



RV Inspection Report

Prepared for: -----

RV Location:

2601 Trails Head Dr, 2014 Alpine 3535RE, Yukon, OK 73099



2014 Alpine 3535RE

**Inspection Date / RV Model:
21 Feb 26 - 2014 Alpine 3535RE**

VIN Number: TBD

Sentry RV Mobile Inspections and Service

Jim Matthey



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LIFE SAFETY ISSUE**Sentry RV Mobile Inspections and Service****Customer**

Brandon Nave

Inspection Date / Year, Make, Model:

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TBD

The following items indicate that the condition is a **LIFE SAFETY ISSUE**. It is recommended that a qualified RV technician correct the identified issue, and before the unit is occupied.

11. Electrical System 120-Volt AC and 12-Volt DC**11.0 Hot Skin Test - Was any Frame and Running Gear Voltage Recorded****Yes**

A hot skin test is performed using a calibrated True RMS digital multimeter with the RV connected to shore power. Voltage measurements are taken between exterior bonded metal components and a verified residential equipment ground reference.

Measured results are as follows:

Frame / bumper areas: 0.1-0.3 VAC

LP tank bracket : 5.67 VAC

LP compartment wall: 10.7-11.55 VAC

Readings exceeding 1 VAC are present at multiple exterior bonded metal components when referenced to a confirmed earth ground.

Voltage levels in the 5-11 VAC range exceed typical minor induced voltage levels and indicate measurable stray voltage present on portions of the RV chassis.

No perceptible shock is experienced during physical contact at time of inspection; however, voltage above nominal stray levels is present.

Further evaluation of the 120-volt AC grounding system is recommended, including:

Verification of shore power pedestal grounding integrity

Inspection of the RV equipment grounding conductor continuity

Inspection of converter/inverter bonding configuration

Inspection for neutral-to-ground faults within the RV

This condition should be evaluated by a qualified RV technician or licensed electrician.

Client Education

A "hot skin" condition occurs when the RV exterior becomes energized due to improper grounding or internal AC leakage. Even relatively low voltage can create a shock hazard depending on environmental conditions, moisture, and grounding quality.

Common causes include:

Open or high-resistance equipment ground

Miswired pedestal

Neutral-to-ground bonding fault

Converter or inverter leakage

If any tingling sensation is ever experienced when touching the RV while standing on earth ground, disconnect shore power immediately.

Because measurable voltage above normal stray levels is present, further diagnostic evaluation is advised.

Prepared Using HomeGauge <http://www.HomeGauge.com> : Licensed To Jim Mattey

MAJOR ISSUE**Sentry RV Mobile Inspections and Service****Customer**

Brandon Nave

Inspection Date / Year, Make, Model:

21 Feb 26 - 2014 Alpine 3535RE

VIN Number:

TBD

The following items indicate that the condition is a **MAJOR ISSUE**. It is recommended that a qualified RV technician correct the identified issue as needed.

11. Electrical System 120-Volt AC and 12-Volt DC**11.5 Power Cord Inspected****Yes**

The 50-amp shore power cord, plug ends, and exterior inlet are visually inspected.

Observed conditions:

50A male plug shows surface oxidation and discoloration at the blade terminals.

Female connector end shows signs of heat discoloration and minor deformation.

Shore power inlet terminals show evidence of heat stress and arcing at one conductor lug.

Inlet face shows minor debris and oxidation.

Cord strain relief appears intact.

No exposed conductors are observed.

Heat discoloration and arcing at plug/inlet connections are consistent with high-resistance connections. High resistance at shore power connections can contribute to stray voltage, improper grounding continuity, and elevated hot skin readings.

Repair or replacement of the affected plug ends and further evaluation of the shore power inlet is recommended.

11.39 12-Volt DC House Battery(s) - Operational

Yes



12.31 V DC tells us the house battery status of charge is only 30% charged on it's one. Recommend replacement. None of the RV's DC appliances/lights will operate without shore power.

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MINOR ISSUE**Sentry RV Mobile Inspections and Service****Customer**

Brandon Nave

Inspection Date / Year, Make, Model:

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VIN Number:

TBD

The following items indicate that the condition is a **MINOR ISSUE**. It is recommended that a qualified RV technician correct the identified issue as needed.

2. Roof Exterior**2.0 Roof Condition****Fair**

The roof membrane is in overall serviceable condition with uniform weathering consistent with age. Localized soft areas are present toward the forward section of the roof. Roof tape has been applied along several seams, with lap sealant installed over portions of the tape. The repairs appear stable and intact. No visible interior staining, ceiling damage, or active moisture intrusion is observed.

The front cap joint and rear cap joint exhibit deteriorated sealant. The lap sealant at multiple roof penetrations, including vent flanges and the skylight flange, is weathered and cracking. These areas require cleaning and resealing to restore proper weather resistance. Deteriorated sealant increases the risk of future water intrusion if not proactively maintained.

A localized soft area is present in the forward section of the roof membrane. The membrane surface shows slight depression and flex when pressure is applied. The surrounding membrane exhibits normal age-related weathering and surface checking.

There is no visible puncture, open seam, or active moisture intrusion observed from the roof surface at this location. However, a soft feel underfoot indicates substrate compression.

Client Education:

EPDM/TPO roof systems require routine inspection and resealing as part of normal ownership. UV exposure and thermal expansion cause sealants to dry, crack, and separate over time. Soft decking areas can result from minor substrate compression or prior moisture exposure even when no active leak is visible. Annual inspection and timely resealing of cap joints and penetrations significantly reduces the likelihood of structural wood rot, insulation damage, and interior repairs. Proactive maintenance is far less costly than structural roof repairs.

2.1 Front Cap, Joints and Seals**Fair**

The front cap-to-roof termination joint exhibits significant sealant deterioration. The existing lap

sealant is heavily weathered, cracked, and separated in multiple sections. Fastener heads along the termination rail are visible and inadequately protected. The sealant profile is no longer uniform, and adhesion failure is evident in areas.

The fiberglass front cap shows UV oxidation and surface fading consistent with age. While no active moisture intrusion is observed from the interior, the current sealant condition increases the risk of water migration at the roof-to-cap interface.

Resealing is required. The joint should be cleaned, loose or failed sealant removed, fasteners inspected and secured, and new compatible self-leveling lap sealant applied across the entire termination rail to restore proper weather resistance.

Client Education:

The front cap joint is one of the highest water-exposure areas on a fifth wheel. Wind-driven rain while traveling places significant stress on this seam. Cracked or separated sealant allows water to migrate beneath the roof membrane and into the front wall structure, which can lead to delamination and structural wood rot. Resealing this joint is considered routine maintenance on a unit of this age and should be performed proactively to prevent costly structural repairs.

2.2 Trim Rail (Curbside)

Fair



The roof edge trim rail (termination rail) shows visible fastener heads along the length of the rail. The protective vinyl covering the fasteners and upper rail edge is deteriorated and incomplete in sections. Sealant shrinkage and separation are present, and the membrane edge appears lightly weathered.

The rail itself appears mechanically secure, with no visible bowing or major separation from the sidewall structure. However, the lack of adequate sealant coverage over fasteners increases the risk of water intrusion at screw penetrations. This condition requires cleaning and resealing to restore proper weather protection.

No active delamination or interior staining is observed corresponding to this area at this time.

Client Education:

The termination rail secures the roof membrane to the sidewall structure. Each fastener penetrates through the roof edge and must remain properly sealed. Over time, UV exposure causes sealant to dry and shrink, exposing screw heads. Water intrusion at this location can migrate into wall framing and lead to delamination. Periodic inspection and resealing of the trim rail is considered routine maintenance and is critical to preserving structural integrity.

2.3 Rear Cap, Joints and Seals

Fair



The rear cap-to-roof termination joint exhibits advanced sealant deterioration. The existing lap sealant is cracked, separated, and thinning across multiple sections of the termination rail. Several fastener heads are partially exposed, and sealant coverage is inconsistent. The sealant bead has lost elasticity and uniform adhesion.

At the ladder mounting penetrations, sealant is present but aged and beginning to separate at the base flanges. These penetrations are high-risk intrusion points due to vibration and wind-driven rain while traveling.

No active interior staining or visible rear wall delamination is observed at this time. However, the current condition of the rear cap joint significantly increases the likelihood of future moisture migration into the rear wall structure if not corrected.

Resealing is required. The joint should be cleaned, loose sealant removed, fasteners inspected and tightened as necessary, and new compatible self-leveling lap sealant applied along the full length of the termination rail and ladder mounting flanges.

Client Education:

The rear cap joint is subject to flex, road vibration, and direct rain exposure while towing. When sealant cracks or separates, water can travel behind the fiberglass cap and into the wall assembly, often without immediate interior symptoms. Rear wall water intrusion can lead to delamination and structural wood rot. Resealing this joint is considered routine age-related maintenance and should be completed proactively to preserve structural integrity.

2.4 Trim Rail (Streetside)

Fair



The roof edge trim rail (termination rail) shows visible fastener heads along the length of the rail. The protective vinyl covering the fasteners and upper rail edge is deteriorated and incomplete in sections. Sealant shrinkage and separation are present, and the membrane edge appears lightly weathered.

The rail itself appears mechanically secure, with no visible bowing or major separation from the sidewall structure. However, the lack of adequate sealant coverage over fasteners increases the risk of water intrusion at screw penetrations. This condition requires cleaning and resealing to restore proper weather protection.

2.10 Skylights

Fair



The skylight lens appears intact with no visible cracking or structural damage. The surrounding mounting flange is mechanically secured; however, the self-leveling lap sealant is heavily aged and deteriorated.

The sealant is discolored, hardened, and separating in multiple areas. Several fastener heads are visible or only partially encapsulated. The sealant bead is no longer uniform and shows adhesion loss

along portions of the perimeter. This condition significantly increases the risk of moisture intrusion at the flange and fastener penetrations.

No active interior staining is observed at this time. Resealing is required. The deteriorated sealant should be removed as necessary, the flange cleaned and inspected, and new compatible self-leveling lap sealant applied to fully encapsulate all fasteners and create a continuous watertight barrier.

Client Education:

Skylights are one of the highest-risk roof penetrations due to their large footprint and number of fasteners. UV exposure and thermal expansion cause sealant to harden and crack over time. Once sealant fails, water can migrate beneath the flange and into the roof decking without immediate visible interior symptoms. Proactive resealing is considered routine maintenance and is critical to preventing roof substrate damage and insulation deterioration.

3(A) . Front Cap / Wall

3.1.A Paint and/or Decals

Fair

 Decals are faded.

3(B) . Curbside - Sidewall

3.1.B Paint and/or Decals

Fair

 The curbside sidewall is in acceptable condition. No visible delamination, separation, or structural distortion is observed. Exterior finish shows normal age-related wear consistent with the unit's year.

3(C) . Streetside Sidewall

3.0.C Sidewall Condition

Fair

 A horizontal crack is present in the streetside fiberglass sidewall beginning near the lower forward edge of the slideout opening and extending forward approximately 8-12 inches. The crack follows a stress line along the graphic transition area.

The crack appears to be through the gelcoat layer and into the fiberglass surface. No obvious bulging or large-scale delamination is visible in this photo; however, the location is significant. The lower forward corner of a slideout opening is a known flex point due to structural movement while towing.

There is no visible sealant failure at the adjacent trim in this image, but this area should be closely monitored and moisture-checked.

6(A) . Curbside Rear Slideout**6.0.A Slideout Roof****Fair**

The curbside slideout roof membrane shows moderate to heavy weathering and surface discoloration consistent with age and UV exposure. The membrane appears intact without visible punctures in this view. General dirt accumulation and staining are present.

The slideout roof surface appears relatively flat with no obvious deep ponding; however, light surface waviness is visible. The outer edge seal area should be closely inspected for adhesion and integrity, as slide roofs are common intrusion points.

No visible open seams or membrane tears are observed in this photo. The sweep seal along the slide edge appears present but should be manually checked for elasticity and full contact during retraction.

Condition Assessment:

The slideout roof membrane appears serviceable but aged. Given the overall roof sealant maintenance backlog noted elsewhere on the unit, proactive inspection and resealing of slideout roof perimeter seams is recommended.

Client Education:

Slideout roofs are often overlooked in maintenance. Debris accumulation and UV exposure accelerate membrane wear. When perimeter seals shrink or lose elasticity, water can migrate into the slide structure, leading to floor rot or wall damage. Annual inspection and cleaning of slideout roofs significantly reduce intrusion risk.

6.2.A Seals, Sweeps and Gaskets**Fair**

The slideout sweep (wiper) seal shows age-related wear and minor distortion. The outer edge is not laying uniformly flat in sections and shows light deformation near the corner.

The bulb seal appears compressed with reduced elasticity.

Assessment:

Seals are serviceable but aged. Recommend monitoring and budgeting for replacement in the near future to maintain proper weather sealing.

Client Education:

Sweep and bulb seals prevent water intrusion when extended and retracted. Over time, UV exposure causes shrinkage and compression set. When elasticity is lost, water can migrate past the seal during heavy rain or travel. Periodic inspection and replacement are routine maintenance items on older units.

6.4.A Wiring Harness under Slideout

Acceptable

 The exposed gear rack shows light surface rust along the rack bar. The teeth appear intact with no visible chipping or deformation in this view. Corrosion appears superficial at this time.

Recommend cleaning and applying appropriate dry lubricant to reduce further oxidation and wear.

Underbelly (Slide Floor Covering):

The slideout underbelly material shows sagging and waviness. The barrier appears intact but loose in sections. No visible tears are observed in this image.

Loose underbelly material can trap moisture and debris if not secured.

Assessment:

Gear rack is serviceable with minor corrosion. Underbelly barrier should be monitored and re-secured if sagging progresses.

6(B) . Streetside Rear Slideout

6.0.B Slideout Roof

Fair

 The streetside rear slideout roof membrane shows moderate UV weathering and surface discoloration consistent with age. The membrane appears intact with no visible punctures or open seams in this view.

The surface appears relatively flat with minor waviness. No significant ponding areas are observed. The perimeter seam and edge termination should be resealed as part of overall roof maintenance due to age-related sealant deterioration noted elsewhere on the unit.

The arrows on the second picture annotate screwheads below the roof tape. Over time these screws will come through the tape creating water intrusion areas.

Assessment:

Slide roof is serviceable but aged. Recommend cleaning, inspection of perimeter sealant, and preventative resealing as needed.

Client Education:

Slideout roofs are frequently overlooked during routine maintenance. UV exposure and debris buildup accelerate membrane wear. When perimeter sealant deteriorates, water can migrate into the slide floor structure. Regular inspection and timely resealing help prevent floor rot and structural damage.

6.1.B Slideout T-Molding Trim

Fair

 he slideout roof edge shows aged sealant and membrane shrinkage along the outer perimeter. The sealant bead is flattened and thinning, with minor separation visible at the corner transition. The membrane edge appears slightly pulled back at the corner, exposing the seam area.

No open tears are clearly visible in this photo; however, the corner detail is a high-risk intrusion point and shows wear.

Assessment:

Perimeter sealant is aged and should be cleaned and resealed. Corner transition requires attention to prevent moisture migration into the slide floor structure.

6.2.B Seals, Sweeps and Gaskets

Fair

 The streetside rear slideout gutter's vinyl cover is separating from the sidewall. Recommend correction by qualified RV technician.

6(C) . Streetside Center Slideout

6.0.C Slideout Roof

Fair

 The slideout roof membrane is intact with moderate UV weathering and surface discoloration consistent with age. No visible punctures are observed in these photos.

The outer perimeter seam shows aged sealant and membrane shrinkage. Fastener heads are visible along the edge trim, and sealant coverage is thin in sections. The wood backing at the edge trim appears exposed and weathered in one area, suggesting long-term moisture exposure at the perimeter.

Assessment:

Roof surface is serviceable. Perimeter trim and sealant require resealing. Exposed wood at the edge should be evaluated for softening and sealed to prevent further deterioration.

Client Education:

Slide roof edges are common intrusion points. When sealant shrinks or fasteners become exposed, water can wick into the slide floor assembly. Early resealing prevents floor rot and structural delamination. Routine inspection of slide roof edges is critical on units of this age.

6.2.C Seals, Sweeps and Gaskets

Fair



The sweep (wiper) seal shows age-related stiffening and minor distortion. The seal does not appear to lay fully flat at the lower corner transition. Mounting trim is secure, but the seal edge shows reduced flexibility.

The bulb gasket behind the sweep appears intact but compressed. Full contact should be verified during retraction to ensure proper sealing against the sidewall.

No major tearing is visible in this photo; however, elasticity appears diminished.

Assessment:

Seals are functional but aging. Replacement should be anticipated in the near term to maintain proper weather sealing.

Client Education:

Sweep seals deflect water when extended; bulb gaskets compress to create the primary seal when retracted. Over time, UV exposure and compression set reduce elasticity. When seals stiffen or lose contact, water intrusion risk increases, especially at corners and during travel. Routine inspection and periodic replacement are expected maintenance items on units of this age.

14. Appliances: Kitchen

14.10 Refrigerator - Backside Cooling Coils / Proper Venting

Fair



The lower vent has a bug screen. The upper vent is not properly vented to maximize cooling. There should be a false wall that extends up to the bottom of the cooling coils (1/4-1/2 gap). And there should be a baffle over the coils that directs the heat out through the upper vent.

NOTICE / COMMENT



Sentry RV Mobile Inspections and Service

Customer
Brandon Nave
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The following items indicate that the condition is a NOTEWORTHY COMMENT.

6(D) . Streetside Front Slideout

6.4.D Wiring Harness under Slideout

Not Present

 The streetside front slideout floor is separated from corner

12. Water Systems

12.0 Operation and Condition of Outside Shower

Not Inspected

 The RV was winterized and owner did not want to de-winterize for this inspection.

13. Propane Tank, Lines and Connections

13.7 Fire Extinguisher

Poor

 A portable fire extinguisher is present and securely mounted near the entry door. The installed unit is rated 5-B:C.

Current NFPA 1192 (2021/2024) standard requires recreational vehicles to be equipped with a listed portable fire extinguisher with a minimum rating of 2A:10B:C.

The installed extinguisher does not meet the current minimum Class A rating requirement.

Recommendation

Upgrade to a listed 2A:10B:C fire extinguisher to meet current industry safety standards.

Client Education

Class A rating provides protection against ordinary combustible materials such as wood, paper, and fabrics - which are prevalent in RV construction. A B:C-only extinguisher does not provide adequate coverage for these materials.

Upgrading to a 2A:10B:C extinguisher improves occupant fire response capability and aligns with current safety standards.

15. Appliances: Other

15.0 Water Heater - Condition of Burner Assembly Area

Acceptable

 The RV is in a winterized state. The owner elected not to de-winterize the unit at the time of inspection.

Because the plumbing system remained winterized, the inspector did not operate or pressure test the following components:

City water connection

Water pump

Interior faucets and fixtures

Shower/tub assemblies

Toilet water supply

Fresh water tank operation

Distribution manifold and supply lines

No determination can be made regarding system integrity, leaks, water pressure performance, or fixture operation.

Client Education

When an RV remains winterized, antifreeze is present in the plumbing system and water is not introduced into the lines. A proper plumbing inspection requires the system to be pressurized with water and operated under normal conditions to evaluate for leaks, proper flow, and component function. Undetected leaks, cracked fittings, freeze damage, or faulty components may exist and cannot be identified without de-winterization and system testing.

17. Interior

17.59 Operation and Condition of Shower Verified

Not Inspected

The shower is clean.

Prepared Using HomeGauge <http://www.HomeGauge.com> : Licensed To Jim Mattey

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RV Location: 2601 Trails Head Dr, 2014 Alpine 3535RE, Yukon, OK 73099		Customer: Brandon Nave		

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Comment Key or Definitions

The following definitions of comment descriptions represent this inspection report. All comments by the inspector should be considered before purchasing this RV home. Any recommendations by the inspector to repair suggests further action by a qualified RV technician. All costs associated with repair or replacement of items and components identified in this report should be considered before purchasing this RV home..

Acceptable (A) = A visually observed item, component or unit and if no other comments were made then it appeared to be performing its intended function with little or no deterioration visible.

Fair (F) = The item or its components is not in need of immediate repair as it is performing its intended function but deterioration is visible. Some may elect to repair or replace this item now while others may wait.

Poor (P) = The item, component or unit is not functioning as intended and replacement is recommended, or needs further action by a qualified RV technician.

Not Inspected (NI) = The item, unit or component was not inspected, and no representations were made as to whether or not it was functioning as intended and a statement for the reason for not inspecting may be made.

Not Present (NP) = This item, component or unit is not in this RV.

NRVIA Standards of Practice

Purpose, Scope and General Statements

- 1 - The purpose of the Standards of Practice is to establish a uniform standard for the companies RV Inspector to inspect and report in an objective manner the conditions of a Recreational Vehicle and its components.
- 2 - The Standards describe the components, and systems included in an RV Inspection.
- 3 - The Standards apply to motorized and towable types of RVs as defined by the RV Industry.
- 4 - The Standards apply to a visual inspection of those areas, components and systems that are readily accessible to determine at the time of inspection that they are performing their intended function without regard to life expectancy.
- 5 - The purpose of the RV inspection is to identify visible and operational defects as permitted by the current conditions that in the judgment of the RV Inspector will adversely affect the function or integrity of the items, components and systems of the Recreational Vehicle.
- 6 - RV Inspections performed under the Standards of Practice are basically visual and rely upon the judgment, education and experience of the RV Inspector and are not intended to be technically exhaustive.

7 - RV inspections shall be performed on a calendar day which will allow compliance with the provisions of the NRVA Standards of Practice.

8 - RV Inspections performed under the Standards shall not be construed as being a compliance inspection of any code, governmental regulation or manufacturer's installation instructions or procedures. In the event a law, statute or ordinance prohibits a procedure recommended in the Standards, the RV Inspector is relieved of the obligation to adhere to the prohibited part of the Standards.

9 - RV Inspections performed under the Standards are not an expressed, implied warranty or guarantee of adequacy, performance or useful life of any RV, any of its components or systems.

10 - Only those items specifically listed on the RV Inspection Report will be included in the RV Inspectors evaluation.

11 - The RV Inspector shall report any system or component included in the Standards of Practice which were present at the time of the RV Inspection but were NOT inspected and provide the reason they were not inspected.

General Limitations and Exclusions

1 - RV Inspections performed under the companies Standards of Practice exclude any items concealed or not readily accessible to the RV Inspector. The RV Inspector is not required to move furniture, personal or stored items. Lifting floor covering, accessing interior walls and ceilings in which could damage or destroy the components or systems being evaluated is not part of the RV Inspection.

2 - The determination of the presence of damage caused by insects or water is only to be evaluated by observation with a statement being rendered by RV Inspector that is to make the client aware of the issue.

3 - Excluded from the Standards of Practice is the determination of indoor air quality of the RV and it's consequence of physical damage, toxicity, odors, waste products and noxiousness.

4 - The RV Inspection and report are based upon the visual observation of the existing conditions of the RV at the time of the RV Inspection. The report is not intended to be or construed as a guarantee, warranty or any form of insurance. The RV Inspector will not be responsible for any repairs or replacement with regard to the RV or its contents.

5 - The RV Inspector is not required to enter any premises that visibly show a threat to the safety of the RV Inspector or others nor inspect any area or component that poses a danger to the RV Inspector or others.

6 - The NRVA Certified RV Inspector inspected and reported on the RV items listed in this report and their condition during the RV Inspection. Any additional items of inspection were dependent upon any agreements that were made between the client and the RV Inspector.

Weather:

Clear & Windy

Type of Inspection:

Buyer: Pre-Purchase RV Inspection

Style of RV:

5th Wheel

RV Status:

Vacant: Private Seller

Client Is Present:

No

Start Temperature:

28 degrees

1. Vehicle Information

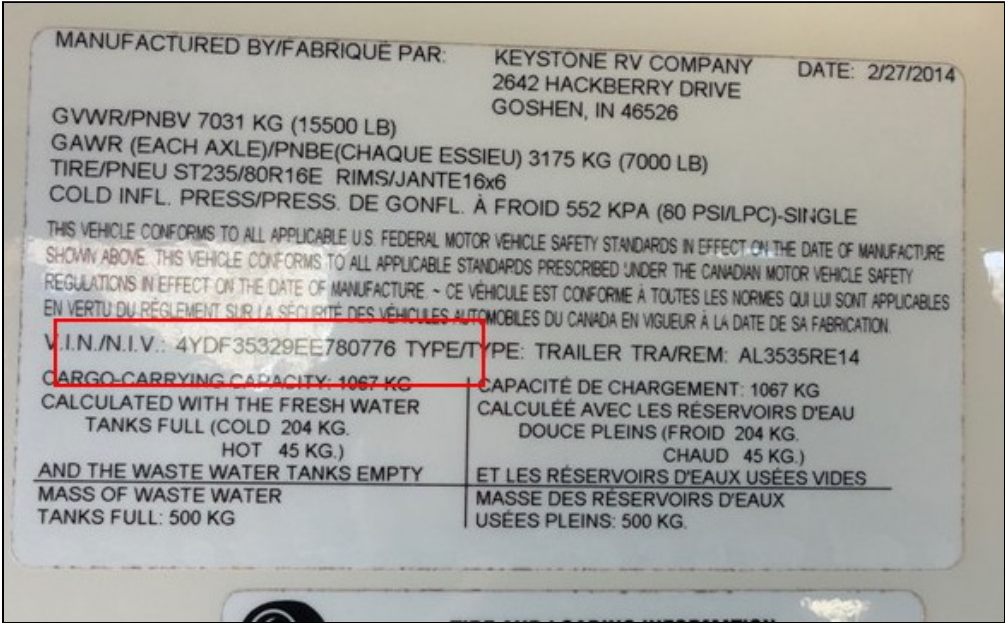
Styles & Materials

VIN Number: Photo Included VIN #: : 4YDF35329EE780776	VIN Location: Streetside Front	RVIA / Canadian Seal Number: Located by Entrance Door Seal Number / Other Info : 351-8386
Gross Vehicle Weight Rating (GVWR): From Data Plate Specify in lbs or kg : 15,500	Brand of RV: Manufacturer's Brand Name Brand Name : Keystone	Model Number: RV Designation/Floorplan Model Number : Alpine 3535RE
Manufacturer Name and Location: Keystone RV Company Location: City, State : .	Date of Manufacturer: February Year : 2014	State License Plate Current: Yes State and Plate Number : KQV-134

1.0 Vehicle Data

Comments:

1.0 (1) Manufacturer's VIN Data Plate Photo



VIN Data Tag

1.0 (2) RVIA Seal Photo



RVIA Seal

1.0 (3) State License Plate Photo



License Plate

1.0 (4) Owner Stated Comments:

- 1. None

1.0 (5) Weather the Day of the Inspection:

Cold, Windy Sunny

2. Roof Exterior

Styles & Materials

Roof Type:

Areas of Possible Water Intrusion:

Roof Ladder Type:

Rubber (TPO)

Yes

Mounted

Number of Solar Panels:

None

TV Antenna - Moves Up and Down:

Yes

TV Antenna - Cleaned and Maintained:

Yes

Other Items (list):

Other Items Observed

Equipment Removed:

No

Additional Items on Roof : No

		A	F	P	NI	NP
2.0	Roof Condition		•			
2.1	Front Cap, Joints and Seals		•			
2.2	Trim Rail (Curbside)		•			
2.3	Rear Cap, Joints and Seals		•			
2.4	Trim Rail (Streetside)		•			
2.5	Vents - Powered (14 x 14)	•				
2.6	Vents - Manual Crank (14 x 14)	•				
2.7	Exterior Vent Covers	•				
2.8	Plumbing Vent Covers	•				
2.9	Roof Refrigerator Vent					•
2.10	Skylights		•			
2.11	Front Air Conditioner Cover	•				
2.12	Front Air Conditioner Coils	•				
2.15	Rear Air Conditioner Cover	•				
2.16	Rear Air Conditioner Coils	•				
2.17	TV Antenna Exterior Roof Unit		•			
2.18	TV Antenna Interior Handle and Crank	•				
2.19	Satellite Antenna					•
2.20	Radio Antenna					•
2.21	Solar Panels					•
2.22	Ladder - Roof Access	•				
2.23	Other Items	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

Comments:

🔧 **2.0** The roof membrane is in overall serviceable condition with uniform weathering consistent with age. Localized soft areas are present toward the forward section of the roof. Roof tape has been applied along several seams, with lap sealant installed over portions of the tape. The repairs appear stable and intact. No visible interior staining, ceiling damage, or active moisture intrusion is observed.

The front cap joint and rear cap joint exhibit deteriorated sealant. The lap sealant at multiple roof penetrations, including vent flanges and the skylight flange, is weathered and cracking. These areas require cleaning and resealing to restore proper weather resistance. Deteriorated sealant increases the risk of future water intrusion if not proactively maintained.

A localized soft area is present in the forward section of the roof membrane. The membrane surface shows slight depression and flex when pressure is applied. The surrounding membrane exhibits normal age-related weathering and surface checking.

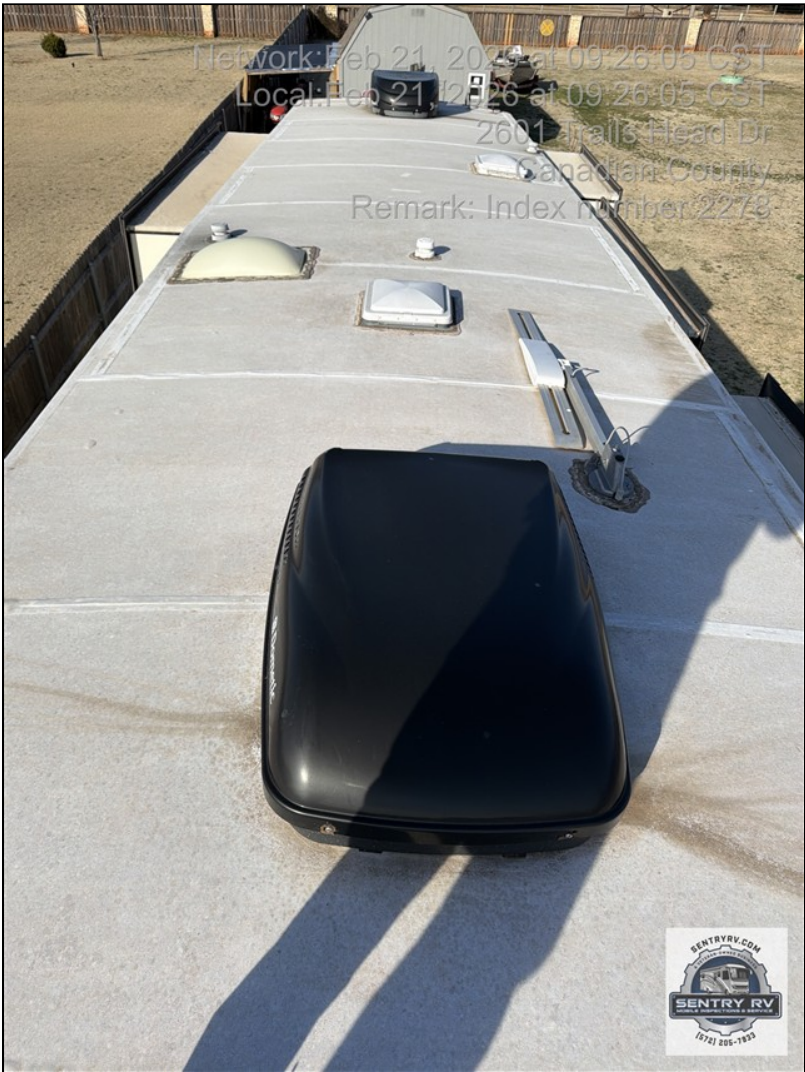
There is no visible puncture, open seam, or active moisture intrusion observed from the roof surface at this location. However, a soft feel underfoot indicates substrate compression.

Client Education:

EPDM/TPO roof systems require routine inspection and resealing as part of normal ownership. UV exposure and thermal expansion cause sealants to dry, crack, and separate over time. Soft decking areas can result from minor substrate compression or prior moisture exposure even when no active leak is visible. Annual inspection and timely resealing of cap joints and penetrations significantly reduces the likelihood of structural wood rot, insulation damage, and interior repairs. Proactive maintenance is far less costly than structural roof repairs.



Roof Back to Front



Roof Front to Back



Soft Spot Forward of Front AC

2.1 The front cap-to-roof termination joint exhibits significant sealant deterioration. The existing lap sealant is heavily weathered, cracked, and separated in multiple sections. Fastener heads along the termination rail are visible and inadequately protected. The sealant profile is no longer uniform, and adhesion failure is evident in areas.

The fiberglass front cap shows UV oxidation and surface fading consistent with age. While no active moisture intrusion is observed from the interior, the current sealant condition increases the risk of water migration at the roof-to-cap interface.

Resealing is required. The joint should be cleaned, loose or failed sealant removed, fasteners inspected and secured, and new compatible self-leveling lap sealant applied across the entire termination rail to restore proper weather resistance.

Client Education:

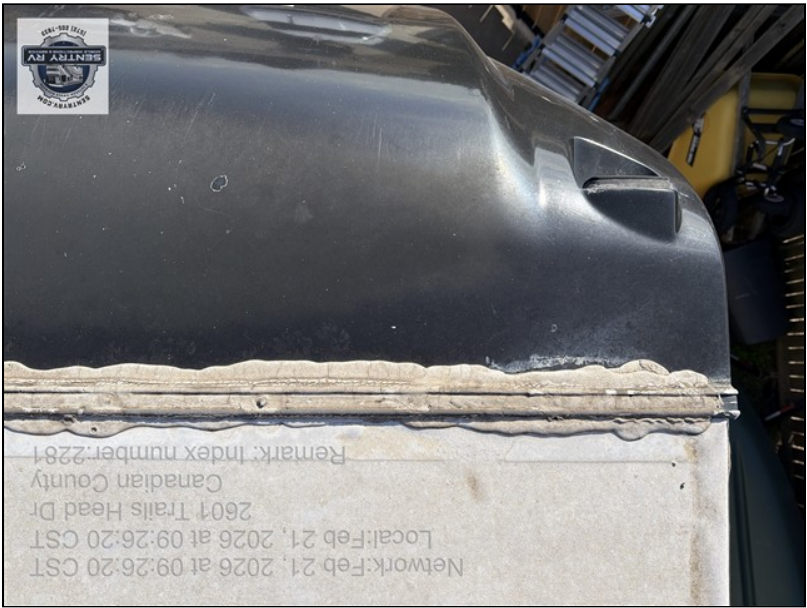
The front cap joint is one of the highest water-exposure areas on a fifth wheel. Wind-driven rain while traveling places significant stress on this seam. Cracked or separated sealant allows water to migrate beneath the roof membrane and into the front wall structure, which can lead to delamination and structural wood rot. Resealing this joint is considered routine maintenance on a unit of this age and should be performed proactively to prevent costly structural repairs.



Front Cap Streetside



Front Cap Center



Front Cap Curbside

🔧 **2.2** The roof edge trim rail (termination rail) shows visible fastener heads along the length of the rail. The protective vinyl covering the fasteners and upper rail edge is deteriorated and incomplete in sections. Sealant shrinkage and separation are present, and the membrane edge appears lightly weathered.

The rail itself appears mechanically secure, with no visible bowing or major separation from the sidewall structure. However, the lack of adequate sealant coverage over fasteners increases the risk of water intrusion at screw penetrations. This condition requires cleaning and resealing to restore proper weather protection.

No active delamination or interior staining is observed corresponding to this area at this time.

Client Education:

The termination rail secures the roof membrane to the sidewall structure. Each fastener penetrates through the roof edge and must remain properly sealed. Over time, UV exposure causes sealant to dry and shrink, exposing screw heads. Water intrusion at this location can migrate into wall framing and lead to delamination. Periodic inspection and resealing of the trim rail is considered routine maintenance and is critical to preserving structural integrity.



Curbside Trim Rail

2.3 The rear cap-to-roof termination joint exhibits advanced sealant deterioration. The existing lap sealant is cracked, separated, and thinning across multiple sections of the termination rail. Several fastener heads are partially exposed, and sealant coverage is inconsistent. The sealant bead has lost elasticity and uniform adhesion.

At the ladder mounting penetrations, sealant is present but aged and beginning to separate at the base flanges. These penetrations are high-risk intrusion points due to vibration and wind-driven rain while traveling.

No active interior staining or visible rear wall delamination is observed at this time. However, the current condition of the rear cap joint significantly increases the likelihood of future moisture migration into the rear wall structure if not corrected.

Resealing is required. The joint should be cleaned, loose sealant removed, fasteners inspected and tightened

as necessary, and new compatible self-leveling lap sealant applied along the full length of the termination rail and ladder mounting flanges.

Client Education:

The rear cap joint is subject to flex, road vibration, and direct rain exposure while towing. When sealant cracks or separates, water can travel behind the fiberglass cap and into the wall assembly, often without immediate interior symptoms. Rear wall water intrusion can lead to delamination and structural wood rot. Resealing this joint is considered routine age-related maintenance and should be completed proactively to preserve structural integrity.



Rear Cap Joint Curbside



Rear Cap Joint Center



Rear Cap Joint Streetside

2.4 The roof edge trim rail (termination rail) shows visible fastener heads along the length of the rail. The protective vinyl covering the fasteners and upper rail edge is deteriorated and incomplete in sections. Sealant shrinkage and separation are present, and the membrane edge appears lightly weathered.

The rail itself appears mechanically secure, with no visible bowing or major separation from the sidewall structure. However, the lack of adequate sealant coverage over fasteners increases the risk of water intrusion at screw penetrations. This condition requires cleaning and resealing to restore proper weather protection.

2.6 4

The roof vent assembly is mechanically intact and the vent lid appears serviceable. The mounting flange is secured; however, the surrounding self-leveling lap sealant is heavily weathered, discolored, and beginning to crack. Several fastener heads are visible through thinning sealant, and adhesion loss is evident along portions of the flange perimeter.

The sealant profile is no longer uniform and has lost elasticity. While no active interior staining is observed directly beneath this penetration, the current condition increases the likelihood of moisture intrusion over time.

Resealing is recommended. The existing deteriorated sealant should be removed as needed, the flange cleaned and inspected, and new compatible self-leveling lap sealant applied to fully encapsulate fasteners and restore a continuous watertight barrier.

Client Education:

Roof vents are common leak points because every fastener penetrates the roof decking. Sealant naturally degrades from UV exposure and thermal expansion. Once cracking begins, water can migrate along screw threads and into the roof substrate. Routine inspection and resealing of roof penetrations is considered standard preventative maintenance and is critical to preventing roof deck rot and insulation damage.



Roof Vent Bathroom Manual Crank

2.8 The skylight lens appears intact with no visible cracking or structural damage. The surrounding mounting flange is mechanically secured; however, the self-leveling lap sealant is heavily aged and deteriorated.

The sealant is discolored, hardened, and separating in multiple areas. Several fastener heads are visible or only partially encapsulated. The sealant bead is no longer uniform and shows adhesion loss along portions of the perimeter. This condition significantly increases the risk of moisture intrusion at the flange and fastener penetrations.

No active interior staining is observed at this time. Resealing is required. The deteriorated sealant should be removed as necessary, the flange cleaned and inspected, and new compatible self-leveling lap sealant applied to fully encapsulate all fasteners and create a continuous watertight barrier.

Client Education:

Skylights are one of the highest-risk roof penetrations due to their large footprint and number of fasteners. UV exposure and thermal expansion cause sealant to harden and crack over time. Once sealant fails, water

can migrate beneath the flange and into the roof decking without immediate visible interior symptoms. Proactive resealing is considered routine maintenance and is critical to preventing roof substrate damage and insulation deterioration.

2.10 The skylight lens appears intact with no visible cracking or structural damage. The surrounding mounting flange is mechanically secured; however, the self-leveling lap sealant is heavily aged and deteriorated.

The sealant is discolored, hardened, and separating in multiple areas. Several fastener heads are visible or only partially encapsulated. The sealant bead is no longer uniform and shows adhesion loss along portions of the perimeter. This condition significantly increases the risk of moisture intrusion at the flange and fastener penetrations.

No active interior staining is observed at this time. Resealing is required. The deteriorated sealant should be removed as necessary, the flange cleaned and inspected, and new compatible self-leveling lap sealant applied to fully encapsulate all fasteners and create a continuous watertight barrier.

Client Education:

Skylights are one of the highest-risk roof penetrations due to their large footprint and number of fasteners. UV exposure and thermal expansion cause sealant to harden and crack over time. Once sealant fails, water can migrate beneath the flange and into the roof decking without immediate visible interior symptoms. Proactive resealing is considered routine maintenance and is critical to preventing roof substrate damage and insulation deterioration.



Skylight

3(A) . Front Cap / Wall

Styles & Materials

Exterior Wall Type:	Exterior Wall Surface Type:	Any Damage or Discoloration or Delamination?:
Molded Fiberglass Cap	Fiberglass with Decals	Yes
Windows:	Cargo Slideout Tray/Shelves:	Cargo/Access Doors:
None	Not Present	Doors with Keyed Twist Latch

		A	F	P	NI	NP
3.0.A	Sidewall Condition	•				
3.1.A	Paint and/or Decals		•			
3.2.A	Windows					•
3.3.A	Cargo/Access Doors	•				
3.4.A	Cargo Interior Compartment Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A

F

P

NI

NP

Comments:

3.0.A The front fiberglass cap exhibits significant UV degradation and gelcoat failure. The upper graphic area shows widespread checking and surface cracking consistent with prolonged sun exposure. The black gelcoat below the graphic panel shows oxidation and vertical weathering streaks. Surface gloss loss is evident.

No visible structural deformation, separation at the cap seams, or obvious impact damage is observed in this view. Clearance lights and upper marker appear intact. The lower pinbox area appears structurally normal from the exterior perspective.

The observed condition is cosmetic in nature; however, gelcoat checking at this stage is progressive and typically irreversible without refinishing.

The streetside lower corner of the front cap exhibits a vertical crack with separation and visible filler/previous repair material. The surrounding gelcoat shows splitting and material breakdown. The crack appears to follow a stress line at the cap corner radius.

This condition is consistent with structural flex stress at the nose cap corner or prior impact/repair. The exposed material indicates the outer gelcoat layer has failed and moisture intrusion at this location is possible if not properly repaired.

No internal structural damage is visible from the exterior perspective; however, this area warrants close interior inspection for moisture intrusion at the front closet or cap cavity.

Condition Assessment:

This is more than cosmetic surface checking. The crack penetrates through the gelcoat layer and appears to involve previous patching. Professional fiberglass repair is recommended to prevent water intrusion and further propagation.

Client Education:

Fiberglass gelcoat is a protective outer layer that degrades over time from UV exposure. Once checking and oxidation reach this level, polishing may provide limited cosmetic improvement but will not eliminate cracking. Full restoration typically requires sanding, surface preparation, and repainting or professional refinishing. While primarily cosmetic, neglected gelcoat can continue to deteriorate and impact long-term resale value. Regular washing, UV protectant application, and covered storage significantly slow this process.



Front Cap



Damage Streetside Corner

 **3.1.A** Decals are faded.

3.4.A The front cargo compartment is acceptable.



Front Cargo Compartment

3(B) . Curbside - Sidewall

Styles & Materials

Exterior Wall Type: Laminated Panel	Exterior Wall Surface Type: Fiberglass with Decals	Any Damage or Discoloration or Delamination?: No
Windows: Glass with Frame Glass with No Frame	Cargo Slideout Tray/Shelves: Not Present	Cargo/Access Doors: Doors with Slam Latch

		A	F	P	NI	NP
3.0.B	Sidewall Condition	•				
3.1.B	Paint and/or Decals		•			
3.2.B	Windows	•				
3.3.B	Cargo/Access Doors	•				
3.4.B	Cargo Interior Compartment Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

3.0.B The curbside sidewall is in acceptable condition. No visible delamination, separation, or structural distortion is observed. Exterior finish shows normal age-related wear consistent with the unit's year.

The curbside wheel well plastic trim is cracked. The crack appears limited to the plastic fender skirt material and does not appear to affect structural components.

Repair or replacement of the plastic trim is recommended to prevent further cracking and to maintain exterior appearance.



Curbside Sidewall



Wheel Well Crack

 **3.1.B** The curbside sidewall is in acceptable condition. No visible delamination, separation, or structural distortion is observed. Exterior finish shows normal age-related wear consistent with the unit's year.

3(C) . Streetside Sidewall

Styles & Materials		
Exterior Wall Type: Laminated Panel	Exterior Wall Surface Type: Fiberglass with Decals	Any Damage or Discoloration or Delamination?: Yes
Windows: Glass with Frame Glass with No Frame	Cargo Slideout Tray/Shelves: Not Present	Cargo/Access Doors: Doors with Keyed Slam Latch

		A	F	P	NI	NP
3.0.C	Sidewall Condition		•			
3.1.C	Paint and/or Decals		•			
3.2.C	Windows	•				
3.3.C	Cargo/Access Doors	•				
3.4.C	Cargo Interior Compartment Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

🔧 **3.0.C** A horizontal crack is present in the streetside fiberglass sidewall beginning near the lower forward edge of the slideout opening and extending forward approximately 8-12 inches. The crack follows a stress line along the graphic transition area.

The crack appears to be through the gelcoat layer and into the fiberglass surface. No obvious bulging or large-scale delamination is visible in this photo; however, the location is significant. The lower forward corner of a slideout opening is a known flex point due to structural movement while towing.

There is no visible sealant failure at the adjacent trim in this image, but this area should be closely monitored and moisture-checked.



Streetside Sidewall



Fiberglass Chips



Gelcoat/fiberglass Crack



Gelcoat/fiberglass Crack

3.3.C The cargo doors is acceptable.



Streetside Cargo Door



Streetside LP Storage Door



Streetside Pass-Through



Streetside LP Storage

3(D) . Rear Cap / Wall

Styles & Materials

Exterior Wall Type:	Exterior Wall Surface Type:	Any Damage or Discoloration or Delamination?:
Molded Fiberglass Cap	Fiberglass with Decals	No
Windows:	Cargo Slideout Tray/Shelves:	Cargo/Access Doors:
None	Not Present	None

		A	F	P	NI	NP
3.0.D	Sidewall Condition	•				
3.1.D	Paint and/or Decals	•				
3.2.D	Windows					•
3.3.D	Cargo/Access Doors					•
3.4.D	Cargo Interior Compartment Condition					•

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

3.0.D The rear cap wall is acceptable.



Rear Cap Wall

4. Entrance Door

Styles & Materials

Type of Entrance Door: Fiberglass	Screen Door: Acceptable	Keyless Entry Door Lock System: Yes
Keyless Entry Door Lock Functional: Yes No	Keyed Door Lock / Deadbolt: Yes	Keyed Door Lock / Deadbolt Functional: Yes
Type of Step System: Manual	Number of Steps: Four	Grab Bar Type: D-Ring Handle

		A	F	P	NI	NP
4.0	Door Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

5. Curbside Awning

Styles & Materials

Awning Material:

Vinyl

Operational Type:

Electric

Awning Light Operational:

Yes

No

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

Comments:

5.0 The awning frame and latching is acceptable.



Awning Arms



Awning Arms



Awning Fabric



Awning Fabric



Awning Demo

6(A) . Curbside Rear Slideout

Styles & Materials

Slideout Roof Type: Slideout Drive System:

Is There Access to a Slideout Over Ride System?:

(TPO) Rubber Hydraulic Motor / Gear and Rack System Yes

		A	F	P	NI	NP
6.0.A	Slideout Roof		•			
6.1.A	Slideout T-Molding Trim	•				
6.2.A	Seals, Sweeps and Gaskets		•			
6.3.A	Slide Rail Gear Rack System	•				
6.4.A	Wiring Harness under Slideout	•				
6.5.A	12-Volt DC Control and Switches	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

		A	F	P	NI	NP
6.6.A	Slideout Operation and Alignment	•				
6.7.A	Slideout Awning Topper Operation					•
A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present		A	F	P	NI	NP

Comments:

 **6.0.A** The curbside slideout roof membrane shows moderate to heavy weathering and surface discoloration consistent with age and UV exposure. The membrane appears intact without visible punctures in this view. General dirt accumulation and staining are present.

The slideout roof surface appears relatively flat with no obvious deep ponding; however, light surface waviness is visible. The outer edge seal area should be closely inspected for adhesion and integrity, as slide roofs are common intrusion points.

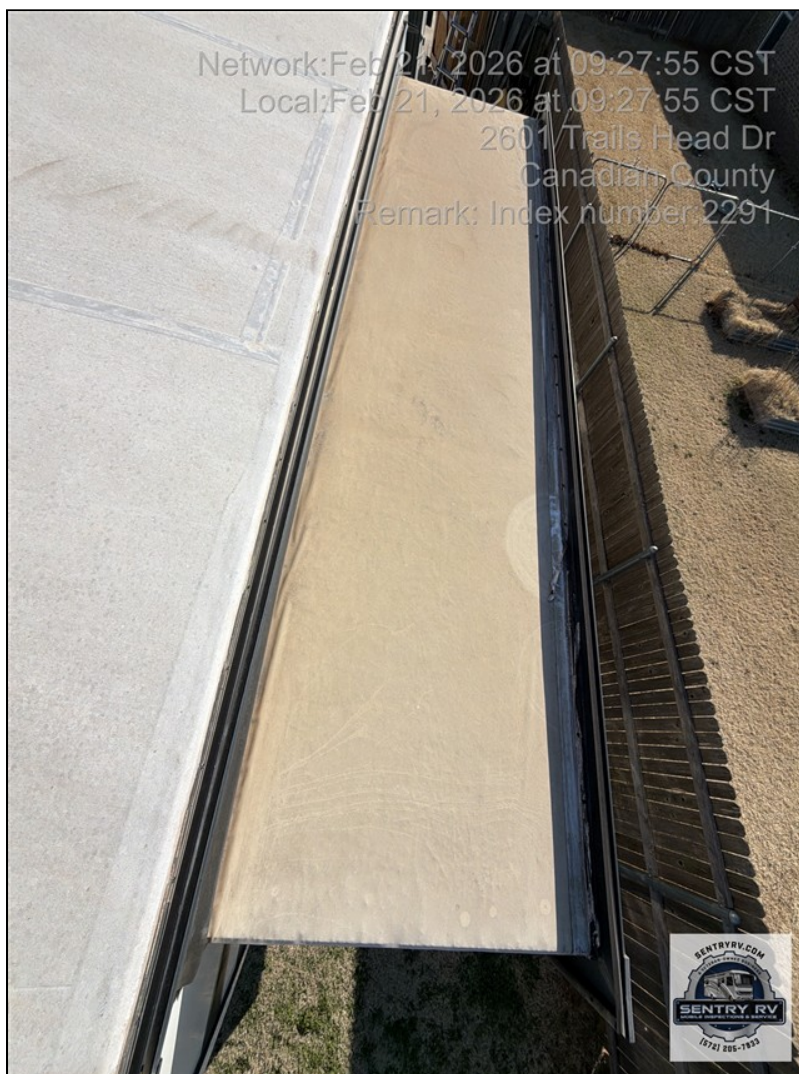
No visible open seams or membrane tears are observed in this photo. The sweep seal along the slide edge appears present but should be manually checked for elasticity and full contact during retraction.

Condition Assessment:

The slideout roof membrane appears serviceable but aged. Given the overall roof sealant maintenance backlog noted elsewhere on the unit, proactive inspection and resealing of slideout roof perimeter seams is recommended.

Client Education:

Slideout roofs are often overlooked in maintenance. Debris accumulation and UV exposure accelerate membrane wear. When perimeter seals shrink or lose elasticity, water can migrate into the slide structure, leading to floor rot or wall damage. Annual inspection and cleaning of slideout roofs significantly reduce intrusion risk.



Curbside Slideout Roof

6.2.A The slideout sweep (wiper) seal shows age-related wear and minor distortion. The outer edge is not laying uniformly flat in sections and shows light deformation near the corner.

The bulb seal appears compressed with reduced elasticity.

Assessment:

Seals are serviceable but aged. Recommend monitoring and budgeting for replacement in the near future to maintain proper weather sealing.

Client Education:

Sweep and bulb seals prevent water intrusion when extended and retracted. Over time, UV exposure causes shrinkage and compression set. When elasticity is lost, water can migrate past the seal during heavy rain or travel. Periodic inspection and replacement are routine maintenance items on older units.



Curbside Slideout Seals



Curbside Slideout Seals

6.3.A The curbside slideout is acceptable.



Curbside Slideout Demo



Slideout Retracted



Slideout Demo

🔧 **6.4.A** The exposed gear rack shows light surface rust along the rack bar. The teeth appear intact with no visible chipping or deformation in this view. Corrosion appears superficial at this time.

Recommend cleaning and applying appropriate dry lubricant to reduce further oxidation and wear.

Underbelly (Slide Floor Covering):

The slideout underbelly material shows sagging and waviness. The barrier appears intact but loose in sections. No visible tears are observed in this image.

Loose underbelly material can trap moisture and debris if not secured.

Assessment:

Gear rack is serviceable with minor corrosion. Underbelly barrier should be monitored and re-secured if sagging progresses.



Curbside Through-Frame Gear Inner Arm Idler Side



Gear Pack



Curbside Slideout Lower Front Repairs



Curbside Through-Frame Drive Slide and Hydraulic Cylinder



6(B) . Streetside Rear Slideout

Styles & Materials

Slideout Roof Type: Slideout Drive System: Is There Access to a Slideout Over Ride System?:

(TPO) Rubber Hydraulic Motor / Gear and Rack System Yes

		A	F	P	NI	NP
6.0.B	Slideout Roof		•			
6.1.B	Slideout T-Molding Trim		•			
6.2.B	Seals, Sweeps and Gaskets		•			
6.3.B	Slide Rail Gear Rack System	•				
6.4.B	Wiring Harness under Slideout	•				
6.5.B	12-Volt DC Control and Switches	•				
6.6.B	Slideout Operation and Alignment	•				
6.7.B	Slideout Awning Topper Operation					•

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

 **6.0.B** The streetside rear slideout roof membrane shows moderate UV weathering and surface discoloration consistent with age. The membrane appears intact with no visible punctures or open seams in this view.

The surface appears relatively flat with minor waviness. No significant ponding areas are observed. The perimeter seam and edge termination should be resealed as part of overall roof maintenance due to age-related sealant deterioration noted elsewhere on the unit.

The arrows on the second picture annotate screwheads below the roof tape. Over time these screws will come through the tape creating water intrusion areas.

Assessment:

Slide roof is serviceable but aged. Recommend cleaning, inspection of perimeter sealant, and preventative resealing as needed.

Client Education:

Slideout roofs are frequently overlooked during routine maintenance. UV exposure and debris buildup accelerate membrane wear. When perimeter sealant deteriorates, water can migrate into the slide floor structure. Regular inspection and timely resealing help prevent floor rot and structural damage.



Streetside Rear Slideout Roof



Streetside Rear Slideout Roof

6.1.B The slideout roof edge shows aged sealant and membrane shrinkage along the outer perimeter. The sealant bead is flattened and thinning, with minor separation visible at the corner transition. The membrane edge appears slightly pulled back at the corner, exposing the seam area.

No open tears are clearly visible in this photo; however, the corner detail is a high-risk intrusion point and shows wear.

Assessment:

Perimeter sealant is aged and should be cleaned and resealed. Corner transition requires attention to prevent moisture migration into the slide floor structure.



Streetside Rear Slideout Roof T Wall

🔧 **6.2.B** The streetside rear slideout gutter's vinyl cover is separating from the sidewall. Recommend correction by qualified RV technician.



Streetside Rear Slideout Gutter

6.3.B The streetside rear slideout hydraulic through frame gear rack is acceptable.

A visible gap is present at the lower corner where the slideout sidewall meets the slide floor assembly.

This condition suggests either seal shrinkage, corner trim separation, or minor structural movement at the slide corner. The gap may allow water, dust, or debris intrusion during rain or travel.

No immediate structural failure is visible in this photo; however, the corner joint is a high-risk intrusion point and should be sealed and properly aligned.

Assessment:

Gap present at lower slide corner. Recommend sealing and inspection for underlying substrate integrity.

Client Education:

Slide corners experience repeated stress during extension and retraction. Over time, seal materials shrink and trim joints can separate. When gaps develop, water can migrate into the laminated slide floor structure, potentially leading to rot or delamination. Early correction helps prevent more extensive structural repairs.



Streetside Rear Slideout Hydraulic Cylinder and Drive Arm



Streetside Rear Slideout Wall/Floor Junction



Streetside Rear Slideout Gear Rack (Idler side)

6(C) . Streetside Center Slideout

Styles & Materials

Slideout Roof Type: Slideout Drive System:

(TPO) Rubber Hydraulic Motor / Gear and Rack System Is There Access to a Slideout Over Ride System?: Yes

		A	F	P	NI	NP
6.0.C	Slideout Roof		•			
6.1.C	Slideout T-Molding Trim		•			
6.2.C	Seals, Sweeps and Gaskets		•			
6.3.C	Slide Rail Gear Rack System	•				
6.4.C	Wiring Harness under Slideout	•				
6.5.C	12-Volt DC Control and Switches	•				
6.6.C	Slideout Operation and Alignment	•				
6.7.C	Slideout Awning Topper Operation					•

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

 **6.0.C** The slideout roof membrane is intact with moderate UV weathering and surface discoloration consistent with age. No visible punctures are observed in these photos.

The outer perimeter seam shows aged sealant and membrane shrinkage. Fastener heads are visible along the edge trim, and sealant coverage is thin in sections. The wood backing at the edge trim appears exposed and weathered in one area, suggesting long-term moisture exposure at the perimeter.

Assessment:

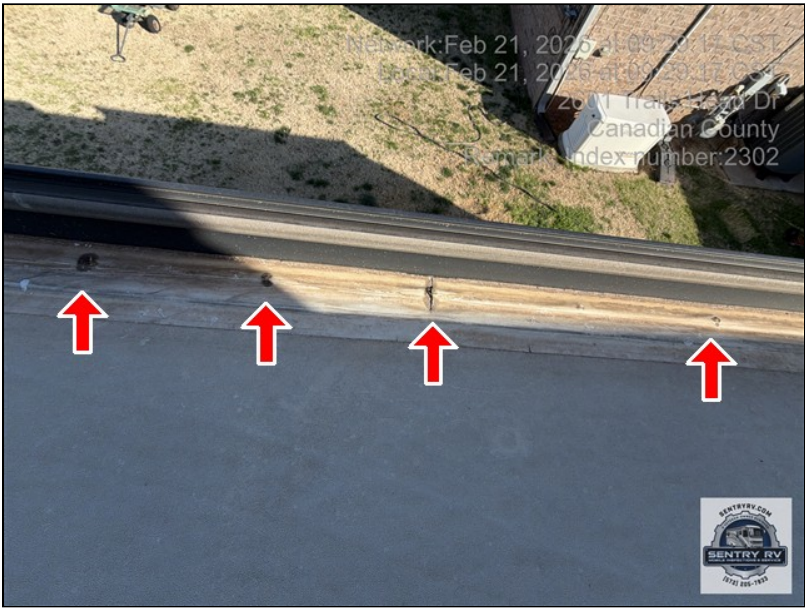
Roof surface is serviceable. Perimeter trim and sealant require resealing. Exposed wood at the edge should be evaluated for softening and sealed to prevent further deterioration.

Client Education:

Slide roof edges are common intrusion points. When sealant shrinks or fasteners become exposed, water can wick into the slide floor assembly. Early resealing prevents floor rot and structural delamination. Routine inspection of slide roof edges is critical on units of this age.



Streetside Center Slideout Roof



Streetside Center Slideout Roof Fastener Protrusion

👉 **6.2.C** The sweep (wiper) seal shows age-related stiffening and minor distortion. The seal does not appear to lay fully flat at the lower corner transition. Mounting trim is secure, but the seal edge shows reduced flexibility.

The bulb gasket behind the sweep appears intact but compressed. Full contact should be verified during retraction to ensure proper sealing against the sidewall.

No major tearing is visible in this photo; however, elasticity appears diminished.

Assessment:

Seals are functional but aging. Replacement should be anticipated in the near term to maintain proper weather sealing.

Client Education:

Sweep seals deflect water when extended; bulb gaskets compress to create the primary seal when retracted. Over time, UV exposure and compression set reduce elasticity. When seals stiffen or lose contact, water intrusion risk increases, especially at corners and during travel. Routine inspection and periodic replacement are expected maintenance items on units of this age.



Streetside Center Slideout Sweep Seals

6.4.C The streetside center slideout hydraulic cylinder and drive side arm



Streetside Center Slideout Gear Rack



Streetside Center Slideout Gear Pack



Streetside Center Slideout (Refrigerator LP Line)



Curbside Center Slideout Gear Pack Idler Side

6(D) . Streetside Front Slideout

Styles & Materials

Slideout Roof Type:Slideout Drive System:Is There Access to a Slideout Over Ride System?:

(TPO) RubberCable / Electric MotorYes

		A	F	P	NI	NP
6.0.D	Slideout Roof		•			
6.1.D	Slideout T-Molding Trim		•			
6.2.D	Seals, Sweeps and Gaskets		•			
6.3.D	Slide Rail Gear Rack System	•				
6.4.D	Wiring Harness under Slideout					•
6.5.D	12-Volt DC Control and Switches	•				
6.6.D	Slideout Operation and Alignment	•				
6.7.D	Slideout Awning Topper Operation					•

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

6.3.D The streetside front slideout utilizes a BAL Accu-Slide cable-driven system.

The lower front cable and anchor plate are visible. Cable shows light surface corrosion but no visible fraying or broken strands in this view. Anchor plate hardware is present and appears secure; minor oxidation is noted at the fasteners and bracket.

No immediate cable slack or detensioning is visible in this photo; however, proper tension and

synchronization should be verified during full extension and retraction.

Assessment:

System appears operational from visual inspection with minor age-related corrosion. Recommend periodic inspection and lubrication of exposed hardware. Monitor cable condition for fraying.

Client Education:

BAL Accu-Slide systems rely on properly tensioned cables to maintain slide alignment. Cable stretch, corrosion, or hardware loosening can lead to racking, seal gaps, or uneven floor compression. Routine inspection of cable tension and anchor points is critical to prevent structural stress at slide corners.



Streetside Front Slideout Cables

🔍 6.4.D The streetside front slideout floor is separated from corner



Streetside Front Slideout Floor



Streetside Front Slideout Floor

6.6.D The streetside front slideout operation is acceptable.



Streetside Front Slide Demo

7(A) . Curbside - Front Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six years should be replaced, regardless of their condition.

Styles & Materials

Tire Brand: Goodyear	Tire Size: LT235/85R16	DOT Date: Visually Verified Unknown DOT Date Code : 0321
Load Capacity: Single Tire Rating Enter lbs or kg Weight Rating : 3750	Load Range: G	RV Manufacturer's Recommended Inflation Air Pressure: 80 PSI
Current Air Pressure in Tire: Tire Gauge Reading (psi) PSI : 60	Valve Extensions Installed?: No	Tire Pressure Monitors Installed?: No

		A	F	P	NI	NP
7.0.A	Tire/Rim Condition	•				
7.1.A	Tire Tread Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

Comments:

7.0.A Goodyear Endurance ST radial trailer tire. DOT date code visible: 0321 (3rd week of 2021). Tire is approximately 5 years old.

Tread depth appears adequate. No visible sidewall bulging, impact breaks, or active cracking noted in this image. Minor cosmetic scuffing consistent with normal use.

Given age, tire is approaching the typical 5-6 year service life window for trailer tires.

Rim:

Aluminum wheel shows typical cosmetic wear. No visible cracks, distortion, or bead damage. Lug nuts present; light surface oxidation noted. Valve stem present with cap.

Recommendation

Tire is serviceable at time of inspection but should be budgeted for replacement in the near term based on age. Recommend verifying all four tire DOT dates to ensure matched age set.

Client Education:

Trailer tires age out before they wear out. UV exposure, load cycles, and storage conditions degrade internal belts over time. Industry best practice is replacement at 5-6 years regardless of tread depth to reduce risk of tread separation or blowout.



Curbside Front Tire and Rim Condition

7.1.A The curbside tire treads are acceptable. Tread depth is excellent and consistent with substantial remaining service life from a wear standpoint.

Note: Although tread depth is strong, tire age (DOT 0321 - 3rd week of 2021) places the tire at approximately 5 years old. Age, not tread, will likely determine replacement timeline.



Curbside Tire Treads

7(B) . Curbside - Rear Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six years should be replaced, regardless of their condition.

Styles & Materials

Tire Brand: Goodyear	Tire Size: LT235/85R16	DOT Date: Visually Verified Unknown DOT Date Code : 0321
Load Capacity: Single Tire Rating Enter lbs or kg Weight Rating : 3750	Load Range: G	RV Manufacturer's Recommended Inflation Air Pressure: 80 PSI
Current Air Pressure in Tire: Tire Gauge Reading (psi) PSI : 60	Valve Extensions Installed?: No	Tire Pressure Monitors Installed?: No

		A	F	P	NI	NP
7.0.B	Tire/Rim Condition	•				
7.1.B	Tire Tread Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

7.0.B The curbside rear tire and rim is acceptable.



Curbside Rear Tire and Rim

7.1.B The curbside tire treads are acceptable.



Curbside Rear Tire Treads

7(C) . Streetside - Rear Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six years should be replaced, regardless of their condition.

Styles & Materials

Tire Brand: Goodyear	Tire Size: LT235/85R16	DOT Date: Visually Verified Unknown DOT Date Code : 0321
Load Capacity:	Load Range:	RV Manufacturer's Recommended Inflation Air

Single Tire Rating

G

Pressure:

80 PSI

Enter lbs or kg Weight Rating :
3750

Current Air Pressure in Tire:

Valve Extensions Installed?:

Tire Pressure Monitors Installed?:

Tire Gauge Reading (psi)

No

No

PSI : 60

No

		A	F	P	NI	NP
7.0.C	Tire/Rim Condition	•				
7.1.C	Tire Tread Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

7.0.C Goodyear Endurance ST radial trailer tire. DOT date code visible: 0321 (3rd week of 2021). Tire age approximately 5 years.

Sidewall shows no visible bulging or impact damage in this image. Minor cosmetic scuffing present. No obvious cracking noted from this angle.

Tread condition appears consistent with the front tire; depth previously measured at approximately 12 mm (excellent).

Rim:

Aluminum wheel in serviceable condition. No visible cracks, deformation, or bead damage. Lug nuts present; light oxidation noted. Valve stem present with cap.

Assessment

Serviceable at time of inspection. Tire age places unit within typical 5-6 year replacement window.

Short Report Narrative (HomeGauge Ready)

Streetside Rear Tire:

Tread depth adequate with no abnormal wear pattern observed. DOT 0321 (2021). Tire approaching age-based replacement window.

Client Education:

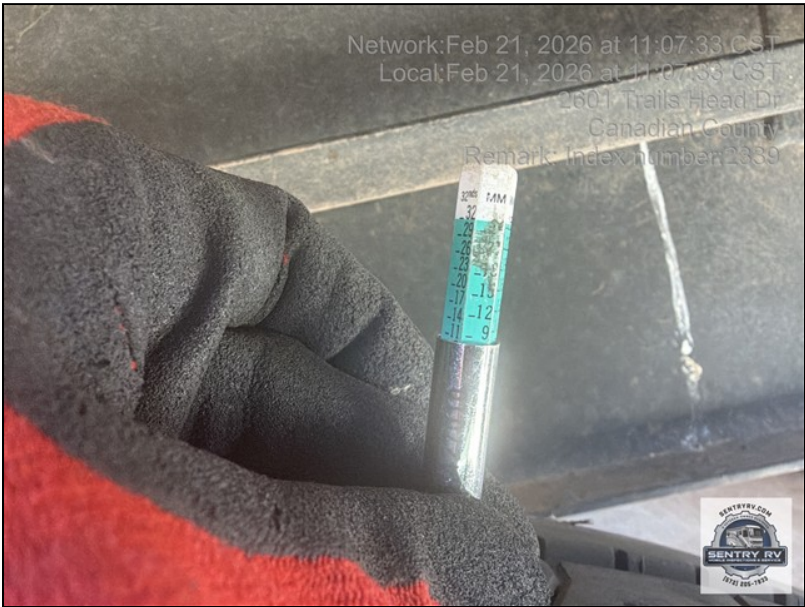
Trailer tires degrade internally over time regardless of tread depth. Replacement is generally recommended at 5-6 years to reduce risk of tread separation or blowout. Matching replacement of all tires is best practice to maintain balanced load capacity.

If you'd like, I can now build a concise Axle & Tire Summary for the buyer's executive overview.



Streetside Rear Tire and Rim

7.1.C The streetside tire treads are acceptable.



Streetside Rear Tire Treads

7(D) . Streetside - Front Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six years should be replaced, regardless of their condition.

Styles & Materials

Tire Brand:

Goodyear

Tire Size:

LT235/85R16

DOT Date:

Visually Verified
Unknown
DOT Date Code : 0321

Load Capacity:

Single Tire Rating
Enter lbs or kg Weight Rating :
3750

Load Range:

G

RV Manufacturer's Recommended Inflation Air Pressure:

80 PSI

Current Air Pressure in Tire:

Tire Gauge Reading (psi)
PSI : 60

Valve Extensions Installed?:

No

Tire Pressure Monitors Installed?:

No

		A	F	P	NI	NP
7.0.D	Tire/Rim Condition	•				
7.1.D	Tire Tread Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

7.0.D Goodyear Endurance ST trailer tire. Sidewall appears intact with no visible bulging or impact breaks. No obvious weather cracking noted in this image. Tread pattern appears even from visible shoulder area.

DOT previously noted as 0321 (2021) - tire is approximately 5 years old and within the typical 5-6 year service window for trailer tires.

Rim:

Aluminum wheel appears structurally intact. No visible cracks, distortion, or bead damage. Lug nuts present and evenly seated. Light cosmetic oxidation typical for age.



Streetside Front Tire and Rim Condition

7.1.D The streetside front tire treads are acceptable.



Streetside Front Tire Treads

7(E) . Spare Tire Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six years should be replaced, regardless of their condition.

Styles & Materials

Tire Brand: Goodyear	Tire Size: LT235/85R16	DOT Date: Unknown DOT Date Code : Unk
Load Capacity: Single Tire Rating Enter lbs or kg Weight Rating : 3750	Load Range: G	RV Manufacturer's Recommended Inflation Air Pressure: 80 PSI
Current Air Pressure in Tire: Tire Gauge Reading (psi) PSI : 50	Valve Extensions Installed?: No	Tire Pressure Monitors Installed?: No

		A	F	P	NI	NP
7.0.E	Tire/Rim Condition	•				
7.1.E	Tire Tread Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

8. Running Gear

The inspector will evaluate for signs of rust but will not make a determination of the severity of the rust. Pictures may be included to show what the inspector observed at the time of the inspection.

Note: Due to insurance restrictions, the RV can NOT be driven by the inspector. Also, due to the lack of clearance under the trailer and safety concerns, the inspector will conduct the following visual inspections from the outer perimeter of the towable RV.

Styles & Materials

Axle Type: Leaf Spring with Shackles	Number of Axles: Two	Front Axle Weight Rating: Listed in lbs or kg Weight Rating : 7000
Rear Axle Weight Rating: Listed in lbs or kg Weight Rating : 7000	Axle - Did Inspector Check for Visible Signs of Rust?: Yes Was rust present (Yes or No)? : Yes	Axle - Did Inspector Check for Visible Signs of Bent or Damaged Components?: Yes Was damage present? : No
Axle - Did Inspector Check for Visible Signs of Oil Stains?: Yes Was any present? : No	Brake Type: Electric	U-Bolts and Nuts Have been Evaluated: Yes
Leaf Springs Have been Evaluated: Yes	Hangers Have been Evaluated: Yes	Shackles Have been Evaluated: Yes
Spring Equalizers Have been Evaluated: Yes	Frame - Did Inspector Check for Visible Signs of Rust?: Yes Was any present? : Yes	Frame - Did Inspector Check for Visible Signs of Bent or Damaged Components?: Yes Was any present? : No
Frame - Did Inspector Check for any Visible Signs of Oil Stains?: Yes Was any present? : No		

		A	F	P	NI	NP
8.0	Running Gear - Condition	•				
8.1	Frame - Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

Comments:

8.0 360 walk around



Running Gear Video

9. Hitch and Stabilizing System

Styles & Materials

5th Wheel - Front Landing Gear:	5th Wheel - Pin Box:	5th Wheel - Goose Neck Adapter:
Hydraulic	Fixed Pin for Swiveling	No
Leveling System Type:	Leveling System Manufacturer:	Inspect for Visible Signs of Damage:
Hydraulic	Lippert	Yes
Ensure Jacks Extend and Retract Fully:	Inspect for Leaks or Mechanical Issues:	
Yes	Yes	

		A	F	P	NI	NP
9.0	Stabilizers - Condition					•
9.1	Leveling System Condition	•				
9.3	5th Wheel Landing Gear Condition	•				
A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present		A	F	P	NI	NP

Comments:

9.1 The electronic leveling by Lippert is acceptable.



Leveling Demo

10. 12-Volt DC Chassis Lights

NOTE: The inspector has verified all the items in this section are functional.

The inspector tested the **Break Away** switch by pulling the break away cable and checked DC amperage at the **Break Away** switch. However, this does not indicate that the brakes engaged at all wheel assemblies. It is recommended that the trailer be attached to a tow vehicle and with the **Break Away** switch engaged, test resistance to movement. The best way to be sure this system is functioning is to have the wheels pulled and the brakes be evaluated by a qualified RV technician.

Styles & Materials

Types of Light Bulbs for Chassis Light Systems:
LED

		Y	N	NI	NP
10.0	7-Pin Cord	•			
10.1	Break Away Switch	•			
10.2	Front Clearance Lights	•			
10.3	Rear Clearance Lights	•			
10.4	Streetside - Marker Lights	•			
10.5	Curbside - Marker Lights	•			
10.6	Left Turn - Brake Light - Marker Light	•			
10.7	Right Turn - Brake Light - Marker Light	•			
10.8	Backup Lights				•
10.9	Flood Lights	•			
10.10	Utility Lights	•			
10.11	Hitch Lights				•
10.12	Compartment Lights	•			
10.13	Porch Lights	•			
10.14	Security Lights	•			
10.15	Waste Dump Lights	•			

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

11. Electrical System 120-Volt AC and 12-Volt DC

Styles & Materials

Power Source:

50 Amp Plug - 12,000 Watts

Power Cord Condition:

Poor

Inside Electrical Panel Box Condition:

Acceptable

12 Volt DC Fuse Panel Box Condition:

Acceptable

Fuses Condition:

All Operational

Fuse Connections Condition:

Acceptable Connection

Wires and Terminals Tight:

Solid Connection

GFCI Testing - Circuit Breaker Panel Box:

Pass

GFCI Testing - Bathroom:

Pass

GFCI Testing - Kitchen:

Pass

Power Converter - AC On:

Operational Test

Power Converter - AC Off:

Operational Test

DC Voltage with Shore Power On : 13.5

DC Voltage with Shore Power Off : 12.3

Power Converter - Verified:

Acceptable

12 Volt DC House Battery - Location:

Front Basement

12 Volt DC House Battery - Box Condition:

Acceptable

12 Volt DC House Battery - Cables and Terminals Condition:
12 Volt DC House Battery - Vented and Secure:
12-Volt DC House Battery - Water Level in Batteries:

Acceptable

Yes

Not Inspected

12-Volt DC House Battery Disconnect**Switch Present:**

Yes

		Y	N	NI	NP
11.0	Hot Skin Test - Was any Frame and Running Gear Voltage Recorded	•			
11.1	Hot Skin Test - Was any Exterior Wall Surface Voltage Recorded	•			
11.2	Hot Skin Test - Was any Door Handles and Frames Voltage Recorded	•			
11.3	Hot Skin Test - Was any Window Frames and Trim Voltage Recorded	•			
11.4	Hot Skin Test - Was any Other Voltage Recorded	•			
11.5	Power Cord Inspected	•			
11.6	Electrical Panel Box - Signs of Repair or Service		•		
11.7	Electrical Panel Box - Circuit Breakers in Place	•			
11.8	Electrical Panel Box - Wiring with Signs of Discoloration from Heat		•		
11.9	Electrical Panel Box - Wiring Secure	•			
11.10	Electrical Panel Box - All White, Black and Ground Wires Kept Separate	•			
11.11	Fuse Panel Box Inspected	•			
11.12	Polarity / Voltage Test - All Exterior Receptacles	•			
11.13	Polarity / Voltage Test - Receptacles in Storage Bay Areas	•			
11.14	Polarity / Voltage Test - Bedroom Receptacles	•			
11.15	Polarity / Voltage Test - Receptacle Behind Refrigerator	•			
11.16	Polarity / Voltage Test - Kitchen Receptacles	•			
11.17	Polarity / Voltage Test - Living Room Receptacles	•			
11.18	Polarity / Voltage Test - Dining Area Receptacles	•			
11.19	Polarity / Voltage Test - Bath and Toilet Area Receptacles	•			
11.21	Voltage Test - USB Ports / 12-Volt Plugins				•
11.22	GFCI Trip Testing - Bathroom Receptacles	•			
11.23	GFCI Trip Testing - Kitchen Receptacles	•			
11.24	GFCI Trip Testing - Storage Bay Receptacles	•			
11.25	GFCI Trip Testing - All Exterior Receptacles	•			
11.27	Power Converter - Did DC Voltage Drop at Least 1/2 Volt	•			
11.28	Generator - Fuel Level Greater than 1/4 Tank				•
11.31	Generator - Tested Under Load				•
11.34	Inverter - Installed				•

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

		Y	N	NI	NP
11.36	12-Volt DC House Battery(s) - Matched for Size and Age	•			
11.37	12-Volt DC House Battery(s) - Positive and Negative Cables Matched for Load	•			
11.38	12-Volt DC House Battery(s) - Have They Been Maintained?	•			
11.39	12-Volt DC House Battery(s) - Operational	•			
11.40	12 Volt DC House Battery - Water Level in Batteries Verified?			•	
11.41	Cable and Satellite TV Hookup Visually Acceptable	•			

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

Comments:

+ **11.0** A hot skin test is performed using a calibrated True RMS digital multimeter with the RV connected to shore power. Voltage measurements are taken between exterior bonded metal components and a verified residential equipment ground reference.

Measured results are as follows:

Frame / bumper areas: 0.1-0.3 VAC

LP tank bracket : 5.67 VAC

LP compartment wall: 10.7-11.55 VAC

Readings exceeding 1 VAC are present at multiple exterior bonded metal components when referenced to a confirmed earth ground.

Voltage levels in the 5-11 VAC range exceed typical minor induced voltage levels and indicate measurable stray voltage present on portions of the RV chassis.

No perceptible shock is experienced during physical contact at time of inspection; however, voltage above nominal stray levels is present.

Further evaluation of the 120-volt AC grounding system is recommended, including:

Verification of shore power pedestal grounding integrity

Inspection of the RV equipment grounding conductor continuity

Inspection of converter/inverter bonding configuration

Inspection for neutral-to-ground faults within the RV

This condition should be evaluated by a qualified RV technician or licensed electrician.

Client Education

A "hot skin" condition occurs when the RV exterior becomes energized due to improper grounding or internal AC leakage. Even relatively low voltage can create a shock hazard depending on environmental conditions, moisture, and grounding quality.

Common causes include:

Open or high-resistance equipment ground

Miswired pedestal

Neutral-to-ground bonding fault

Converter or inverter leakage

If any tingling sensation is ever experienced when touching the RV while standing on earth ground, disconnect shore power immediately.

Because measurable voltage above normal stray levels is present, further diagnostic evaluation is advised.



Hitch



Furnace Exhaust



Exterior Wall Screw



Streetside Leveler



50AMP Inlet



Ladder



Steps



Water Connection





LP Cargo Bay Wall

\$ 11.5 The 50-amp shore power cord, plug ends, and exterior inlet are visually inspected.

Observed conditions:

50A male plug shows surface oxidation and discoloration at the blade terminals.

Female connector end shows signs of heat discoloration and minor deformation.

Shore power inlet terminals show evidence of heat stress and arcing at one conductor lug.

Inlet face shows minor debris and oxidation.

Cord strain relief appears intact.

No exposed conductors are observed.

Heat discoloration and arcing at plug/inlet connections are consistent with high-resistance connections. High resistance at shore power connections can contribute to stray voltage, improper grounding continuity, and elevated hot skin readings.

Repair or replacement of the affected plug ends and further evaluation of the shore power inlet is recommended.



50 Amp Male Plug



50 AMP Extension Cord



50AMP Cord Strain



50 Amp Female End



50 AMP In-Let



Cracked 50 Amp Retaining Ring

11.6 The power distribution box is acceptable.



Power Distribution Panel

11.12 Nominal RV branch circuit voltage is 120V AC. Industry-accepted operating range is typically:

108V (low threshold)

132V (high threshold)

Recorded voltages of 129-130V AC fall within acceptable operating tolerance but are elevated toward the

upper limit.

Elevated voltage is typically attributable to:

Utility supply variance

Light pedestal loading

Residential service characteristics (if connected to home power)

Recommendation

Because voltage is approaching the upper threshold of acceptable range, continued monitoring is recommended. If sustained voltage exceeds approximately 132V AC, installation of a quality RV surge protector / EMS system with high-voltage cutoff protection is advised.

Client Education

Higher-than-nominal voltage can:

Shorten lifespan of electronic components

Increase heat load on appliances

Stress converters and inverter/chargers

Most RV appliances are designed to tolerate voltage between 108V-132V. Persistent voltage outside this

range may result in premature component failure.

Use of an EMS device that automatically disconnects power during over-voltage conditions provides added protection.



Voltage/Polarity/Frequency Test Rear Wall



Voltage/Polarity/Frequency Test Rear Wall



Voltage/Polarity/Frequency Test Kitchen Counter



Voltage/Polarity/Frequency Test Kitchen Wall



No Power in Closet Outlet



Voltage/Polarity/Frequency Test Bedroom

11.38 The house battery is sealed



House Battery 12V Deep Cycle

\$ 11.39 12.31 V DC tells us the house battery status of charge is only 30% charged on it's one. Recommend replacement. None of the RV's DC appliances/lights will operate without shore power.



Battery Voltage Shore Power ON



Battery Voltage Shore Power OFF

Depth Of Discharge	12V Battery Charge (Volts)
0%	12.7
10%	12.5
20%	12.42
30%	12.32
40%	12.20
50%	12.06
60%	11.9
70%	11.75
80%	11.58
90%	11.31
100%	10.5

Led Acid Depth of Discharge

12. Water Systems

- NOTE: Due to the inability to determine the age and quality of the water in the fresh water tank, the tank should be drained and sanitized before refilling for use.
- NOTE: Due to the types of materials and waste used in the tanks and depending on previous maintenance, fresh and waste monitor sensor probes may perform inaccurately between applications due to build up.
- NOTE: The onboard in-line water filter will be visually inspected but the canister assembly will not be removed to verify the presence of a filter or to determine its condition at the time of the inspection.

		A	F	P	NI	NP
12.0	Operation and Condition of Outside Shower				•	

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

		A	F	P	NI	NP
12.1	Onboard Water Filtration System				•	
12.2	City Water Connection Condition				•	
12.3	On-Board Water System: Tank, Water Pump and Fixtures for Tank Fill Condition				•	
12.4	In-Line Check Valve Operation				•	
12.5	Waste Water Sewer / Hose Fittings				•	
12.6	Black Water Tank #1				•	
12.7	Black Water Tank #2				•	
12.8	Gray Water Tank #1				•	
12.9	Gray Water Tank #2 / Galley				•	
12.12	Battery / Waste / Water Monitor Panel Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

Comments:

 12.0 The RV was winterized and owner did not want to de-winterize for this inspection.

13. Propane Tank, Lines and Connections

NOTE: Liquid Propane gas detectors have an estimated service life of five years after which time it is recommended they be replaced.

NOTE: Carbon Monoxide detectors have an estimated service life of five years after which time it is recommended they be replaced.

NOTE: Smoke Detectors have an estimated service life of five to ten years after which time it is recommended they be replaced.

Styles & Materials

DOT Cylinder Location: Where is the tank(s) located? DOT Tank Location : Streetside Compartment	DOT - Cylinder Arrangement: Dual	DOT #1 - Cylinder Size: 30 LBS
DOT #1 - Date of Manufacture: 2018 Month : Jan	DOT Cylinder #1 - Rust or Damage Condition: Acceptable	DOT #2 - Cylinder Size: 30 LBS
DOT #2 - Date of Manufacture: 2016 Month : June	DOT Cylinder #2 - Rust or Damage Condition: Acceptable	DOT - PSI Regulator on Split Tank Systems Over 60 Inches: No
DOT - Regulator Type: Dual Input - Auto Change Over	DOT - Regulator Vents Downward: Yes	DOT - Hoses and Regulators: Acceptable
LP Leak / Drop Test: Pass	LP Leak / Drop Test - Did Pressure Drop During Leak Test: No	LP Leak / Drop Test - Begin Time: Begin Time Enter Start Time : 1238
LP Leak / Drop Test - Completed Time:	LP/CO Detector Date: Older than 5 Years (Replacement	LP/CO Detector Test Method: Tested by Spraying LP

Stop Time

Enter Stop Time : 1243

LP/CO Detector Test Result:

Pass

Smoke Detector Date:

One Year Old

Manufacture Date : Oct 2025

Smoke Detector Alarm During Test:

Yes, by Pushing the Button

Fire Extinguisher - Mounted within 24 Inches of Entrance Door:

Yes

Recommended)

Manufacture Date : UNK

LP/CO Detector Model / Serial Number:

VITITE

Model / Serial # : UNK

Smoke Detector Test Result:

Pass

Smoke Detector Model / Serial Number:

First Alert

Model / Serial # : SMI100

Fire Extinguisher - Size:

1A-5B:C - Replacement Recommended

Fire Extinguisher - Secure in Bracket:

Yes

Fire Extinguisher - Gauge Indicates Charged State:

Yes

		A	F	P	NI	NP
13.1	DOT Cylinder(s)	•				
13.2	LP Leak System Test	•				
13.5	Combination LP / CO Detector	•				
13.6	Smoke Detector	•				
13.7	Fire Extinguisher			•		

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

Comments:

13.6 The smoke detector is acceptable.



Smoke Detector

 **13.7** A portable fire extinguisher is present and securely mounted near the entry door. The installed unit is rated 5-B:C.

Current NFPA 1192 (2021/2024) standard requires recreational vehicles to be equipped with a listed portable fire extinguisher with a minimum rating of 2A:10B:C.

The installed extinguisher does not meet the current minimum Class A rating requirement.

Recommendation

Upgrade to a listed 2A:10B:C fire extinguisher to meet current industry safety standards.

Client Education

Class A rating provides protection against ordinary combustibile materials such as wood, paper, and fabrics - which are prevalent in RV construction. A B:C-only extinguisher does not provide adequate coverage for these materials.

Upgrading to a 2A:10B:C extinguisher improves occupant fire response capability and aligns with current safety standards.



5-B:C Fire Extinguisher

14. Appliances: Kitchen

NOTE: Refrigerators need to be on for a minimum of 12 hours to be at full cooling condition. This inspection may not reveal a problem if during the inspection the refrigerator was not on for the minimum recommended time.

Styles & Materials

Refrigerator Brand: DOMETIC Model # / Serial # : 958553115 958553115 958553115 958553115 40696639	Refrigerator Cooling Source(s): 120 Volts AC Propane	Refrigerator - Operates on all Available Sources: Yes
Refrigerator Type: RV Helium / Hydrogen Absorption	Refrigerator - Control Panel Location: Inside Door	Refrigerator - Door Latch Secure: Yes
Refrigerator - Freezer Current Temperature: Degrees F Degrees : 19	Refrigerator - Odor Detectable in Freezer: No	Refrigerator - Current Refrigerator Temperature: Degrees F Degrees : 39
Refrigerator - Has Unit been Running 12 + Hours: No	Refrigerator - Odor Detectable in Refrigerator: No	Refrigerator - Does Inside Light Work: No
Refrigerator - Thermostat Sensor Control Mounted on Fins: Yes	Refrigerator - RV Absorption Refrigerator Thermister: Adjustable	Refrigerator - Location of Vent Panels: Two in the Sidewall
Refrigerator - Recall Installed (Back of Refrigerator): Not Required	Refrigerator Condensate Line Drain Properly?: Yes	Cooktop - Brand: Suburban Model # / Serial # : .
Cooktop - All Burners Start/Light: Yes	Cooktop - Regulator Installed on Propane Line?: Yes	Cooktop - Rubber Grommets for Stovetop Grate: No
Cooktop - Burner Ignition Source:	Cooktop - All Burners Operate:	Cooktop - Cover Matches

Piezo Ignition - Turn Knob to Create a Spark Yes

Countertop Material:

Yes

Oven - Brand:

Suburban

Model # / Serial # : .

Oven - Burner Ignition Source:Piezo Ignition - Turn Knob to
Create a Spark**Oven - Burner Lights:**

No

Microwave - Brand:

WHIRLPOOL

Model # / Serial # : YWMH76718AS 3 50
14790**Microwave - Type:**

Microwave Only

Output Wattage Rating : 950

Microwave - Convection Mode -**Fan Blower Comes On:**

Yes

**Microwave - Rack and Turntables are
Installed:**

Yes

**Cooktop Exhaust Vent - Part of
Microwave:**

Yes

**Cooktop Exhaust Vent -
Venting:**

Vents to Exterior

		A	F	P	NI	NP
14.0	Refrigerator - User Control Panel	•				
14.1	Refrigerator - Front Side Door Panels	•				
14.2	Refrigerator - Front Side Door Seals	•				
14.3	Refrigerator - Front Side Door Frame	•				
14.4	Refrigerator - Inside Freezer Walls	•				
14.5	Refrigerator - Ice Maker					•
14.6	Refrigerator - Freezer Shelves / Door Racks	•				
14.7	Refrigerator - Inside Walls	•				
14.8	Refrigerator - Shelves / Door Racks	•				
14.9	Refrigerator - Crisper Trays and Drawers	•				
14.10	Refrigerator - Backside Cooling Coils / Proper Venting		•			
14.11	Cooktop - Condition	•				
14.12	Cooktop - Condition of Knobs / Controls	•				
14.13	Cooktop - Burner Grate / Cover Condition	•				
14.14	Cooktop - Color of Burner Flame	•				
14.15	Oven - Condition	•				
14.16	Oven - Racks Condition	•				
14.17	Oven - Color of Burner Flame	•				
14.18	Microwave - Condition	•				
14.19	Cooktop Exhaust Vent - Filter and Lighting Condition	•				
14.20	Cooktop Exhaust Vent - Fan Speeds and Vent Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

Comments:

14.0 The refrigerator is acceptable.



Exterior Monitor Panel

14.1 Acceptable.

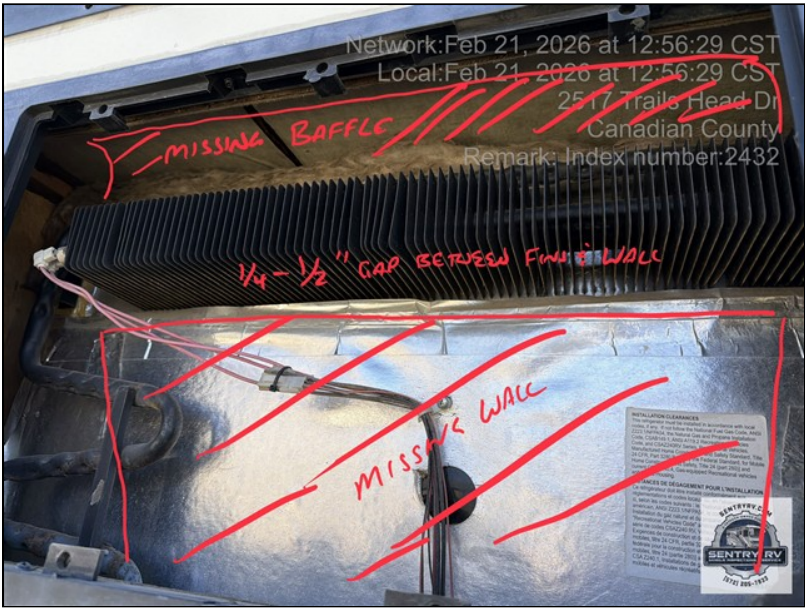


Fridge Front

🔧 14.10 The lower vent has a bug screen. The upper vent is not properly vented to maximize cooling. There should be a false wall that extends up to the bottom of the cooling coils (1/4-1/2 gap). And there should be a baffle over the coils that directs the heat out through the upper vent.



Incorrect Upper Ventilation



Correct Installation

14.14 The burner flames are acceptable.



Cook Top Burner

14.17 The igniter in the oven does not work, had to light the oven manually.

Ideal Flame Characteristics

Sharp, defined blue cones

Minimal to no yellow/orange

Even distribution across all burner ports

No popping or lifting

No excessive soot buildup

What Your Flame Indicates

The blue base flame indicates:

- ✓ Proper gas pressure
- ✓ Adequate primary air mixture
- ✓ Burner ports mostly clear

The orange/yellow flame tips typically indicate one of the following:

Dust or debris in burner

Very common in RV ovens that sit unused.

Air shutter slightly restricted

Oven burners have adjustable primary air shutters near the orifice.

Rust flakes inside burner tube

Common in older units.

Minor contamination in gas stream

Rare, but possible.



Oven Burner

14.18 The microwave is acceptable.



Microwave

15. Appliances: Other

Styles & Materials

Water Heater - Brand: Suburban Model # / Serial # : SW12DE 134907012	Water Heater - Type: Tank Type	Water Heater - Heat Source(s): Gas and Electric
Water Heater - Operates on all Sources: Not Tested	Water Heater - Type of Ignition: DSI and Electric - Propane and Electric Water Heater	Water Heater - Proper Drain Plug Installed: No
Water Heater - Bypass Valves in Correct Position: Not Visible to the Inspector	Water Heater - Dauber Screens Installed: No	Furnace - Brand: Suburban Model # / Serial # : SF-35
Furnace - Operates: Yes	Furnace - Floor Vents or Outside Exhaust Vents Blocked or Covered: No	Furnace - Warm Air Discharge Out of Vents - Proper Return Air Flow: Yes
Furnace - Dauber Screens Installed: No	Washer / Dryer - Type: Single Units Brand / Model # / Serial # : DV6400X WFL1300XD	Washer Operational? - Verified Wash and Rinse Cycle: No
Dryer - Operational: Yes	Washer - Signs of Leaks or Damaged Hoses: No	In-House Vacuum System - Brand: Dirt Devil Model # / Serial # : ?
In-House Vacuum System - Operational: No	Electric Fireplace - Brand: Other Model # / Serial # : ?	Electric Fireplace - Results of Operation: All Features Work
Ceiling Fan - Operation - Blade Direction - Fan Speed: All Features Work		

		A	F	P	NI	NP
15.0	Water Heater - Condition of Burner Assembly Area	•				
15.1	Water Heater - Rubber Grommet Around Gas Line Sealed	•				
15.2	Furnace #1 Air Intake / Exhaust Area Condition	•				
15.4	Washer / Dryer - Condition	•				
15.5	Washer / Dryer - Vent Condition	•				
15.6	In-House Vacuum System - Condition of Unit / Accessories / Bag				•	
15.7	Electric Fireplace - Condition	•				
15.8	Ceiling Fan - Condition of Motor, Blades, Lighting	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

Comments:

 **15.0** The RV is in a winterized state. The owner elected not to de-winterize the unit at the time of inspection.

Because the plumbing system remained winterized, the inspector did not operate or pressure test the following components:

City water connection

Water pump

Interior faucets and fixtures

Shower/tub assemblies

Toilet water supply

Fresh water tank operation

Distribution manifold and supply lines

No determination can be made regarding system integrity, leaks, water pressure performance, or fixture operation.

Client Education

When an RV remains winterized, antifreeze is present in the plumbing system and water is not introduced into the lines. A proper plumbing inspection requires the system to be pressurized with water and operated under normal conditions to evaluate for leaks, proper flow, and component function. Undetected leaks, cracked fittings, freeze damage, or faulty components may exist and cannot be identified without de-winterization and system testing.



Water Heater



Water Heater Data Tag

15.7 The electric fireplace is acceptable.



Fireplace

16(A) . Front Air Conditioner

NOTE: The Delta-T average acceptable performance range is 14 to 22 degrees F (-10 to -5 degrees C). In high humidity areas the range may be lower (12 to 16 degrees F) (-11 to -9 degrees C) and in desert areas, it may be higher (23 to 26 degrees F) (-5 to -3 degrees C).

Styles & Materials

Air Conditioner - Brand:		Air Conditioner - Thermostatic Controls:		Air Conditioner - Options:	
Dometic		Zoned		AC Only	
Model # / Serial # : UNK				Heat Pump	
Air Conditioner - Delta-T:					
Degrees F					
Degrees : 39					

		A	F	P	NI	NP
16.0.A	Air Conditioner Condition	•				
16.1.A	Air Conditioner - Filter Condition	•				
16.2.A	Air Conditioner - Exhaust Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

16(B) . Rear Air Conditioner

NOTE: The Delta-T average acceptable performance range is 14 to 22 degrees F (-10 to -5 degrees C). In high humidity areas the range may be lower (12 to 16 degrees F) (-11 to -9 degrees C) and in desert areas, it may be higher (23 to 26 degrees F) (-5 to -3 degrees C).

Styles & Materials

Air Conditioner - Brand:		Air Conditioner - Thermostatic Controls:		Air Conditioner - Options:	
Dometic		Dual with Furnace		AC Only	
Model # / Serial # : UNK		Zoned		Heat Pump	

Air Conditioner - Delta-T:

Degrees F
Degrees : 42

		A	F	P	NI	NP
16.0.B	Air Conditioner Condition	•				
16.1.B	Air Conditioner - Filter Condition	•				
16.2.B	Air Conditioner - Exhaust Condition	•				

A= Acceptable, F= Fair, P= Poor, NI= Not Inspected, NP= Not Present

A F P NI NP

17. Interior

NOTE: The inspector has verified the items in this section.

Styles & Materials

Ceiling - Condition: Acceptable	Ceiling Vents and Skylights - Condition: Acceptable	Ceiling Vents and Skylights - Trim Ring Around Vents and Skylights: Acceptable
Lights and Light Fixtures - Condition: Acceptable	Types of Light Bulbs for Light Systems: LED Incandescent	Walls - Condition: Acceptable
Walls - Interior Doors Condition: Acceptable	Closets and Pantries - Condition: Acceptable	Windows - Condition: Acceptable
Flooring - Condition: Acceptable	Kitchen Sink - Condition: Acceptable	Kitchen Sink - Style: Double Bowl
Kitchen Sink - Type: Aluminum	Shower / Tub - Condition: Acceptable	Shower / Tub - Style: Shower Stall
Shower / Tub - Door and Frame and Seals Condition: Acceptable	Bathroom Sink - Condition: Acceptable	Bathroom Sink - Style: Single Bowl
Bathroom Sink - Type: Plastic		

		Y	N	NI	NP
17.0	Interior Walk Through	•			
17.1	Ceiling Inspected	•			
17.2	Ceiling - Panels Loose		•		
17.3	Ceiling - Water Damaged Ceiling Panels		•		
17.4	Ceiling - Discoloration or Stains		•		
17.5	Ceiling - Trim Work Missing or Damaged		•		
17.6	Ceiling Vents and Skylights - Thermostatic Controls and Switches Work	•			

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

		Y	N	NI	NP
17.7	Ceiling Vents - All 12-Volt DC Fans Operate	•			
17.8	Ceiling Vents - All 120-Volt AC Fans Operate	•			
17.9	Ceiling Vents and Skylights - Stains Around Roof Vents and Skylights		•		
17.10	Lights and Light Fixtures - Do all 12-Volt DC Lights Operate	•			
17.11	Lights and Light Fixtures - Do all 120-Volt AC Lights Operate				•
17.12	Lights and Light Fixtures - Wall Mounted Light Fixtures Operate	•			
17.13	Lights and Light Fixtures - Rope Lights Operate				•
17.14	Lights and Light Fixtures - Spot Lights Operate	•			
17.15	Lights and Light Fixtures - Floor Lights Operate	•			
17.16	Lights and Light Fixtures - Entry Lights inside RV Operate	•			
17.17	Lights and Light Fixtures - Missing or Broken Lenses		•		
17.18	Lights and Light Fixtures - Missing Shades or Broken Covers		•		
17.19	Walls Inspected	•			
17.20	Walls - Panels Loose		•		
17.21	Walls - Water Damaged Wall Panels		•		
17.22	Walls - Panels Discolored or Stained		•		
17.23	Walls - Soft Spots on Walls		•		
17.24	Walls - Trim Work on Walls Damaged		•		
17.25	Walls - Damage Repairs Performed		•		
17.26	Walls - Holes or Wall Repairs		•		
17.27	Closets / Pantries Inspected	•			
17.28	Closets - Pantries - Interior Door Damage / Scratches		•		
17.29	Closets and Pantries - Wood Rot or Broken		•		
17.30	Closets and Pantries - Drawer Damage / Scratches		•		
17.31	Windows - All Windows Operational	•			
17.32	Windows - Window Coverings Operational	•			
17.33	Windows - Emergency Exit Windows Installed	•			
17.34	Windows - Emergency Exit Windows Operational		•		
17.35	Flooring - Sheet Vinyl	•			
17.36	Flooring - Carpet		•		
17.37	Flooring - Ceramic Tile		•		
17.40	Flooring - Floor Panels Loose		•		

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

		Y	N	NI	NP
17.41	Flooring - Floor Covering Discolored or Stained	•			
17.42	Flooring - Water Damage		•		
17.43	Flooring - Carpet Worn		•		
17.44	Flooring - Sheet Vinyl Stained		•		
17.45	Flooring - Soft Spots in Floor		•		
17.46	Flooring - Previous Repairs Performed		•		
17.47	Operation and Condition of Kitchen Faucet Verified			•	
17.48	Kitchen Sink - Faucet Working			•	
17.49	Kitchen Sink - Faucet Leaks at Stem			•	
17.50	Kitchen Sink - Water Damage Under Sink		•		
17.51	Kitchen Sink - P-Trap Holds Water			•	
17.52	Kitchen Sink - Sink(s) Holds Water			•	
17.53	Kitchen Sink - Hot and Cold Water Available			•	
17.54	Operation and Condition of Toilet Verified			•	
17.55	Toilet - Water Leaks			•	
17.56	Toilet - Indication of Previous Damage or Repair		•		
17.57	Toilet - Bowl Holds Water			•	
17.58	Toilet - Mounting Problems		•		
17.59	Operation and Condition of Shower Verified			•	
17.60	Shower / Tub - Stains, Chemical Buildup in Stall / Tub		•		
17.61	Shower / Tub - Water Damage or Leaks		•		
17.62	Shower / Tub - Glass Doors Operational	•			
17.63	Shower / Tub - Soap Dish in Place	•			
17.64	Shower / Tub - Door Latch Functioning	•			
17.65	Shower / Tub - Towel Racks in Place	•			
17.67	Operation and Condition of Bathroom Faucet Verified			•	
17.68	Bathroom Sink - Faucet Working			•	
17.69	Bathroom Sink - Faucet Leaks at Stem			•	
17.70	Bathroom Sink - Water Damage Under Sink		•		
17.71	Bathroom Sink - P-Trap Holds Water			•	
17.72	Bathroom Sink - Sink(s) Holds Water			•	
17.73	Bathroom Sink - Hot and Cold Water Available			•	

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

Comments:

17.0 Interior Walk

Interior Walk Video

17.1 The ceiling is acceptable.

Ceiling Front Closet



Ceiling Above Washer/Dryer



Ceiling Bedroom



Ceiling Bathroom



Skylight



Ceiling Kitchen



Ceiling Living Area

17.8 The 120 ceiling fan is acceptable.



Ceiling Fan

17.10 Lights are operational



12V Lights

17.34 Three of the four emergency windows opened.



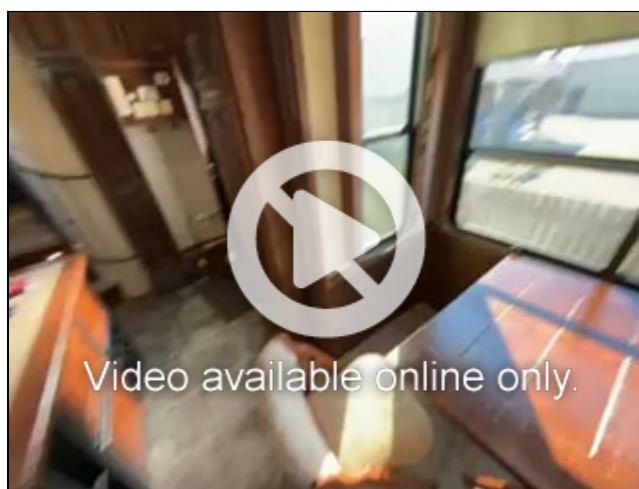
Bedroom



Streetside Rear



Dinette Did Not Open



Emergency Window Demo

17.35 The vinyl floor is acceptable.



Kitchen Floor



Entrance Way Floor



Floor / Stairs

17.36 The carpet is acceptable.



Carpet Living Area



Carpet Dinette



Carpet Stairs

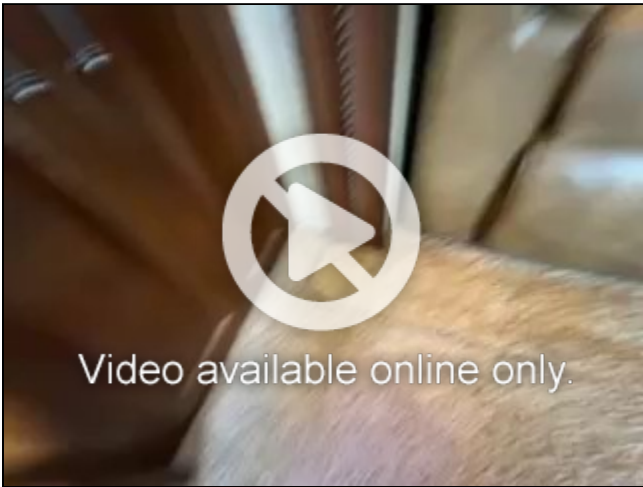


Carpet Bedroom

17.41 There is a brown stain on the streetside rear slideout



Brown Stain Streetside Rear Slideout



17.48 The kitchen sink.



Kitchen Sink

17.50 The area under the kitchen sink is acceptable.



Stain Under Kitchen Sink



Kitchen Sink Cabinet

17.54 No water to verify toilet operation



Toilet



Toilet Winterized

🔍 17.59 The shower is clean.



Shower Stall

17.67 Bathroom Skink



Bathroom Sink

17.70 No damage under bathroom sink.



Bathroom Sink

18. Furniture

Styles & Materials		
Chairs - Condition: Acceptable	Sofa - Condition: Fair	Dinette / Table / Chairs - Condition: Acceptable
Beds - Condition: Acceptable	Type of Mattress: Memory Foam	Cabinets / Dressers - Condition: Acceptable
Cabinets / Dressers - Types of Hinges:	Cabinets / Closet Hardware - Condition:	

Exposed / Hidden

Acceptable

		Y	N	NI	NP
18.0	Chairs Inspected	•			
18.1	Chairs - Fabric Tears or Separation	•			
18.2	Chairs - Fabric Discolored or Stains		•		
18.3	Chairs - Signs of Excess Wear	•			
18.4	Chairs - Water Damage		•		
18.5	Sofa(s) Inspected	•			
18.6	Sofa - Fabric Tears or Separation	•			
18.7	Sofa - Fabric Discolored or Stains		•		
18.8	Sofa - Signs of Excess Wear	•			
18.9	Sofa - Water Damage		•		
18.10	Dinette / Table / Chairs Inspected	•			
18.11	Dinette / Table / Chairs - Fabric Tears or Separation		•		
18.12	Dinette / Table / Chairs - Fabric Discolored or Stains		•		
18.13	Dinette / Table / Chairs - Signs of Excess Wear		•		
18.14	Dinette / Table / Chairs - Water Damage		•		
18.15	Dinette / Table / Chairs - Previous Repairs Performed		•		
18.16	Beds Inspected	•			
18.17	Beds - Fabric Tears or Separation		•		
18.18	Beds - Fabric Discolored or Stains		•		
18.19	Beds - Signs of Excess Wear		•		
18.20	Beds - Type of Mattress Verified?	•			
18.21	Beds - Bed Covers Present	•			
18.22	Beds - Covers Match Decor	•			
18.23	Cabinets / Dressers Inspected	•			
18.24	Cabinets / Dressers - Door Damage or Scratches		•		
18.25	Cabinets / Dressers - Counter Top Damage or Scratches		•		
18.26	Cabinets / Dressers - Wood Rot or Broken		•		
18.27	Cabinets / Dressers - Drawer Damage or Scratches		•		
18.28	Cabinet Doors / Drawers - Pull-Out Operation Acceptable	•			
18.29	Cabinet Doors / Drawers - Previous Repairs Performed		•		

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

Comments:

18.0 The chairs recline however the plastic/leather is peeling.



Recliners

18.5 The sofa is acceptable minus the peeling plastic/leather.



Sofa

18.10 The dinette is acceptable.



Dinette

18.16 The bed is acceptable.



Bed



Mattress



Under Bed Storage

18.25 The bedroom dresser is acceptable



Dresser

19(A) . Living Room Television

Styles & Materials

Picks Up Local Channels:
Yes

Remotes Operational:
Yes

		Y	N	NI	NP
19.0.A	Unit Works Properly	•			
19.1.A	Unit Cleaned and Maintained	•			
19.2.A	Unit Properly Mounted and Secured	•			

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

Comments:

19.0.A The living room TV is acceptable.



Living Room TV

19(B) . Bedroom Television

		Y	N	NI	NP
19.0.B	Unit Works Properly				•
19.1.B	Unit Cleaned and Maintained				•
19.2.B	Unit Properly Mounted and Secured				•

Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Y N NI NP

19.0.B There is no bedroom TV.



Bedroom TV Location