can be towed. It just a matter of can it be towed with all four wheels down, front wheels up or do all four wheels need to be up? So there are the three questions you need to answer at this time:

1. Will our current vehicle tow the required weight? Towing is not simply the ability to tow something but to do it safely and stop when required. It consist of the tongue weight, the tow weight and the stuff that you put in it to go camping. Then the ability to stop all that weight when required. Another method of determining the max safe towing weight, start with the vehicles max towing capability - 10% for safety - the weight of the stuff you will be carrying to go camping (people, water, food, clothing, propane etc.) and the remaining value is the weight of the RV you can tow. So, if you have a pickup truck rated at 8,000 lbs. You load up the truck and RV with 1,000 lbs. of people, clothing, food etc. then you can safely tow 6800 lbs. (8,000-800 safety margin - 1000 food and stuff = 6,200). Other factors will play into this reducing the amount of weight. Mainly the tires and air pressure. But that is for another book.
2. If our vehicle cannot tow or the weight is not appropriate then can we afford a new tow vehicle and an RV? Naturally, if the current vehicle cannot tow anything, or the towing weight limit is too small for the RV, then we will either need a new tow vehicle or will be looking at a motorized RV. So can you afford a new tow vehicle and RV? This was one of the reasons for the financial information in the first chapter. After all what good is it to find the perfect RV if you can't afford to use it?
3. If you can't afford a new tow vehicle and it won't tow what you need, then the choices are motorized recreational vehicles. If you are going to take your current vehicle as transportation around town while you camp, how does the current vehicle need to be towed? There are four basic ways to take your current vehicle with you when camping.
 - a. First is drive it. Using a second driver, drive it with you. This will require extra gas and extra wear and tear on the vehicle, but it is a cheaper alternative than the next three options.
 - b. Second option, is a tow bed. These connect behind the motor home and the car/truck drives up on it and is secured to the tow bed. No wear and tear and no extra fuel. Tow beds can either be a flat bed dolly or an enclosed trailer. The main problem here is the storage of the tow bed both at home and at the campground. Many sites will not be big enough for the tow bed, car and RV and some campgrounds may not have storage available.
 - c. Third option and very common, is the tow dolly. This is a two wheel dolly that connects like a trailer to the motor home and the front of the vehicle is drive up and secured onto the dolly. This will work for many cars and trucks, but not all. You need to check with the dealer to determine if your make and model can be towed with the front two wheels up.
 - d. The final option is all wheels down towing. This will only work with some vehicles and will more than likely require modifications to the vehicle to add what is called the base plate. In addition, some states require remote braking systems to stop the vehicle if it should become disconnected.

What kind of Hitch?

Depending on the type of tow vehicle and the type of RV you get, you may need a hitch to connect the two together. In addition, there are several optional items that you might want to budget to make life a little safer.

Towing Hitches

This section is only if you are going to purchase a towable recreational vehicle. You may have experience with these shin kissers. You know you walk around the back of the tow vehicle and hit your shin on the hitch that sticks out just a shin height.

Towing hitches are rated by CLASS (Not to be confused with Class type RVs). From class 1 to class 5.

- Class 1 towing hitches are for all vehicles from sub compact to pickup trucks. They can tow a maximum of 2000 pounds. These are good for things like bikes, snowmobiles, jet skis, storage boxes. Tear Drops and some very small pop ups may also be used with these.
- Class 2 towing hitches are for most vehicles except sub-compact cars. These can be used to tow a maximum of 3000 pounds. These can be used to tow everything that a class 1 hitch can tow and small travel trailers weighing less than 3000 GVW (Gross Vehicle Weight).
- Class 3 hitches are used on SUV, Vans, Light and Medium duty pickup trucks. Class 3 hitches can tow up to 8000 pounds. These can be used to tow medium size travel trailers in addition to everything listed in Class 1 and 2 hitches. This is the most common type of hitch for most families.
- Class 4 and 5 hitches are used on pickup trucks and can tow up to 18,000 lbs. These can tow large travel trailers.

If your vehicle does not have a towing hitch in many cases one can be installed. Check with the dealer or a hitch installation company. NEVER exceed the towing capability of the lowest rated component of the system. If the car is rated at 2,000 lbs., adding a Class 3 hitch will NOT allow you to tow 8,000 pounds.

There are two optional items that you will hear about. Weight distribution systems and sway bars. Weight distribution systems to leverage the weight evenly between the trailer and the tow vehicle. They can, in some cases, increase the towing weight of the vehicle by 50% depending on the hitch. The use of weight distribution system results in a smoother, level ride.

When will you need a weight distribution system? When the trailer weighs more than 50% of the tow vehicle, when connected to the tow vehicle you notice that the rear of the tow is lower than the front end, while driving you feel swaying of the trailer or if you have trouble steering or stopping, then it is time to get a weight distribution system.

Get an expert to determine the best system for your vehicle and trailer combination.

Sway Bars

Trailers have a tendency to sway due to their design which can be result in the need for a sway bar. This tendency is increased when 10% or more of the trailers weight is behind the trailer wheels, tires not properly

inflated, cross winds, passing vehicles, descending inclines, towing speeds, overweight or improper loading of the trailer and improper weight distribution installation. You can decrease this tendency somewhat by packing heavy items over the wheels, keeping the tires properly inflated, watching your towing speed, and insuring that the RV is not over weight.

If your sway problem is only periodic or mainly due to weather or driving conditions, you can help stop sway by using the brake control for the trailer by slowing increasing the brakes on the trailer. Also, slow down when driving in heavy truck traffic, wet weather, cross winds or descending down a hill.

Sway bars are add-on to some weight distribution systems. They are also designed into many vehicles.

Fifth Wheel and Goose-neck Hitches

These two hitches are for pickup trucks only. They are rated in towing pounds with fifth wheel hitches rated up to 24,000 pound and goose-neck hitches up to 25,000. Both types of hitch mount in the bed of the truck and attach to the frame of the pickup.

Pro/Con of the different types

The pros and cons of the different types of recreational vehicles are pretty straight forward. Size is pretty much everything. The larger the unit the more options, storage, sleeping, living space you will have. The bigger the size, the heavier the unit will be, requiring more fuel to use it, whether that be a tow vehicle or drivable. The bigger the unit is the more expensive it more likely will be.

Pop ups and Tear Drops

So let's talk about size first. The smallest units are the tear drop and pop ups. These are great units for individuals or small family. They are light-weight and are economical to own and use. Personally I love the pop ups. I like the sounds of liquid sunshine/moonshine (rain, it never rains when you are camping) as it falls on the roof. Our last pop up had air conditioning, shower, bathroom, oven, microwave, TV, radio and two king size beds. For me it also had electric motor to raise and lower the sleeping area, electric tongue jack and easy crank down stabilizer jacks. Push button conveniences all around. It was light weight and we towed it with our Chevy Blazer. When we upgrade the blazer to our truck, the truck didn't even know it was back there. The pop up weighed in about 2,000 lbs. If I were a weekender now, the pop up would be my choice.

Travel Trailers

Next in line is the travel trailer. Small and light weight ones are a great upgrade from the pop up. All in one unit, easy set-up and tear down, and nothing gets wet in the liquid sunshine when you are going home.

You will need to watch your weight. It is a good idea that once you have a RV that you weigh it after you move in. This will tell you if you have to make adjustments. For now, if the gross weight of the RV is under the max weight that you can tow, you should be in good shape. If the weights don't add up, reevaluate.

Travel Trailers do get heavy. Remember the bigger the unit the more it will weigh. If you find that the size you 'need' is too heavy, then maybe you need a bigger vehicle or change to a motor home type RV.

The pros of a travel trailer would be the slides and floor plans available. Travel trailers can come in bunk house and toy hauler models which help the growing family still go camping. In addition, the addition of slide outs help increase the living space.

Cons would be the lack of outside or basement storage. Although this isn't a problem for weekender or seasonal campers, those that are looking to go full time will have issues with the limited storage on some travel trailers.

Fifth Wheels

To look at fifth wheels you must have or be willing to purchase a pickup truck. Fifth wheels will require one additional purchase and that is the fifth wheel hitch that attaches to the bed of the truck. With the price difference in hitches, get a hitch that will work with the maximum towing capacity of the truck. Fifth wheels are easier to tow than all of the other towables. This is in part due to the design. Much like the tractor trailers on the road, a fifth wheel attached to the middle of the truck making tracking of the trailer much smoother. Backing and parking are also much easier. Floor plans include the same options as the travel trailers, plus some more. The options found on fifth wheels will make this a prime consideration for full timers. Most fifth wheels will have a good amount of outside storage and options that are not found on travel trailers such as on board generators. The cons would be the tow vehicle. Fifth wheels require a pickup truck of sufficient size to tow the rig. In itself, not a bad idea, but once you are at the campground and set up, the truck is not an economical solution for travel and site-seeing.

Selecting the best for you

Now we start with the meat of the problem. What is the best for you? As you would suspect, I cannot answer that question for you. But we are working toward a solution. By understanding your financial situation, your family situation, your vehicle situation, you can begin to answer some questions which will lead you to the right type of recreational vehicle. At this point in the book you should be able to answer these questions:

1. We are primarily going to be:
 - A. Weekenders
 - B. Seasonal
 - C. Full Time Stationary
 - D. Full Time Travels
2. Our primary vehicle:
 - A. will not be able to tow the recreational vehicle and we will purchase another tow vehicle
 - B. will not be able to tow the recreational vehicle and we will not purchase another tow vehicle
 - C. will be able to tow the recreational vehicle.
3. Our family situation requires:
 - A. One bed
 - B. Two beds
 - C. More than 2 beds
4. At this stage we think we are primarily looking for:
 - A. Towable type recreational vehicle
 - B. Motorized type recreational vehicle
 - C. Truck Camper

Chapter Three - Floor Plan

I wish there was an easier way to cover this section on floor plans, but so far I haven't thought of one. You see, your interest, tastes, desires are going to be different from mine. What I would love you might hate. So what I am going to do is kind of walk you through a process that will get you thinking about what you need versus what you want and what would be nice to have.

Beds

This one is simple. You will need at least one bed for the family to sleep on. Well maybe more than one. You and your spouse or significant other. But what size? Full, queen, king? Also beds in an RV are not necessarily the same size as beds in your home. They have these things called short beds. Mainly in the queen size, they are a few inches shorter than normal queens. SO, if you are on the tall side, you might want to make a note of that and make it a requirement that the bed be full length in size. If you have kids then you will want them to have a bed as well. Put a little thought into this. Sure kids under five can sleep on a sofa bed or even the table converted into a bed, but how long will they be comfortable sleeping that way. You might have this RV for ten years. Will they sleep on the sofa when they are 15 years old? If they are brother and sister that also has to come into the mix somewhere. Of course if you are buying your first RV you may be trading it in as time goes by, but it doesn't hurt to think about down the road in five years or so. Oh I miss the good old days of tent camping, just pitch another tent as the family got older.

If multiple beds are a requirement, that actually helps a little bit. You see it does away with truck campers, tear drops and probably pop-ups. It also means that bunk houses and toy haulers might be things to consider. We will talk about them in a little bit.

Bathroom

How many bathrooms are in your house? We have seen some homes (stick and brick) that have five bathrooms. Good news, you won't be able to find any recreational vehicles with that many! The most you will find is two (I think). Actually, 1 1/2 baths and they are SMALL. But this is camping. The great outdoors and unless you are camping out in the desert, you can always go to the campground bathrooms.

If you have ever been camping in an RV, you know the size of the bathrooms are not something that has a lot of wasted space. In fact, when we went looking for our full time RV, the bathroom was one place I spent some time checking out. You see, I am claustrophobic, so small tight places really can get to me.

Storage

As I stated earlier, storage is mainly an issue for those that are going to be primarily full timers. That is not to say that weekenders and seasonal campers don't need storage and shouldn't take the amount of storage into account. After all, you will be storing hoses, cleaning supplies, blocks of wood or plastic blocks for leveling the RV,

chairs, carpets etc. Those simple things take up a lot of room and probably won't be taken out of the RV except when camping and in use, so they have to have a place.

Inside storage is also a big requirement. Places for food and drinks, pots and pans, cleaning supplies, dishes, glasses, cups, silverware, clothes, towels, wash cloths, videos, games, electronics all have to have a place inside the rig. The more people you have the bigger the storage area you will need. For a weekend it might be fine to keep things in a suitcase, but longer than that you will want some organization to the madness.

Again full timers have different needs from weekenders. In general, they will want more storage in just about every area. What comes with the RV is it. You can't add more storage all you can do is rearrange it. We did that with our last fifth wheel. The closets weren't designed with storage in mind. Some shelves were 18 inches high and others barely 4 inches. A stop at the hardware store and several new shelves were added.

Nothing against guys but this is an area where the women shine. They seem to have an eye for organization. Regardless who is looking at the rig, use the checklist to make sure you don't overlook anything. It is too easy to get the dreaming eyes as you look over the rigs and lose track of the overall picture.

Slides

Slides, slides and more slides that is my motto. I love slide outs in the RV. They add so much more room and keep my claustrophobia at bay. What is a slide? It is a box that extends out from the main part of the RV. They can add as much as 4 feet of width to the RV. Add two slides across from each other and you can almost double the inside width to the living area. But too much of a good thing can be a problem. Slides are mechanical and do break and leak. So use of the slides should be limited. At a minimum, I would look for slides in the living area.

Layout

The layout of the RV is how the rooms are placed on the floor. You can have a front living room, front bedroom, front kitchen, mid kitchen, rear kitchen and any combination of rooms on the frame. The layout you desire is probably available. If not, you can probably have it built, with enough money.

Are there any advantages or disadvantages to one layout versus another? No. It is just personal preference. For some reason, probably privacy, the bedrooms seem to be separated from each other. If there is only one bathroom it is usually located near the master bedroom. Other than that pretty much anything goes.

The best way to find your ideal layout is to visit a lot of RVs and take a look. I will talk about shopping for your perfect RV a little later, but attending the RV Super Shows is high on the list when trying to decide which RV is perfect for you.

Chapter Four - Amenities

Refrigerator

The refrigerator is probably one of the most important appliances in the RV. Until just a couple of years ago you could only get propane/electric refrigerators. They were manufactured by either Norcold or Dometic. Today, many manufacturers are offering standard residential refrigerators.

The standard RV refrigerator operates differently from the residential units you might be familiar with. The RV refrigerator works by heating a gas mixture then running it into the back of the refrigerator as it expands it pulls the heat from the refrigerator thus cooling the stuff inside. This process has been around for about a 90 years. It is fairly safe as long as periodic maintenance is performed.

That is the main problem, maintenance. No one tells you about the maintenance and therefore it doesn't get done. Which leads to issues that eventually causes bad things to happen. So today we are seeing a switch from the propane driven refrigerators to good old electric like in your home. The electric refrigerator is less expensive, but does require 120 VAC to operate. This will come from the batteries in the RV or from the electric pole when plugged in. Today, most of the standard refrigerators are in higher end units or installed by the owners as a modification to the RV.

Which refrigerator is best for you? Well if you are a weekender or seasonal camper, probably any unit would do. As a full-timer, you probably want a larger unit. If you are like me, you also want the ice maker. :) We have a Norcold model 1210. A four door unit with an ice maker. Norcold has had a few recalls and you need to keep up with them and the maintenance.

Microwave/Convection

Microwaves are the kitchen appliance of the 20th century. Every kitchen it seems has one. RVs are no different. The next improvement to the microwave is the convection oven. The convection oven allows you to use your microwave and a standard electric oven. Some models even combine the two and cook food faster than a regular oven could. Our fifth wheel has a microwave/convection oven from Half Time. When the one in our Class A goes out, that is what I will replace it with.

Stove/Oven

With the advent of the convection ovens less and less RVs are including the standard propane ovens. If this is a requirement make sure you list it on the checklist and verify that it unit will come with the propane oven.

Stove tops on the other hand will probably be around forever. However, they are changing as well. Some higher end recreational vehicles are now coming with induction stove tops. Propane appliances are getting harder

and harder to find. Most stove tops will include three burners. One high BTU and two lower BTU burners. Simply put this means the food on the front burner is for cooking and watching while it cooks, the food on the back burners is for simmering while it cooks. As a cook, I am constantly juggling food between the burners.

Water Heaters

There are a few things you will want to consider about water heaters. First let's take a look at what is available.

There are three basic types of water heaters for RVs.

Tank Type – these can either be straight propane or combination of propane and electric. The tanks are either 6 gal, or 10 gal, tanks. Recovery time is pretty quick. A 10 gal, gas and electric will last for a couple of showers. Especially if you stop the flow of water while washing.

On Demand – these units are pretty new to the RV world. They are only propane at this time. These units still are too new to determine if they are a benefit or not. When I was looking at replacing our water heater, my research showed some issue still. They are primarily propane only, I did see one with a preheat electric option. This means you are always paying for your hot water. There is no reservoir of hot water, so even washing your hands or a cup or two, requires the propane to heat up the water. Incoming water temperature affects the hot water temperature. So if at one campground you have 40 degree water and the next you have 45 degree water coming out of the ground, your hot water temperature will be different. The amount of water being used will vary the water temperature as well. So if someone turns on the sink and shower the water temperature will vary. Finally, the cost of these units is about 50% higher than the tank type heaters.

Central Hot Water Heating – these have been around for a little while, mainly in the higher end Class A models. They use diesel fuel to heat a water tank that then flows through the floor. In addition the water is available as hot water.

Outside Kitchen

Now we start to get into the true optional items in the recreational vehicles. The first one on the list is the outside kitchen. This is a mini kitchen usually on the curb side rear of the RV. It can contain a microwave, mini refrigerator and a sink with hot and cold water. Most also have a limited amount of storage. Some have one or two propane burners or hookup for a BBQ Grill.

There is no rain shelter, oops sorry, no liquid sunshine shelter. If you like to cook outside, this is a neat option.

Deck

Decks use to be the domain of the toy haulers. But recently, we have seen a move to side decks. These are hinged to the side of the RV and fold down to increase the living area.

I think they make a great addition to the living space. However, we have been to several campgrounds that you are either sitting right next to your neighbor or there are trees in the way and you cannot extend the awnings. So the decking would make finding a spot much more challenging.

Dishwasher

Higher end full time units are coming with all the appliances a family could want, including dishwashers. These are not just RV sized, but also the full-size units that you find in the home. Just about any appliances that can be run off of 120 VAC household current will work in an RV. But be aware, weight and electric current are limiting factors. Not every campground will have the 50 AMP service some will be as low as 20 AMPS which mean you will not be able to use all of the goodies in your rig.

Weight is another major concern for RV. I will talk about that in a little bit.

Washer/Dryer

For some people this is a must have. The washer/dryer units in today's RV can be sent from heaven or hell. Some units will come with combination units some will come with household stack-able units and a few will come with really small hand operated units.

The RV washer/dryer units are very efficient at doing small loads of wash. They run on 120 VAC current and use a limited amount of water. However, time efficiency is not one of their strong points. It can take HOURS to wash and dry a small 5 pound load of clothes. Don't get me wrong, they do a good job, but the size and speed are for the retired folks.

The newer units, especially toy haulers and Class A units might come with full size washer and dryers. These are normal household units and will operate just like at home. They are not the super-size washer and dryers. The dryers will operate from propane instead of electric.

Fireplace

A fireplace adds some additional ambiance to the RVing experience. I don't think I enjoy anything more than sitting by the fire, but when it there is liquid sunshine outside or you want to take the chill off a Spring or Fall camping trip, a fire place is just the thing. Fireplaces in the RV are electric and come from low end to high end in design. This is one area where you will definitely get what you pay for.

Chapter Five - New or Used

This is a question that I am asked a lot, should I buy new or used. There are benefits to both. New means that you are the first owner. You have the manufacturer's warranty. You get the best financing rates and the longest terms.

Now, the bad news, some RV manufacturers do not build the best things in the world. The quality of all but the best end units could be sub-par. The warranties are limited and there seems to be a fight over who is responsible to fix it. If you don't buy local forget getting any repairs done under warranty. If you do get warranty work, be prepared for a wait while the RV is in the shop. Oh and I almost forgot, you will take the depreciation hit, probably around 20-30% depending on how good a deal you got.

Also new RV need time to work out the bugs. It is not uncommon for a new RV to spend 20 to 30 days in the shop getting needed repairs completed.

Now is there a time to buy new? I think the answer is yes. If you have special needs or floor plan requirements than a new RV is the way to go. You can order them decked out the way you need them. For example, a few years ago we had a mobile business. We were planning on hitting the road and traveling around the country doing business where ever we were. Our business needed to have some floor space and having lived in a fifth wheel for about 10 years, we knew what we wanted both in the floor plan and amenities. We also understood the quality of the units and had done our research. Having the new RV built for us ensured we got what we needed and wanted, without having to pay for stuff we didn't want or need by buying from the lot.

If you are new to RVing, then I would strongly recommend that you purchase used. Why? Because you need to learn the difference between what you need, what you want, what is nice to have and you need to learn how to camp in an RV.

Choosing a used RV means you get to find out what you like and don't like, need and don't need without the financial depreciation. Also your money will go further than buying new. For example a new Class A Gas RV with no slide outs might cost \$100,000 when it is new, where you can get a couple year old diesel with more amenities for around \$80,000. We recently purchased a 2007 Safari Simba for less than \$50,000 and it had more amenities than we could have afforded buying new, plus it was a diesel, which has more towing capacity than the gas models we were looking at.

The big argument for buying used is you are buying someone else's problems. Maybe, but with the introductions of pre-sale RV inspections by a Certified RV Inspector, your chances are much less likely. The RV Inspections removes the buying based on emotion from the process. Yes the inspection does cost a few dollars (\$300.00 and up), but when it is done correctly, it can save you many times that amount. If nothing is found, you can be pretty certain that the rig is in good shape. If problems are found, you know up front what to expect and can either budget or negotiate the price based on the issues found.

Don't have the money for a professional inspection? Read the second book in this series and do one yourself. It won't be as thorough but it will still provide a sound base upon which to make the purchase decision.

Even if you are buying a new rig, I would suggest that you have it inspected prior to signing the paperwork. With the quality today, it would be better to have the dealer on the hook to get it fixed quickly and to your satisfaction than for you to be the one on the hook for something that spends 20-30 days in the shop with no motivation on the dealers part to get it fixed so you can use it.

For more information on RV Inspections or to learn how to do one yourself,
please check out my website

[RV Inspection Service](http://rv-inspection-service.com)

<http://rv-inspection-service.com>

Chapter Six - Price

How do you determine the perfect price for your RV. A price that is fair to both you and the seller?

In sales there has to be motivation on both the buyer and seller. Each party is looking to get the best price to complete the sale. Too little profit on the seller's standpoint and the deal is not worth the profit to close the deal. They can wait for a better deal to come along. Too high a price and there is no motivation for the buyer to close the deal when they can save money someplace else. So the trick is to find that perfect price.

When we sold our house back around 2003, we went looking for our first RV. I researched and researched learning as much as I could about prices of RV. I found that the average markup was over 40% and on some models as high as 60%. During our search we found the perfect RV for us at the time. We had no children living with us, we had a 1 ton diesel dually as a tow vehicle and it was at a local dealer with a good reputation. The asking price was about \$65,000. List was around \$72,000.

I started to do research to see if I could find the best price on the web. I did find some information about pricing at other dealers, but none were in my area. \$65K seemed to be OK. Then I found THE website at the time. I will talk about it in a minute. This site allowed you to build your perfect RV, have it delivered to you and pay close to 'wholesale'. So, I spent a hour and designed the exact same unit as the one we were looking for. To my amazement the price was about \$41,000 delivered. I quickly printed out the information and drove over to the dealer. Sat down with our sales rep and offered him \$42,000 for the one on the lot. Now the one on the lot was a 2002 model, the paperwork I had was for a 2004. I told him that the one they had was basically 2 years old and that I could get a new one for \$41,000. But would have to wait for it to be built. He told me flat out that management would not go for it. So, I pulled out the printout from the website. Gave it to him and restated my offer. He took it to management. It took them about 30 minutes (I think they went to the website to check it out), but they accepted my offer! I got a \$72,000 fifth wheel for \$42,000. Eight years later we traded it in on a 2012 and got over \$27,000 for the trade in.

So how much can you expect to pay for a NEW RV? Simple answer is whatever you and the seller agree on. There are no firm starting points. But it seems to me that 30% off of retail is a good place to start. I would even start lower if the dealer isn't marking the prices down much. Maybe at 40%. Remember when negotiating prices, you can never drop the price you will pay but you can go up. If the rig is \$100,000 and you say \$60,000, the most the dealer will do is say no. Then the ball is in his court to make a counteroffer. Which will be closer to his asking price. Depending on how much he wants to sell and how badly you want to buy you can go back and forth several times before coming to a figure that is agreeable to both of you. It may even take you going home without a deal. You can always return with another offer. In the mean time you can be sure the salesman and manager are looking at their numbers to determine if a deal can be made.

Now the website I was talking about is RV Wholesalers (<http://www.rvwholesalers.com>). They don't carry all the makes and models, but it would be worthwhile to check them out. Design your perfect RV get a price and go from there.

How much to pay for a used RV is a little bit easier. There are several sources where you can find out the average selling price of any vehicle.

Kelly Bluebook, NADA are two most common, you can also check the sales history on eBay and PPL Motor Homes website. PPL sells on consignment as well as used units. Their website list units sold over the last couple of years that they have sold.

One of the things I noticed over the years is that the dealers buy and the wholesale price of the vehicle without any add-on or extras, yet list with everything they can find. So when you are looking to buy follow the same tactics for the starting price. Look at the basic book value without all the extras.

<http://www.rvwholesalers.com>

<http://www.pplmotorhomes.com>

<http://www.nadaguides.com/RVs>

Kelly Blue Book is not available on line. Go to your bank or credit union for access.

Chapter Seven - Finding the Perfect RV

Now it is time to find that perfect RV. You have checked your budget, determined the must have, like to have and don't need items. You have determined the floor plans you would like and the target price for the perfect RV. So, where do you find it?

Finding the Perfect New RV

Again if you are looking for new, you can use RV Wholesalers (<http://www.RVWholesalers.com>) or go on the web and find a dealer near you that handles the make and model. They will be glad to help you order it, prep it when it comes in and show you how to use all the wonderful features. BUT before you do that, see if there are any RV shows coming up in your area or an area you would be willing to travel to.

RV shows are a great place for education. Take the check list you create along with a few days off and go to the shows. Two or more of them if you can before you purchase. Here you will be able to get up close and personal with the rigs. Look at construction, appliances, colors, furniture, lighting, etc. You can sit and dream what it will be like when you are camping.

Also you can look at the use of things in the RV. For example, when we were purchasing our last fifth wheel, we were at the RV show in Hershey, PA. We had our list, we were looking for that fifth wheel we would be taking on the road with us. I was sitting in the main living room, watching TV when I realized that there was no place for the satellite controller or cable TV box (full timers sometime have cable). Sitting with me was the manufactures representative, so I asked him where do you put the satellite TV box. He looked around and after a minute pointed to the cabinet by the side door. Immediately, I said, can't do. First there is no power in the cabinet, second I would have to keep the door open in order to control the TV which means nobody can come in or out. Third, it wasn't deep enough to hold the controller. So after a few minutes of talking about it, he stated they could put a smaller TV in above the door and the shelf could hold the controller. There was already power there for the TV, cable connections from the outside and enough room. Apparently the designers didn't look at the livability aspect of their designs. This is the time for you to do that. Sit and imagine the daily life. Cooking, cleaning, playing games with friends and family. How comfortable is the furniture, how easy is it to watch TV. What does the radio sound like. Play with the lighting, does it work for you?

Now go outside and look at how things hook up. Where is the water connection, sewer and waste water connections. What size tires and weight class? Ask the dealer what weight ratings the axles are for? (Bet that is a new one) OK so this is kind of important. Let me explain.

Two biggest issues with RV safety today are tires and axles. Look at the sticker for the RV. On towables it is usually on the front road side of the rig. For motorized RVs it will be near the driver's door. Axles on towables are

usually 6,000 or 7,500 pounds rating. So if the RV weighs in at 13,000 lbs. and has two axles rated at 6,000 pounds we have a problem. What is carrying the extra 1,000 lbs.? Some of it will be tongue weight (the hitch on the front connecting to the tow vehicle). But if they do not add up, you are asking for problems.

The tires will be a little bit more difficult when you are at the show. Each manufacture has a weight class on their tires. It is listed on the tire near the DOT information. The weight class determines how many pounds each tire can handle at a given PSI. Normally, they will state it as 3,800 lbs. at 100 PSI, which would be the maximum weight that tire can handle. Again a little math, if you have a 13,000 lbs. rig with 4 tires rated at 3,800 lbs. each, GREAT! Those tires can handle a total of 15,200 lbs., provided you keep them pumped up to 100 PSI. I have a whole set of articles on <http://rv-inspection-service.com> about tires. It is the number one safety item on my list of things to check each and every time I take the RV out. We are now full timers, and the day before we pull out I check and fill the tires on the car, dolly and the RV. Yes it takes me 20 to 30 minutes, but I do not want to test out my driving skills when the front tire blows at 65 MPH. That is one test I would prefer not to take let alone fail.

Even if you are buying a used RV, the time spent looking at the RV at the show will be well worth it. You will be able to look at a lot of options, configurations and designs from many different manufactures.

Finding the Perfect Used RV

If you are looking for used, this is going to take some more research and time. You may not find one in your area or anywhere at a given point in time. If it is out of your area, then what will you do? Travel to check it out and take your chances or settle for something else?

During my certification training to become a Certified RV Inspector, one of the things I learned was that 60% of all RV sales are person to person. No dealership involved at all. The other 40% were sales handled by a dealership, either new, dealer trades or consignment.

So where can you look for that perfect RV?

- Local dealerships,
- Friends/family/co workers
- Used vehicle lots,
- Newspaper,
- eBay,
- Craigslist,
- RVTrader.com,
- RVClassified.com,
- Facebook.com/groups/rvclassifieds,
- Internet searches

If you find one outside of your area, you can always contact me about having a certified RV Inspector review the RV for you and send you the report via email. Then if everything is OK, you can complete the deal directly.

Chapter Eight - Checklist for the Perfect RV

How to use this checklist

Everybody has different styles and desires. This checklist is designed to guide you through the process of finding the perfect RV for you. That being said, no checklist is perfect. I have taken my years of experience and training and tried to put together a list of things that most people are interested in as a guide for you to follow.

Use a new set of sheets for each RV you look at. The first row is basically does this RV have that item. The second column is what you are looking for or at. I have set this up based on how many people look at RV. It seems that most of us look at the inside first then if it passes inspection, move to the outside. So that is how the checklist is set up.

Columns 3 and 4 need to be filled out based on your requirements for the perfect RV. Column three is your must have column, based on your family and needs. It is labeled as minimum requirement. Column four is nice to have. For those things you can live without but sure do wish you could afford. Column 5 is for notes and to identify items that need more information.

In Column 2 I have the list of items to check. Some of these will require you to circle or mark as required. Such as when looking at the generators. They can be propane, gasoline or diesel.

I have added extra space at the end of the check list for you to add your own requirements. You can treat these as added inspection items.

After you look at the RV it is time to decide what is right and what is wrong with the unit. Simplicity is the key here.

Start by adding up all of the most haves that the RV meets. Are there any that it does not meet? Of any of the areas that it does not meet, are they critical that you cannot live without? If so, this RV is not for you. Things like number of people it can sleep. If you need 6 and it only sleeps 2 than it is a no go. If you require 2 bathrooms but it only has 1, then maybe it is still usable.

Add up the has vs. required and the has vs. nice to have. Record the numbers on the last page.

When you get finished looking at several RVs it will be time to sit down and decide which one is the perfect RV for you. Basically, I hope anyway, that it is the one with the best score. If you have been honest with the evaluation, the one with the most must haves and the most would like to have should do it.

When my wife and I were looking for our toy hauler, we visited one of the largest RV shows in the country. It took us 3 days to look at every toy hauler they had on display, each night we reviewed what we saw and the end of the third night we selected 7 units to revisit. From there we found 3 that we really liked and started talking trade in, prices, financing etc. On the last day of the 5 day show, we purchased our perfect RV. This book was based on that process.

Best of luck and happy Rving.

Checklist

Dealership or Sellers Name _____

Contact Name _____

Manufacture: _____

Model: _____

Year: _____

New or Used _____

Asking Price _____ NADA Base Price _____

Type of RV (Circle):

Tear Drop

Pop Up

Hybrid

Travel Trailer

Fifth Wheel

Toy Hauler

Travel Trailer

Fifth Wheel

Class A

Class A

Diesel

Front End

Pusher

Gas

Front End

Pusher

Class B

Standard

Super B

Diesel

Gas

Class C

Standard

Diesel

Gas

Super C

Diesel

Gas

Floor Plan

Number of bedrooms _____ Sleeps _____

Number of slides _____

Number of Bathrooms _____

Length _____

Mileage _____

H a s	Inspection Item	M u s t H a v e	N i c e t o H a v e	Notes
	Master Bedroom			
	Bed Size King			
	Bed Size Queen Short			
	Bed Size Queen,			
	Ceiling Fan			
	Closets Space - Acceptable			
	Safe			
	Kitchen			
	Water Purifier W/Dispenser			
	Kitchen Food Storage			
	Kitchen Other Storage			
	Kitchen Pots and Pans Storage			
	Kitchen Storage Spices			
	Kitchen Table – Bench			
	Kitchen Table – Dinette			
	Kitchen Table - Other			Describe -
	Outdoor Kitchen			
	CO Detector			Motorized or Toy Haulers
	LPG Gas/Smoke Detector			
	Bathroom			
	Bathroom Storage Space			
	Shower Enclosure (Glass)			
	Tile Upgrade (Bathroom/Kitchen)			
	Vanity Mirror			
	Shower only			

	Shower with tub			
	Living Room			
	Chairs			Number: Type:
	Sofa - Jack Knife/ Hide-a-Bed			Size:
	Appliances			
	Central Vacuum Cleaner			
	Dishwasher			
	Dryer			
	Washer/Dryer Combo			
	Washing Machine			
	Electric Cooktop			
	Gas Cooktop			
	Induction Cooktop			
	Gas Oven			
	Residential Refrigerator			Size:
	Residential Refrigerator w/Ice maker			Size:
	RV Refrigerator (Propane/AC)			Size:
	RV Refrigerator (Propane/AC) w/Ice maker			Size:
	RV Refrigerator (Propane/AC/DC)			Size:
	RV Refrigerator (Propane/AC/DC) w/Ice maker			Size:
	Ice Maker (Stand Alone Unit)			
	Microwave Oven			Size:
	Microwave/Convection Combo			Size:
	Microwave/Hood Combo			Size:
	Garbage Disposal			
	Entertainment			
	>32" Flat screen TV			
	>32" LCD TV			
	15" - 19" LCD TV			
	15"- 19" Flat Panel TV			

	20" - 32" Flat Panel TV			
	20" - 32" LCD TV			
	AM/FM Cassette Stereo			
	AM/FM/CD Stereo			
	Basement Entertainment			
	CB Radio			
	CD Player (Multiple)			
	DVD/Blue Ray Player			
	Outdoor Stereo			
	Satellite Radio			
	Satellite System - In Motion			
	Satellite System W/Auto Seek			
	Satellite System W/Manual Point			
	Side Deck Option			
	Computer Area			
	Windows			
	Dual Pane Frameless Windows			
	Dual Pane Windows			
	Framed Windows			
	Frameless Windows			
	Air Conditioning			
	7,000 BTU			
	11,000 BTU			
	13,500 BTU (Non-Central/Non-Ducted)			
	13,500 BTU Central/Ducted			
	15,000 BTU (Non-Central/Non-Ducted)			
	15,000 BTU Central/Ducted			
	15,000 IPO 13,500			
	Aqua Hot Heating System			
	Furnace			

	Furnace (10,000-12,000 BTU)			
	Furnace (13,000-17,000 BTU)			
	Furnace (21,000-28,000 BTU)			
	Furnace (30,000-35,000 BTU)			
	Heat Pump in AC			
	Heat Strip in AC			
	Water Heaters			
	On Demand Water Heater Gas Only			
	On Demand Water Heater Gas/Electric			
	Water Heater 10 Gallon Gas/Electric			
	Water Heater 10 Gallon Gas/Electric w/DSI			
	Water Heater 6 Gallon Gas/Electric			
	Water Heater 6 Gallon Gas/Electric w/DSI			
	Exit Stairs			
	Electric Step			
	Manual Step			
	Jacks and Levelers			
	Air Leveling System			
	Electric Jacks			
	Hydraulic Leveling System (Automatic)			
	Hydraulic Leveling System (Manual)			
	Hydraulic/Air Dual Leveling System			
	Manual Jacks			
	Generator			

	2 - 3 KW Gas/Diesel/Propane			
	7 - 8 KW Gas/Diesel/Propane			
	4 KW Gas/Diesel/Propane			
	5 KW Gas/Diesel/Propane			
	6 KW Gas/Diesel/Propane			
	8 - 10 KW Gas/Diesel/Propane			
	> 10 KW Gas/Diesel/Propane			
	Exterior			
	Aluminum RV Wheels			
	Auxiliary Battery			
	Fuel Station			Toy Haulers only
	Luggage Rack and Ladder			
	Outside Shower			
	Power Cord Reel			
	Pull Down Screen in Cargo Area			Toy Haulers only
	Rear Awning (Electric/Manual)			Toy Haulers only
	Rear Deck Patio Railing			Toy Haulers only
	Rear Patio Screen Door			Toy Haulers only
	Rear Ramp Patio System			Toy Haulers only
	Screen Room			
	Power Roof Vent			
	Power Roof Vent W/Rain Sensor			
	Roof Vent Covers			
	Skylight			
	Slide Out Tray-Full Pass Through			
	Slide Out Tray-One Side			
	Spare Tire and Carrier			
	Spot Light (Remote)			
	Storage area pass through			
	Storm Windows (All)			
	Painted Graphics			
	Vinyl Graphics			
	Power			
	20 Amp Power			

	30 Amp Power			
	50 Amp Power			
	Coach Batteries 12 Volt			
	Coach Batteries 6 Volt			
	Inverter (1000 Watt)			
	Inverter (2000 Watt)			
	Inverter (600 Watt)			
	Converter			Size in Amps
	Solar Battery Charger			Watts:
	Solar Panel			Amps:
	Awnings			
	Awning(s) for Slide-out (Slide Toppers)			
	Main Awning – Electric			
	Main Awning - Manual			
	Window Awnings			
	Bug Protection			
	3M Film			
	Invisible Bra			
	Slide Outs			
	Power Slide-Out Room (Bedroom)			
	Power Slide-Out Room 14'			
	Power Slide-Out Room 16'			
	Power Slide-Out Room 6'			
	Power Slide-Out Room 8'			
	Drivers Area			Class Vehicles only
	6-Way Power Seat			
	8-Way Power Seat			
	Collision Avoidance System			
	Cruise Control			
	Flood Light 12 Volt			
	GPS Navigation System			
	Mirrors (Power W/Defrost)			
	Security System			
	Tilt Wheel			

Number of Like to Have for this RV: _____

Number of Must Have that this RV DOES NOT MEET: _____

Are any of these DOES NOT MEET considered critical Yes No
(If yes, than this RV is not for you)