Post Winter RV Check-Up

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WE CAN’T GUARANTEE THE SUN WILL SHINE, GEYSERS WILL SPOUT OR LEAVES WILL TURN GOLDEN-RED FOR YOU.

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It’s time to go camping!

Our first official camping trip of the season is a short excursion to attend a big car show at the Charlotte Motor Speedway. In addition to seeing all the great classic cars and hot rods I’ll be searching through vendor booths for some hard to find parts for my 71 Dodge Power Wagon restoration project.

But, before you head out on your first camping trip of the season make sure your RV is ready for the trip. That’s what we’ll concentrate on in this issue of RV Consumer Magazine, the shakedown trip.

The car show RV trip will be a good first trip of the season to see how things are working on the RV.

Check it out, pack it up and go have some fun!

Happy Easter,

Mark

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“I have many hobbies, but without a doubt RVing is my favorite.” ~ Mark Polk

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With over 100 informative RV videos RV101.TV is your #1 RV video source on the web.

And for all you car & truck enthusiasts we just launched another great site, Auto Education 101. Learn about auto care & maintenance or follow the 71 Dodge Power Wagon project step-by-step.
Your house-on-wheels sat in storage for several months this winter and now it’s time for another camping season. What do you check to make sure the RV is safe and ready to use when you head out on your first RV trip of the season? There are lots of preventive maintenance checks you can perform, but here are the checks I consider essential.

**Batteries:** Start your post-winter checks with the batteries since it’s possible you removed them for winter storage. The condition of the batteries is dependent on how well they were cared for over the winter. Batteries in storage will lose a percentage of current through internal leakage. It’s not uncommon for a battery to discharge up to 10% a month when it is in storage. If you checked and recharged the batteries periodically while in storage they should be ready to go. If not, the first step is to fully charge the batteries.

Water should only be added to lead acid batteries after fully charging the battery, unless the water level is already below the plates. The plates need to be covered at all times. After the battery is fully charged check and add distilled water as required. If the batteries were removed for storage reinstall them making absolutely sure they are connected properly.

**RV Water System**
(de-winterize / leaks / sanitize):
Depending on how the unit was winterized it needs to be de-winterized. If you used non-toxic RV antifreeze to protect the water system you need to run fresh water through the entire system until all traces of the antifreeze are removed. Hopefully no antifreeze was added to the fresh water holding tank. If it was, the first step is to drain any remnants from the tank. Add potable water to the fresh water holding tank, turn the water pump on and open all of the water faucets. When clear water is running through the system turn the pump off and close the faucets. Take the water heater out of the by-pass mode (if applicable). If the water heater wasn’t bypassed the antifreeze needs to be drained from the water heater tank. Replace any water
filters that were removed. At this point I like to sanitize the water system. Make sure all of the drains are closed and drain plugs are installed. Take a quarter-cup of household bleach for every fifteen gallons of water your fresh water tank holds. Mix the bleach with water into a one-gallon container and pour it in to the fresh water holding tank. Fill the fresh water holding tank completely full of water. Turn the water pump on and run water through all hot and cold faucets until you smell the bleach. Close the faucets and let it sit for twelve hours. Drain all of the water and re-fill the tank with potable water. Turn the water pump on and open all faucets, running the water until you no longer smell any bleach. It may be necessary to repeat this process to eliminate all signs of bleach.

Appliance Checks: Open the LP gas valve and check the operation of all LP gas fired appliances. Make sure the water heater tank is full of water before testing the water heater. If an LP gas appliance is not operating properly have it inspected by an authorized RV service facility. Insects are attracted to the odorant added to LP gas and nests can affect the appliance from operating properly.

Note: The LP gas system should have a leak test and gas operating pressure test preformed annually. These tests should be performed by an authorized RV repair facility.

Plug the unit into a reliable source of electricity and test 120-volt appliances and accessories for proper operation.

Note: Make sure you have an adequate electrical source (30-50 amps) depending on your unit, before testing items like the microwave and roof air conditioner(s). After checking the refrigerator in the LP gas mode turn it off and with the doors open allow sufficient time for it to return to room temperature before checking it in the electric mode.

Tire Check: Just like a battery loses a percentage of charge in storage, tires lose a percentage of air pressure. Your tires can lose 2-3 psi a month while sitting in storage. Check the tire pressure with a quality tire inflation gauge and
adjust the inflation pressure to the manufacturer’s recommendation based on the load. Remember failing to maintain correct tire pressure, based on the load, can result in fast tread wear, uneven wear, poor handling, and excessive heat build-up which can lead to tire failure. Tire manufacturers publish load and inflation tables that should be followed for proper inflation pressure.

**Seams & Sealants:** If you didn’t inspect the seams and sealants for potential leaks prior to storage, or if the RV was stored outdoors this is a good time to do it. I recommend inspecting and resealing seams and sealants at least twice a year and possibly more often depending on conditions. Inspect all roof and body seams and around any openings cut into the RV for signs of cracking or damage. Reseal any seams or sealants that show signs of cracking or separation. It’s important you consult your RV owner’s manual, or RV dealer, for sealants compatible with different

**RV or Tow Vehicle Engine:** Check all fluid levels. Check the transmission, power steering, engine coolant, engine oil, windshield washer and brake fluid. Consult your vehicle owner’s manual for proper levels. If a fluid level is low try to determine why and correct the problem. Service the engine and engine fluid levels according to specified intervals found in the owner’s manual. Start the engine and check for proper readings on all gauges. Check the operation of all lights. Make sure the vehicle emissions / inspection sticker is up to date.

If you have a generator check the oil level in the generator. Service the generator according to specified intervals found in the owner’s manual. Inspect the generator exhaust system for any damage prior to starting. Never run a generator with a damaged exhaust system. If you didn’t run the generator during storage start and run it for about two hours with at least a half-rated load. Check your generator owner’s manual for load ratings. If you didn’t use a fuel stabilizer and the generator won’t start, or continues to surge after starting, have it checked out and repaired by an authorized service facility.
types of materials you are attempting to seal. If you don’t feel comfortable performing the inspections or repairing seams and sealants have the maintenance performed by an authorized service facility. **Note:** Be extremely careful working on the RV roof. A fall can cause serious injury or death.

**RV Safety Checks:** Re-install any dry-cell batteries or fuses that were removed for storage. If batteries were not removed from safety devices replace them with new batteries now. Test the operation of the carbon monoxide detector, LP gas leak detector and smoke alarm. Inspect all fire extinguishers to make sure they are fully charged. If you have dry powder fire extinguishers shake and tap on the bottom to release the powder from the bottom.

These are what I consider to be essential post-winter checks so your RV is ready to roll when you are. You can add to this list and tailor it to your specific needs. Be safe and have a great camping season.  ~ *RV 101*

Watch some RV pre-trip videos for more information on preparing your RV for travel this camping season.

- **Testing RV batteries**
- **Sanitize water system**
- **RV Tire Tips**
- **Pre Trip Checks**
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Preventive Maintenance
Maintenance you perform on your RV before a problem exists. These checks are designed to prevent or identify potential problems that could lead to mechanical breakdown, malfunction or failure of a component or system on your RV. Preventive Maintenance consists of cleaning, inspecting, lubricating, adjusting and servicing your RV.

RV Cleaning Tip
RV interiors are constructed using lightweight materials. These materials are more sensitive to harsh chemicals and abrasives than the materials used to construct your home. Always use gentler cleaning products and cleaning techniques.

Leather Upholstery
Clean leather surfaces with a soft, damp cloth. Do not use soaps or detergent to clean leather. Soaps and detergents can cause leather to age and crack prematurely.

Showers, Sinks & Toilets
Remember that whatever you use to clean the sinks, showers and toilet ends up in the RV holding tanks. Never use any cleaners that could possibly damage the holding tank or seals.

Refrigerator
When the RV is in storage leave the refrigerator doors open to prevent mold & mildew and place baking soda or charcoal in the compartments to prevent odors.

RV Windows
RV windows have weep slots in the bottom track to allow water to drain. Inspect the outside weep slots for any debris or obstructions. Clean as required.
Q: Is there such a thing as a gray water flush? I have no problem with my black water tank, but the grey water tank is terrible - the smell is horrible! Doesn’t matter if I have just dumped the tank - have tried some chemical treatments and have a sink screen to catch food debris - but still the smell is so bad. Only the kitchen and bathroom sinks - not the shower. I feel that it may be the sink P traps that trap the debris and hence the smell. Any advice?

A: There are a couple possibilities. You could have an aftermarket flushing system hooked up to the gray water tank if they can access the tank to do the job. You could run water down the sinks and shower with the gray water tank valve open when hooked up to sewer outlet and let it flush, but it probably wouldn’t be very effective. If you think the problem is the P traps you could install HepVo waterless valves on the sinks. I use them and they work great. When I empty the gray tank I add some dishwashing liquid down the sink drains and shower. Then as water goes down the drains the dish soap suds up and helps clean the tank and keep it smelling fresh. I also add some holding tank chemicals down the drains every other time I empty the tanks.

Watch Gray Water Odor Video
If I said it once I said it a hundred times, RV’s are a major investment like your house or automobile. To protect your investment and get many years of reliable service, and use from your RV, there are certain measures you need to take. One important measure is maintaining the exterior of your RV. As time passes the roof and exterior of your RV begins to show signs of wear caused by constant exposure to the elements. Ozone in the air and ultraviolet (UV) rays from the sun start to take its toll, which is first evident by signs of fading paint. The ozone in the air also causes products like rubber and vinyl to dry out, crack, and begin to deteriorate. The UV rays from the sun make this aging process happen quicker. If at all possible you should try to keep your RV covered when not using it, to help protect it from Mother Nature.

Maintaining the exterior of you RV contributes to extending the life of the RV and protecting your investment. If you let your RV go, without cleaning it for periods of time, it can be very difficult to get that new look back again. Maintaining the exterior of your RV primarily consists of routine inspections, and cleaning and lubricating items on the RV.

To extend the life of the exterior wash the RV frequently using a mild soap and water solution. You should always try to wash your RV after returning from a trip. Do not use harsh or abrasive cleaners. When washing the RV avoid spraying water directly into any appliance vents.

Metal sidewall finishes require routine maintenance to keep black streaks cleaned from the surface. If black streaks remain on metal sidewall finishes for prolonged periods of time it can be extremely difficult to clean or remove them. Use a commercial black streak remover. **Note:** Test all cleaning solutions on a small portion of the RV’s graphics before using them.
Waxing the exterior of your RV can be a difficult job, but it will help extend the life of your RV. Wax the exterior with a quality wax formulated for the type of exterior surface your RV has.

Always follow the manufacturer’s instructions. Exercise caution when waxing around graphics on the RV. You should wax the RV when water no longer beads on the wall surface.

Water damage on an RV is similar to progressive damage to a tire. The outside of the tire looks fine, but the internal damage over a long period of time causes the tire to fail without any warning. The outside of your RV looks fine but the internal damage caused by water over a long period of time can result in the entire roof, floor or wall rotting away without you knowing it. Inspecting any and all sealants can help prevent expensive repairs caused by water damage.

You must look very closely for any cracks, gaps, and loose or aged sealants. Inspect the roof, sidewalls, end caps, moldings, windows, compartments and anywhere the manufacturer cut a hole in the RV. Inspect the interior for any signs of water damage. Look for discoloration or wrinkles in the wall panels or wallpaper and feel for any soft spots on the walls, around all windows, doors, vents, slide outs, or any other openings that were cut in the RV sidewalls.

**Note:** Always use the proper type of sealant to make repairs; if you’re not sure what type of sealant to use talk to an authorized RV repair facility. Have any water damage repaired immediately.

RV manufacturers use different materials to construct RV roofs. Consult your owner’s manual for the type of roofing material used and for the type of soap or detergent required to clean the roof. Keeping debris such as leaves, tree sap and branches off of the roof will help to extend the life of the roofing material. You should clean and inspect your RV roof several times a year.

**Caution:** Exercise caution whenever you are on the roof of your RV. A fall can result in serious injury or death. For RV roofs not designed to be walked on it may be necessary to use 2’ X 4’ or 2’ X 8’ pieces of plywood to help distribute your weight evenly across the roof rafters. If you are not comfortable working on the roof of your RV, have your roof maintenance performed by an authorized RV service center.

When cleaning the roof keep the sides of the RV rinsed off to avoid soap residue, streaking and any damage to decals, graphics or the paint finish. Never use cleaners containing petroleum solvents, harsh abrasives, or citric based acids on rubber or vinyl roofs. Cleaning the roof is only part of maintaining it. Every time you clean the roof you need to inspect the sealants around all of the openings and
the seams on the roof. Water will take the path of least resistance and if there is the smallest opening it will find it. You need to thoroughly inspect the roof sealants for potential leaks and reseal any areas of the roof seams and around openings where you suspect a leak. Check with your RV dealer for sealants that are compatible with your roofing material. ~ RV 101

Watch some of Mark’s helpful RV exterior maintenance tips & hints videos.

For quite some time I have considered a spin-off of RV Education 101 for automobiles. Sort of a Blog site where folks can go to learn about auto care and maintenance, but more of a fun site with some classic car & truck build threads and information for classic car & truck enthusiasts to enjoy.

As many of you are aware I started on a classic truck restoration project that I plan to use to tow the vintage Yellowstone trailer to some RV and car shows. Our good friends at Equalizer Hitch sponsored the truck build project, helping to make it possible. This was a good fit for the truck project since the only hitch I personally use to tow travel trailers is the Equalizer brand hitch.

I figured since I was involved with the truck restoration project this would be a good time to launch our brand new Auto Education 101 site. If you like classic cars & trucks, or would enjoy learning more about auto care and maintenance this is a great site to visit, if I must say so myself.

Here is a link to the Home Page and a link to the 1971 Dodge Power Wagon restoration project.
How will you Remember your travels?

The laptop we used to keep in touch with the kids.

The guy from Ed's Towing. Spent three hours with him.

Cook's Field, the week after we missed the Bluegrass Festival.

Not all insurance is equal. Just because you have your RV insured, doesn’t mean your whole RV experience is covered. Things like personal effects coverage, vacation liability, and towing expenses are frequently left out of other carriers’ policies. But at Explorer RV, we believe it’s more than just your RV we’re covering. It’s the travels, the good times, the memories. Visit us online to learn more or to get a quote.

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Awnings are a great accessory to have on your RV, and they are available in a variety of types and styles. From self-storing bag style awnings to 12-volt power awnings, each type serves a different purpose. There are window and door awnings that provide us with shade, keep rain away from the RV windows or entry door, and protect the interior fabrics and upholstery from damage by the sun. There are slide-out awnings that protect the slide-out roof from debris and water, and there are patio awnings.

With another camping season right around the corner now is a good time to give your RV awnings a good once over.

**The Awning Fabric:**
Perhaps the most important component of an awning is the fabric. Fabric used on RV awnings is basically one of two types, acrylic or vinyl.

Acrylic fabric is a woven cloth that lets air circulate through the fabric. This air circulation allows the fabric to dry quickly when it gets wet. Acrylic fabrics are water repellent, but not waterproof.

Vinyl awning fabric is a solid waterproof fabric. Vinyl fabric is very durable and works well for RV applications. Vinyl awning fabrics are mildew resistant, but not necessarily mildew proof. Mildew can form on the dirt and dust that collects on the fabric. When you open the awning for the first time each year, or if it has been stored for a while, you will need to inspect the awning fabric for any signs of mildew (vinyl fabric), stains or other damage. If the awning fabric is clean, and in good shape, normal cleaning is pretty simple.

**Cleaning Awning Fabrics:**
To prevent dirt from imbedding into the woven fabric you should simply hose the fabric off on a monthly basis. If you ever store the fabric when it’s wet, unroll it as soon as possible and allow it to thoroughly dry before storing it again. This is especially true for vinyl fabrics, to help prevent mildew.

Eventually the awning fabric will require a thorough cleaning. For more difficult stains, mildew, or cleaning I use a commercial RV awning cleaner. If it’s an acrylic fabric, spray the cleaner...
thoroughly on the awning fabric, roll it up and let it sit for several minutes. This helps to distribute the cleaner over the entire surface of the awning fabric and allows the cleaner time to work. Open the awning and thoroughly rinse both sides of the fabric. Avoid scrubbing acrylic awning fabric. Scrubbing can remove the water retardant finish. For stubborn stains blot the cleaner on the fabric with a sponge or soft cloth.

I mentioned a moment ago that vinyl awning fabric is mildew resistant, but not necessarily mildew proof. Mildew can form on the dirt and dust that collects on the fabric. It will be worse in high temperatures, humidity and if the fabric is stored when it is wet. Apply the awning cleaner in the same fashion, roll it up and let it sit for several minutes. Open the awning and thoroughly rinse both sides of the fabric. To clean mildew or stains it may be necessary to scrub a vinyl fabric with a soft bristle brush before rinsing. Never use oil based or abrasive cleaners on awning fabrics.

Clean and thoroughly rinse both sides of the awning fabric. Carefully follow all awning and cleaner manufacturer directions for the type of fabric you have.

Inspecting the Awning:
When you have the fabric out for cleaning it’s a good time to inspect it for any rips, tears or punctures in the fabric. This would be a good time to mention you should always make sure the awning is raised high enough before opening the screen door or entry door. This is the most common cause for wearing and tears in the awning fabric, when the RV door rubs against it.

The good news is most awning fabric tears can be easily repaired. I keep a roll of RV awning repair tape, (available at most camping supply stores), in an outside compartment of the RV. It’s easy to apply, invisible, and permanent. Another thing I really like about the repair tape is that it’s not just for awnings. You can use it to repair tents, pool liners, canvas, inflatable boats and many other items. This tape is similar to duct tape, never leave home without it.
Awning Hardware Inspection:

✓ Check the lag screws in the top and bottom awning brackets for secure mounting. The bottom awning brackets support most of the load from the awning.

✓ Inspect the arm pivot holes for any enlarged holes or any broken rivets in the lift handles.

✓ Lubricate the lift handles and other moving parts with a silicone spray. I use a product called Boeshield T-9

✓ Check for a warped roller tube. If the roller tube is warped it will be noticeable when you roll the awning out.

✓ Inspect the awning end caps for secure mounting and broken rivets. **Warning:** Never attempt to remove the awning end caps. Spring tension can result in serious injury.

✓ Have any damaged or broken parts repaired before using the awning.

These RV awning tips are from my RV Awning Use, Care, & Accessories DVD
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The most important aspect of buying an RV is to do your homework. You need to properly position yourself to profit from the buying experience. By profit, I mean not only avoiding paying too much, but also buying the “right” unit for you and your family. The wrong unit will indeed cost you money. But, more importantly, it will cause you frustration. This is not what RVing is about.

Buying an RV is not just about what you pay for it either. It’s about making sure that you do your homework so you get what you pay for, and that what you get is what you want and need.

Gathering information about RVs can be done in several ways, depending on how you want to go about it. A good place to start your research is www.rvtrader.com.

RV Trader offers some great resources to make searching online for your RV easy. They have an Advanced Search Feature that allows you to be very specific in what you are looking for.

After you narrow your research down they offer a Price Checker Tool. This feature allows you to check prices on your favorite make, model and year RV that you found earlier during the research phase. You can check prices within a specified distance of where you live, and the price checker tool even gives you the lowest, average and highest price found.

The Locater Tool is a great feature to use when you know exactly what you want but are having trouble finding it. You simply complete the fields, and your request goes out to RV dealers in the RV Trader dealer network.
Dealers who may have what you are looking for will contact you. And don't worry, you can be confident that your information will not be shared with any third parties.

Your first goal is to become an informed RV buyer who knows what he/she wants. Your second goal is to learn how to guide the selling process to where you receive what you want or are willing to accept. Not what the salesperson wants from you! The dealer must make a “reasonable” profit to stay in business, but with pricing information in hand you can negotiate the best deal possible. Once you have done this “homework,” you will be ready to start your search online with confidence.

Remember to take your time, research the type of RV that’s right for you at a price you can afford. RV Trader even has a handy Loan Calculator Tool so you know if the monthly payment is within your budget.

Owning an RV is meant to be fun. Making the wrong buying decisions can make it miserable rather than enjoyable. If you do your proper homework, you will be on your way to an enjoyable RV ownership experience for years to come. RV Trader helps make this process easy.

So, what are you waiting for? Start your research, go shopping, buy your RV, hit the road and have some fun!
You just bought an RV, now what?

You researched it, found a dealer, ordered it, waited for it and the big day finally arrived; the day you get to bring your new RV home. The excitement and anticipation can be overwhelming, and then suddenly there it is sitting in the driveway. What do you do now?

Well before you jump in and head out on a cross-country RV trip let’s think about this for a minute. The dealership you purchased the RV from is required to perform what is known as a Pre Delivery Inspection, or PDI, on the RV prior to you taking delivery of the unit. A PDI is a safety/operational check to make sure all of the systems and appliances are operating properly, and that your new RV is ready to go camping. These PDIs are quite thorough and for the most part technicians will catch and repair any deficiencies noted during the inspection. With that said RVs are very complex, with wiring and plumbing systems routed throughout the walls, roof and undercarriage of the RV. So it is possible for some potential problems to be missed during the PDI process.

This is why I always recommend taking a short, close to home shakedown trip, before venturing out on a longer RV trip. When I say close to home it could be in your backyard or at a local campground close to where you live. All you really need is access to water and electricity to give the new RV a good once-over.

Some RV dealers offer to let you spend a night or two camping at or close to the dealership before taking the RV home. They hook you up to a water and electrical supply and you get to test the unit, making sure everything operates properly.

Regardless of where this shakedown trip takes place it serves several purposes:

1) Taking a shakedown trip allows you to identify any problems and have repairs made while you are still close to home. It is much easier to have your dealership make repairs than it is to find a repair facility when you are traveling. During the shakedown trip keep an eye out for things like water leaks or other shortcomings and for simple things like a cabinet or drawer that needs to be adjusted. Keep a pen and paper close by so you can make notes about any repairs that need to be accomplished.

2) Next a shakedown cruise will let you know what you forgot to pack, so you don’t forget it when it’s time for that two-month long cross-country RV trip. Again, keep a pen and paper close at hand and write down whatever comes to mind in the way of personal belongings and supplies that you just can’t live without when you are camping.

3) A shakedown trip gives you an opportunity to try all of the onboard systems and

www.rvconsumer.com
familiarize yourself with how things work on the RV. I also recommend that you purchase an **RV training DVD** specific to the type you of RV you purchase to assist you in learning about your new RV. The more you know about your new RV the more enjoyable your RV experiences.

If you find any shortcomings during the shakedown trip schedule an appointment with the dealership to have the required repairs made. When you take the RV in for repairs go over all of your concerns with the service writer. Point everything out on the RV so they understand exactly what you are talking about and they can expedite the repairs.

When you get the RV back the only thing left to do is plan your trip, load it up, hook it up, fuel it up and go have fun!

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**Protect Our National Parks**

“Of all the questions which can come before this nation, short of the actual preservation of its existence in a great war, there is none which compares in importance with the great central task of leaving this land even a better land for our descendants than it is for us.”—**Theodore Roosevelt**

Unfortunately it seems Teddy Roosevelt’s words fell on deaf ears. Our National Park Service already has a $12 billion backlog in park maintenance, and the National Park Service’s annual budget has remained nearly stagnant, at $2.86 billion, since 2008.

To me this signals that National Park funding is already inadequate, and threatens the future of all our federally protected land.

Now add to this the National Park Service gets hit with 5% sequestration budget cuts mandated by Congress. These additional cuts will increase an already unmanageable maintenance backlog and result in fewer employees, fewer visitors, park closings and the local economies suffering the brunt of it.

Rather than creating jobs for this recreational service provider, with an estimated 279 million visitors annually, the government is cutting jobs. Where is the sense in this?

[Click here to read the entire article.](#)
We always travel with a slow cooker in our motorhome. Similar to the way we RVers like to share helpful information with one another, the ingredients in this recipe share their flavors. During the slow cooking process, the taste of tomato and sauerkraut passes to the meat and the potatoes. There’s nothing like sharing.

**SLOW-COOKED PORK ’N KRAUT**
(Makes 6 servings)

<table>
<thead>
<tr>
<th>Ingredient</th>
<th>Quantity</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>can sauerkraut with juice</td>
<td>28 fl.oz</td>
<td>(796 ml)</td>
</tr>
<tr>
<td>medium-size potatoes</td>
<td>6</td>
<td>peeled &amp; halved lengthwise</td>
</tr>
<tr>
<td>medium-size sweet onion</td>
<td>1</td>
<td>diced</td>
</tr>
<tr>
<td>boneless pork loin roast</td>
<td>3 lbs</td>
<td>(1.36 kg)</td>
</tr>
<tr>
<td>can tomato soup, undiluted</td>
<td>10 fl.oz</td>
<td>(284 ml)</td>
</tr>
<tr>
<td>prepared mustard</td>
<td>1 tbsp</td>
<td>(15 ml)</td>
</tr>
</tbody>
</table>

1. Spread the sauerkraut and its juice evenly over the bottom of the slow cooker bowl.
2. Nestle the potatoes, flat side down, into the sauerkraut.
3. Sprinkle the diced onion over the potatoes and sauerkraut.
4. Trim the pork loin of any excess fat and place it on top of the onions.
5. Combine the undiluted tomato soup and mustard in a small bowl. Mix well. Pour the mixture over the tenderloin, potatoes, and sauerkraut.
6. Slow cook on the low setting for 5 to 6 hours or on high for 3 hours.
7. Remove the pork to a cutting board for slicing. Use a slotted spoon to lift the sauerkraut and potatoes to their serving dishes.

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2013 Media Kit
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My wife Dawn left her position in RV sales to help start the company, and is our Sales and Marketing Director. We currently have a 35-foot Class A motor home. We have two boys, Tyler 16 and Josh 22, both avid RVers and three dogs, Roxie, Gracie and Buck. If you would like to learn more about us and about RV Education 101 please visit www.rveducation101.com

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