



RV Inspection Report

Prepared for: [REDACTED]

RV Location:

Bob Hurley 8606 N I- 35 Service Rd, OKC, OK



2026 Renegade Valencia 39BB



1979 E-3G AWACS

Inspection Date / RV Model:
20 Feb 26 - 2026 Renegade Valencia 39BB

VIN Number: 4UZA E9FC7TCWU9899

Sentry RV Mobile Inspections and Service

Jim Matthey



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MINOR ISSUE



Sentry RV Mobile Inspections and Service

Customer

Russell Moses

Inspection Date / Year, Make, Model:

20 Feb 26 - 2026 Renegade Valencia 39BB

VIN Number:

4UZAE9FC7TCWU9899

The following items indicate that the condition is a MINOR ISSUE. They do not impact the operation of the vehicle and can be repaired at a later date. It is recommended that a qualified RV technician further evaluate and correct the identified issue as needed.

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

15.59 Cable and Satellite TV Hookup - Visually Acceptable

Fair

The coaxial cable wall plate is not properly mounted to the wall surface. The plate is loose and not secured to the mounting box. No active signal testing abnormalities are observed; however, the mounting condition requires correction.

Client Education

Loose wall plates can allow wiring to shift or become damaged over time due to vibration during travel. Unsecured wiring may also stress coaxial connections, potentially leading to signal interruption. Securing the wall plate to the mounting box helps protect wiring integrity and maintain reliable signal performance. Repair is recommended.

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Inspection Date / Year, Make, Model : 20 Feb 26 - 2026 Renegade Valencia 39BB	Time: 09:00 AM	VIN Number: 4UZA E9FC7TCWU9899
RV Location: Bob Hurley 8606 N I- 35 Service Rd, OKC, OK	Customer: Russell Moses	

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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 NRVIA 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 NRVIA Qualified 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

Inspection - Type:

Buyer: Pre-Purchase RV Inspection

Type : .

RV - Style:

Super C - Diesel

Style : .

RV - Status:

Vacant: RV Dealership

Client is Present:

Yes, at the Start of the Inspection, Yes, At the End of the Inspection

Start Temperature:

41 degrees, 45 degrees, 41 degrees, 45 degrees

1. Vehicle Information

Styles & Materials

VIN: Photo Included VIN : 4UZAEE9FC/TCWU9899	VIN - Location: Driver's Door Jamb Location : .	Gross Vehicle Weight Rating (GVWR): From Data Plate lbs or kgs : 35,000
RV - Manufacturer Name and Location: Renegade / Bristol, IN Manufacturer / City, State : .	RV - Date of Manufacture: February Year : 2026	RV - Brand: Manufacturer's Brand Name Brand Name : Renegade
RV - Model Number / Floor Plan Number: RV Model Model Number / Floor Plan Number : 39BB	RVIA Seal Number: Located by Entrance Door Seal Number : 218587	State Inspection Sticker Current: Not Required State of Inspection : .
State License Plate Current: Not Present State / License Plate Number : .	Chassis Manufacturer Name: Freightliner Manufacturer : Freightliner S2RV	Chassis Manufacture Date: September Year : 2025

		A	F	P	Y	N	NI	NP
1.0	VIN / VIN Data Plate Photo	•						
1.1	RVIA Seal Photo	•						
1.3	Incomplete Vehicle Data Plate Photo	•						
1.6	State License Plate							•
1.8	Build Sheet Photo	•						
1.9	Manuals	•						

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A

F

P

Y

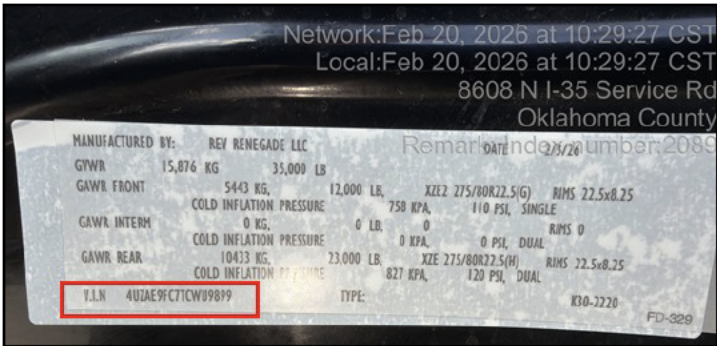
N

NI

NP

Comments:

1.0 The VIN plate is acceptable.



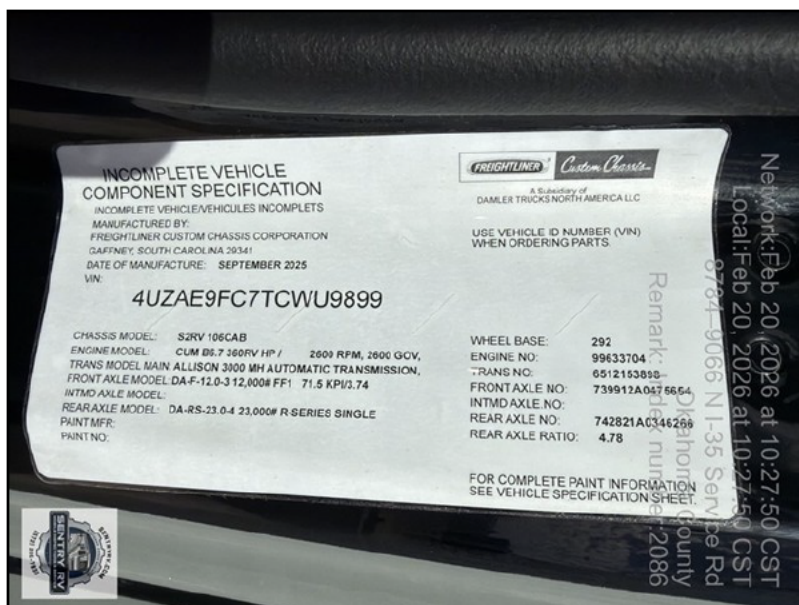
VIN Data Plate (Driver Door Jam)

1.1 The RVIA seal is acceptable.



RVIA Seal

1.3 The incomplete data plate is acceptable.



Incomplete Data Plate

2. Hot Skin Test

NOTE: Hot Skin is when stray or leak voltage from the 120 voltage AC system is somehow redirected from its normally safe path to some metal component(s) of your RV.

NOTE: Most hot skin issues may not be a direct short of power to ground but rather a high resistive short. In many cases, they may not trip the circuit breakers or blow fuses. However, the frame, chassis, copper tubing and metal trim pieces on the coach can conduct voltage.

NOTE: Any reading below 5 volts is considered safe. Conversely, any reading above 5 volts can be dangerous.

		A	F	P	Y	N	NI	NP
2.0	Hot Skin Test - Chassis, Frame and Running Gear Voltage	•						
2.1	Hot Skin Test - Exterior Wall Surface Voltage	•						
2.2	Hot Skin Test - Door Handles and Frame Voltage	•						
2.3	Hot Skin Test - Window Frames and Trim Voltage	•						
2.4	Hot Skin Test - Other Voltage	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

2.0 A hot skin test was performed using a digital multimeter from the exterior body to a known earth ground. No stray voltage was detected. The coach exterior tested within acceptable safety parameters.

Client Education

A hot skin condition occurs when stray 120-volt AC current energizes the exterior skin of the RV, creating a potential shock hazard. This condition is typically caused by improper grounding, reversed polarity, or internal electrical faults. Testing should be performed whenever connecting to unfamiliar shore power sources. If a tingling sensation is ever felt when touching the exterior of the coach, disconnect shore power immediately and have the electrical system evaluated by a qualified RV technician.



Hot Skin Test



Hot Skin Test



Hot Skin Test



Hot Skin Test



Hot Skin Test

3. Roof Exterior

NOTE: Lap sealant should appear soft, pliable and rubbery. If the lap sealant around roof edges, skylights, vents and appliances looks cracked, brittle, loose or turned up at the edges, it could allow water intrusion.

NOTE: It is recommended that the roof and seams be checked, at a minimum, every 6 months and repaired whenever necessary to prevent water intrusion.

Styles & Materials

Roof Type:

Fiberglass

Type : One-Piece Molded Fiberglass

Areas of Possible Water Intrusion:

No

Roof Ladder - Type:

Not Present

Type : .

Solar Panels - Quantity:

Three

Quantity : .

		A	F	P	Y	N	NI	NP
3.0	Roof - Condition	•						
3.1	Front Cap, Joints and Seals - Condition	•						
3.2	Trim Rail (Curbside) - Condition	•						
3.3	Rear Cap, Joints and Seals - Condition	•						
3.4	Trim Rail (Streetside) - Condition	•						
3.6	Vents - Powered (14 x 14) - Condition	•						
3.7	Exterior Vent Covers - Condition	•						
3.8	Plumbing Vent Covers - Condition	•						
3.10	Skylights - Condition	•						
3.11	Front Air Conditioner - Cover (Shroud) - Condition	•						
3.12	Front Air Conditioner - Exterior Coils - Condition	•						
3.14	Front Center Air Conditioner - Exterior Coils - Condition	•						
3.19	Rear Air Conditioner - Cover (Shroud) - Condition	•						
3.20	Rear Air Conditioner - Exterior Coils - Condition	•						
3.21	TV Antenna - Exterior Roof Unit - Condition	•						
3.22	TV Antenna - Interior Handle and Crank							•
3.23	TV Antenna - Moves Up and Down							•
3.24	Satellite Antenna - Condition	•						
3.25	Radio Antenna - Condition	•						
3.26	Solar Panels - Condition	•						
3.27	Ladder / Roof Access - Condition							•
3.28	Air Horns - Condition	•						
3.29	Equipment Removed					•		

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
3.30	Other Items	•						
A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present		A	F	P	Y	N	NI	NP

Comments:

3.0 The roof membrane and visible roof components are in acceptable condition. Sealant at vents, seams, terminations, and penetrations appears properly adhered with no visible gaps, cracking, or active water intrusion observed. No soft areas were detected during inspection.

Client Education

The roof is one of the most critical maintenance areas on any RV. Sealants naturally degrade from UV exposure and thermal expansion. Routine inspection of all roof penetrations, seams, and termination bars is recommended a minimum of twice per year and after severe weather events. Proactive sealant maintenance significantly reduces the risk of water intrusion and structural damage.



Roof Back to Front



Roof Front to Back

3.1 The front cap-to-roof joint and associated sealant are in acceptable condition. Sealant appears intact with no visible separation, cracking, or evidence of active water intrusion. The termination molding and fasteners are secure.

Client Education

The front cap joint is a high-stress transition point due to wind load while traveling and normal structural flex. This area is prone to sealant fatigue over time. Regular inspection is recommended at least twice annually and after long-distance travel. Prompt repair of any cracked or separated sealant helps prevent costly water intrusion and delamination.



Front Cap Joint Streetside



Front Cap Joint Center



Front Cap Joint Curbside

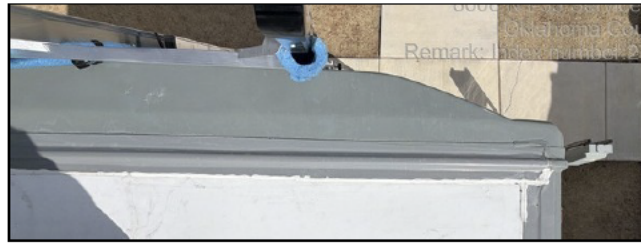
3.3 The rear cap joint is acceptable.



Rear Cap Joint Curbside



Rear Cap Joint Center

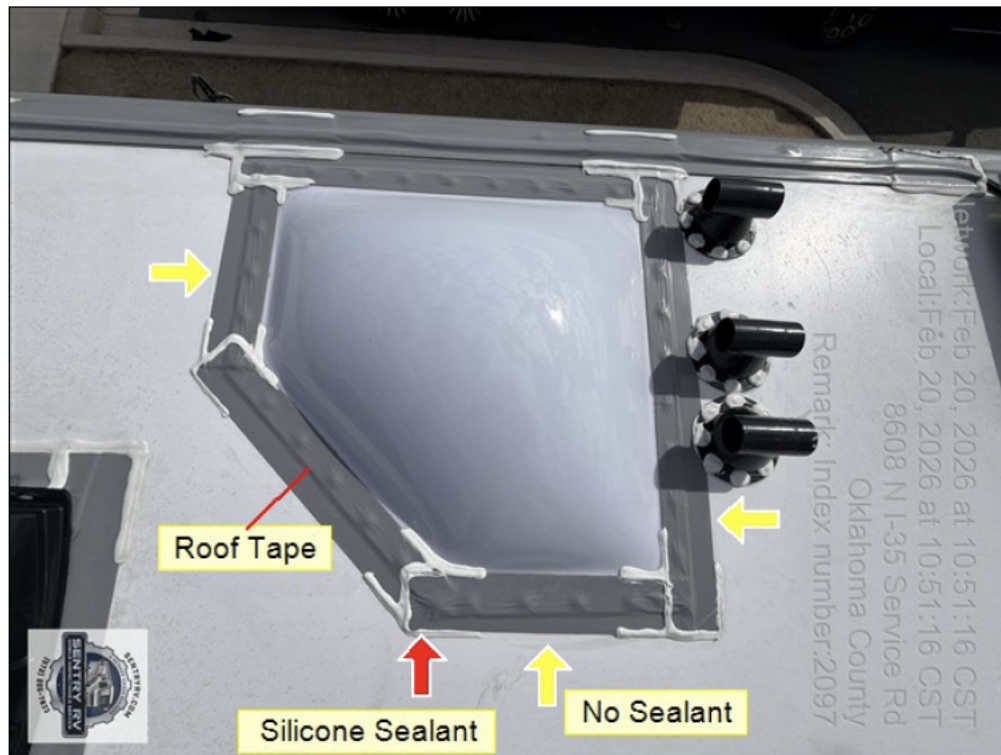


Rear Cap Joint Streetside

3.10 The manufacturer has applied a roof sealing tape, similar to Eternabond-type tape, at various roof penetrations including the skylight, vents, and cap joints in lieu of traditional self-leveling sealant. The tape is properly adhered and appears intact with no visible lifting, separation, or active water intrusion. Small amounts of sealant have been applied at select transition points along the tape to secure termination areas. This condition is acceptable and is not considered a deficiency.

Client Education

Roof sealing tape is commonly used in the RV industry as a long-term alternative to self-leveling sealant. When properly installed, it provides durable waterproof protection. Some technicians apply additional sealant along the full perimeter edge of the tape as a preventive measure to reduce the potential for edge lifting over time. Routine roof inspections remain important, as UV exposure and thermal cycling can eventually affect any sealant system. Early detection and maintenance significantly reduce the risk of water intrusion.



Skylight

3.30 Starlink Antenna

4. Front Windshield

Styles & Materials

Windshield - Type:
Glass with Frame
Type : .

		A	F	P	Y	N	NI	NP
4.0	Windshield - Condition		•					
4.1	Windshield - Dirty				•			

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Comments:

4.0 The windshield is securely mounted and free of cracks. A small rock chip is observed near the centerline of the glass. The chip does not currently impair visibility. No signs of seal failure or active water intrusion are observed.



Rock Chip



Rock Chip

5(A) . Front Cap / Wall

Styles & Materials

Exterior Wall Surface - Construction Type:Exterior Wall Surface - Type:Any Damage or Discoloration or Delamination:

Laminated PanelFull Body PaintNo

Type : .Type : .

Windows - Type:

Glass with Frame

Glass with No Frame

Type : .

		A	F	P	Y	N	NI	NP
5.0.A	Sidewall - Condition	•						
5.1.A	Paint and Decals - Condition	•						
5.2.A	Windows - Condition	•						
5.3.A	Cargo / Access Doors - Condition							•

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

Comments:

5.0.A The front cap is in acceptable condition. The fiberglass surface shows no significant cracks, impact damage, delamination, or signs of active water intrusion. Seams, trim, and marker light penetrations appear properly sealed and

secure.



Front Cap

5(B) . Curbside - Sidewall

Styles & Materials

Exterior Wall Surface - Construction Type:

Laminated Panel

Type : .

Exterior Wall Surface - Type:

Full Body Paint

Type : .

Any Damage or Discoloration or Delamination:

No

Windows - Type:

Glass with No Frame

Type : .

Cargo / Access Door - Type:

Door(s) with Keyed Slam Latch

Type : .

		A	F	P	Y	N	NI	NP
5.0.B	Sidewall - Condition	•						
5.1.B	Paint and Decals - Condition	•						
5.2.B	Windows - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

		A	F	P	Y	N	NI	NP
5.3.B	Cargo / Access Doors - Condition	•						
5.4.B	Cargo Interior Compartments - Condition	•						
5.5.B	Cargo Interior Compartment Lights - Operation	•						
5.6.B	Cargo Slideout Tray / Shelves - Condition							•

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

5.0.B The curbside sidewall is in acceptable condition. The exterior surface shows no significant delamination, structural distortion, or signs of active water intrusion. Trim, moldings, and penetrations appear secure.

Client Education

Sidewalls are subject to thermal expansion, road vibration, and normal chassis flex. Early signs of water intrusion often present as bubbling, rippling, or soft areas in laminated wall construction. Routine visual inspection of sealant at windows, doors, lights, and trim is recommended to help prevent long-term structural damage.



Curbside Sidewall

5(C) . Rear Cap / Wall

Styles & Materials

Exterior Wall Surface - Construction Type:	Exterior Wall Surface - Type:	Any Damage or Discoloration or Delamination:
Laminated Panel	Full Body Paint	No
Type : .	Type : .	
Windows - Type:	Cargo / Access Door - Type:	
None	None	
Type : .	Type : .	

		A	F	P	Y	N	NI	NP
5.0.C	Sidewall - Condition	•						
5.1.C	Paint and Decals - Condition	•						
5.2.C	Windows - Condition					•		
5.3.C	Cargo / Access Doors - Condition					•		

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

5.0.C The rear cap wall is acceptable.



Rear Cap

5(D) . Streetside - Sidewall

Styles & Materials

Exterior Wall Surface - Construction Type:	Exterior Wall Surface - Type:	Any Damage or Discoloration or Delamination:
Laminated Panel	Full Body Paint	No
Type : .	Type : .	
Windows - Type:	Cargo / Access Door - Type:	
Glass with No Frame	Door(s) with Keyed Slam Latch	

Type : .

Type : .

		A	F	P	Y	N	NI	NP
5.0.D	Sidewall - Condition	•						
5.1.D	Paint and Decals - Condition	•						
5.2.D	Windows - Condition	•						
5.3.D	Cargo / Access Doors - Condition	•						
5.4.D	Cargo Interior Compartments - Condition	•						
5.5.D	Cargo Interior Compartment Lights - Operation	•						
5.6.D	Cargo Slideout Tray / Shelves - Condition							•

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

5.0.D The streetside sidewall is acceptable.



Streetside Sidewall

6(A) . Main Entry Door

Styles & Materials

Entrance Door - Type:

Fiberglass

Type : .

Step System - Type:

Electric

Type : .

Steps - Quantity:

Two

Quantity : .

Grab Bar - Type:

Grab Handle

Type : .

		A	F	P	Y	N	NI	NP
6.0.A	Door - Condition	•						
6.1.A	Door - Operation	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
6.2.A	Screen Door - Condition	•						
6.3.A	Screen Door - Operation	•						
6.4.A	Keyed Door Lock - Operation	•						
6.5.A	Keyed Door Lock - Deadbolt - Operation	•						
6.6.A	Keyless Entry - Door Lock - Operation	•						
6.7.A	Steps - Condition	•						
6.8.A	Steps - Operation	•						
6.9.A	Grab Bar - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

Comments:

6.0.A The main entry door is acceptable.



Main Entry Door



Main Entry Door

6.3.A The screen door is acceptable.



Screen Door

6(B) . Driver's Door

Styles & Materials

Entrance Door - Type:

Metal Sheet
Type : .

Step System - Type:

Other
Type : .

Steps - Quantity:

Two
Quantity : .

Grab Bar - Type:

Grab Handle
Type : .

		A	F	P	Y	N	NI	NP
6.0.B	Door - Condition	•						
6.1.B	Door - Operation	•						
6.2.B	Screen Door - Condition							•

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
6.4.B	Keyed Door Lock - Operation	•						
6.5.B	Keyed Door Lock - Deadbolt - Operation	•						
6.6.B	Keyless Entry - Door Lock - Operation						•	
6.7.B	Steps - Condition	•						
6.8.B	Steps - Operation	•						
6.9.B	Grab Bar - Condition	•						
A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present		A	F	P	Y	N	NI	NP

6.0.B The driver side door is acceptable.



Driver Door

6(C) . Passenger’s Door

Styles & Materials

Entrance Door - Type: Metal Sheet	Step System - Type: Other	Steps - Quantity: Two
--------------------------------------	------------------------------	--------------------------

Type : .

Type : .

Quantity : .

Grab Bar - Type:

Grab Handle

Type : .

		A	F	P	Y	N	NI	NP
6.0.C	Door - Condition	•						
6.1.C	Door - Operation	•						
6.4.C	Keyed Door Lock - Operation	•						
6.6.C	Keyless Entry - Door Lock - Operation						•	
6.7.C	Steps - Condition	•						
6.8.C	Steps - Operation	•						
6.9.C	Grab Bar - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

6.0.C The passenger door is acceptable.



Passenger Door



Passenger Door

7. Awning(s)

Styles & Materials

Awning - Brand:

Solera
Brand : .

Awning - Type:

Electric
Type : .

Awning - Material:

Cloth
Material : .

Awning - Metal Cover:

Yes
Extra Info : .

		A	F	P	Y	N	NI	NP
7.0	Awning - Operation	•						
7.1	Frame and Latching Mechanism - Operation	•						
7.2	Fabric - Condition	•						
7.3	Awning Lights - Condition	•						

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A F P Y N NI NP

Comments:

7.0 Due to elevated wind conditions during inspection, the patio awning was partially extended approximately 3–4 feet to evaluate operation. The awning motor, extension arms, locking mechanisms, and wind sensor respond properly. No operational deficiencies are observed within the limited deployment range.

Client Education

Patio awnings are vulnerable to wind damage. Even with a functioning wind sensor, sudden gusts can cause structural damage before automatic retraction occurs. Awnings should not be left unattended while extended and should be retracted during high wind conditions.

7.2 The awning fabric is acceptable.



Awning



Awning Top



Awning Data Tag

8(A) . Curbside Front Slideout

Styles & Materials

Slideout Roof - Type:

Fiberglass

Type : .

Slideout Drive System:

Electric Motor / Gear and Rack System

		A	F	P	Y	N	NI	NP
8.0.A	Slideout - Operation	•						
8.1.A	Slideout - Alignment	•						
8.2.A	Slideout - Roof	•						
8.3.A	Slideout - Sidewall - Condition	•						
8.4.A	Slideout - T-Molding Trim - Condition	•						
8.5.A	Seals, Sweeps and Gaskets - Condition	•						
8.6.A	Slideout - Override System - Accessible	•						
8.7.A	Slideout Rail - Gear Rack System - Condition	•						
8.8.A	Wiring Harness Under Slideout							•
8.9.A	12-Volt DC Control and Switches	•						
8.10.A	Slideout Awning Topper - Operation	•						
8.11.A	Slideout Awning Topper - Frame & Latching Mechanism - Condition	•						
8.12.A	Slideout Awning Topper - Fabric	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

8.0.A The curbside front slideout extends and retracts properly. Movement is smooth and consistent with no abnormal noises or binding observed. The slideout seals appear intact and properly seated. No evidence of active water intrusion is

observed.

Client Education

Slideout systems rely on proper alignment, adequate battery voltage, and routine seal maintenance for reliable operation. Slide seals should be inspected regularly for debris, tears, or compression issues. Maintaining proper battery condition and keeping tracks and mechanisms clean helps reduce premature wear and operational strain.

8.2.A The streetside slideout roof is acceptable.



Streetside Slideout Roof

8.5.A The slideout bulb seals and sweep seals are in acceptable condition. Seals are pliable, properly seated, and show no significant tearing, separation, or deterioration. Contact surfaces appear to engage correctly in both the extended and retracted positions. No signs of active water intrusion are observed.

Client Education

Slideout seals are critical for preventing water intrusion and air infiltration. UV exposure, debris accumulation, and normal compression can cause seals to age over time. Seals should be cleaned regularly and treated with an appropriate rubber

conditioner to maintain flexibility. Damaged or hardened seals should be replaced promptly to prevent costly interior water damage.



Curbside Sweep Seals



Curbside Sweep Seals

8.7.A This slideout utilizes the Lippert Schwintek in-wall gear rack system. The vertical "S-pattern" gear racks should not be lubricated. No lubricant is observed on the gear teeth, which is proper.

A small amount of dry PTFE lubricant may be applied to the upper channel area where the gear rack rides along the gearbox shoe. This is the appropriate location for light lubrication if needed.

Client Education

Applying lubricant directly to the Schwintek gear racks can attract dirt and debris, accelerating wear and potentially causing synchronization issues. Only a light application of dry PTFE lubricant is recommended in the channel where the rack slides against the gearbox shoe. Over-lubrication or use of grease-based products is not recommended. Always ensure adequate battery voltage before operating slideouts, as low voltage can lead to system faults or misalignment.



Schwintek Gear Racks

8.8.A This slideout utilizes the Lippert Schwintek in-wall gear rack system. The system operates using two synchronized electric motors located at the upper corners within the vertical H-columns. No exposed wiring or mechanical drive components are present beneath the slideout floor, as the drive system is fully integrated into the sidewall columns.

Operation during inspection is smooth and synchronized with no abnormal noises or binding observed.

Client Education

The Schwintek system relies on two independently powered motors that communicate electronically to maintain synchronization. Because the motors are located in the upper H-columns, the system depends heavily on proper voltage and full extension/retraction cycles to remain calibrated. Stopping the slideout before it reaches full travel can cause the motors to fall out of sync. Adequate battery voltage is critical for proper function. If uneven movement occurs, a recalibration procedure may be required.



Curbside Front Slideout Belly

8(B) . Curbside Rear Slideout

Styles & Materials

Slideout Roof - Type:

Fiberglass

Type : .

Slideout Drive System:

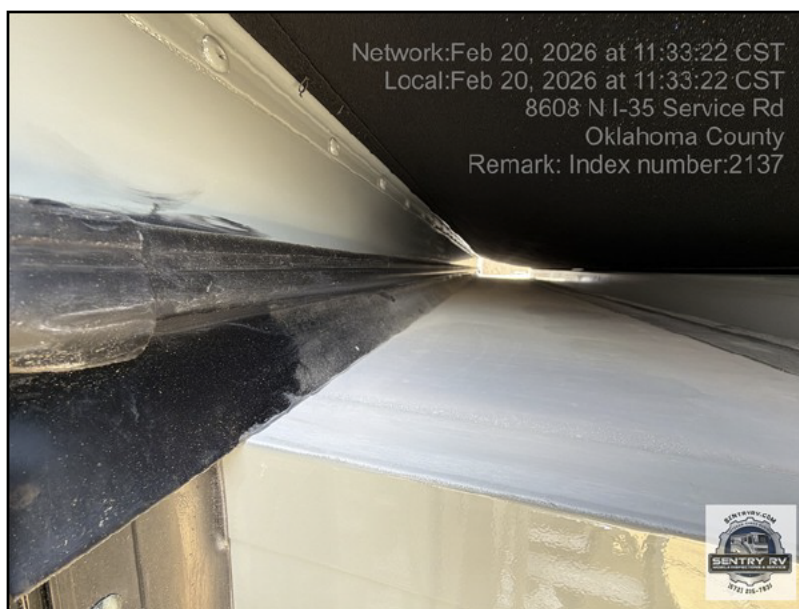
Electric Motor / Gear and Rack System

		A	F	P	Y	N	NI	NP
8.0.B	Slideout - Operation	•						
8.1.B	Slideout - Alignment	•						
8.2.B	Slideout - Roof	•						
8.3.B	Slideout - Sidewall - Condition	•						
8.4.B	Slideout - T-Molding Trim - Condition	•						
8.5.B	Seals, Sweeps and Gaskets - Condition	•						
8.6.B	Slideout - Override System - Accessible	•						
8.7.B	Slideout Rail - Gear Rack System - Condition	•						
8.8.B	Wiring Harness Under Slideout	•						
8.9.B	12-Volt DC Control and Switches	•						
8.10.B	Slideout Awning Topper - Operation	•						
8.11.B	Slideout Awning Topper - Frame & Latching Mechanism - Condition	•						
8.12.B	Slideout Awning Topper - Fabric	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

8.2.B The curbside rear slideout roof is acceptable.



Curbside Rear Slideout Roof

8.12.B The curbside rear slideout topper fabric is acceptable.



Curbside Rear Slideout Topper Fabric

8(C) . Streetside Front Slideout

Styles & Materials

Slideout Roof - Type:
Fiberglass
Type : .

Slideout Drive System:
Hydraulic Piston / Gear and Rack System

		A	F	P	Y	N	NI	NP
8.0.C	Slideout - Operation	•						
8.1.C	Slideout - Alignment	•						
8.2.C	Slideout - Roof	•						
8.3.C	Slideout - Sidewall - Condition	•						
8.4.C	Slideout - T-Molding Trim - Condition	•						
8.5.C	Seals, Sweeps and Gaskets - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

		A	F	P	Y	N	NI	NP
8.6.C	Slideout - Override System - Accessible	•						
8.7.C	Slideout Rail - Gear Rack System - Condition	•						
8.8.C	Wiring Harness Under Slideout	•						
8.9.C	12-Volt DC Control and Switches	•						
8.10.C	Slideout Awning Topper - Operation	•						
8.11.C	Slideout Awning Topper - Frame & Latching Mechanism - Condition	•						
8.12.C	Slideout Awning Topper - Fabric	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

8.7.C The streetside slideout utilizes a hydraulic rack-and-pinion through-frame system. The slideout extends and retracts smoothly with no abnormal noises, binding, or hesitation observed. The slide appears properly aligned within the opening. No visible hydraulic fluid leaks are observed at the cylinder, fittings, or pump components accessible during inspection.

Operation is acceptable.

Client Education

Hydraulic slideout systems are commonly used for larger or heavier slide rooms due to their strength and load capacity. Proper operation depends on adequate hydraulic fluid level, secure fittings, and stable coach leveling prior to deployment. Periodic inspection for hydraulic fluid leaks and maintaining clean slide rails helps reduce premature wear. If uneven movement, jerking, or fluid leakage is observed, service by a qualified RV technician is recommended.

8.12.C The streetside slideout topper fabric is acceptable.



Streetside Front Slideout Topper Fabric

9(A) . Curbside Front Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials

Tire - Brand:

Michelin

Brand : .

Tire - Size:

Other

275/80R22.5

Size : 275/80 R 22.5

Tire - DOT Date:

Visually Verified

DOT Date Code (WWYY) : 0625

Tire - Load Capacity:

Single Tire Rating

lbs or kgs : 6175

Tire - Load Range:

G

Load Range : .

Tire - Maximum Cold Inflation Pressure:

100 PSI

PSI : .

Tire - RV Manufacturer's Recommended Inflation Pressure:

110 PSI

PSI : .

Tire - Current Air Pressure:

Tire Gauge Reading

(PSI)

PSI : 95

		A	F	P	Y	N	NI	NP
9.0.A	Tire - Age	•						
9.1.A	Tire / Rim - Condition	•						
9.2.A	Tire - Tread - Condition	•						
9.3.A	Tire - Valve Extensions - Condition	•						
9.4.A	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

Comments:

9.0.A The curbside front tire DOT date code indicates an age within acceptable service range. No age-related cracking or abnormal wear patterns are observed. Condition is acceptable.

Client Education

Tire age is determined by the DOT date code stamped on the sidewall. RV tires often age out before they wear out due to UV exposure, heat cycling, and extended periods of storage. Industry guidance commonly recommends evaluation for replacement at approximately 5–7 years from the DOT manufacture date regardless of tread depth. Regular inspection for sidewall cracking, uneven wear, and maintaining proper inflation are critical for safety.



Curbside Front Tire DOT Code

9.1.A The curbside front tire and rim is acceptable.



Curbside Front Tire and Rim

9.2.A The curbside front tire treads are acceptable.



Curbside Front Tire Treads

9(B) . Curbside Rear Outside Wheel Assembly / Drive Axle

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials

Tire - Brand: Michelin Brand : .	Tire - Size: 275/80R22.5 Size : 275/80R22.5	Tire - DOT Date: Visually Verified DOT Date Code (WWYY) : 1325
Tire - Load Capacity: Single Tire Rating lbs or kgs : 7160	Tire - Load Range: H Load Range : .	Tire - Maximum Cold Inflation Pressure: 120 PSI PSI : .
Tire - RV Manufacturer's Recommended Inflation Pressure: 120 PSI PSI : .	Tire - Current Air Pressure: Tire Gauge Reading (PSI) PSI : 110	

		A	F	P	Y	N	NI	NP
9.0.B	Tire - Age	•						
9.1.B	Tire / Rim - Condition	•						
9.2.B	Tire - Tread - Condition	•						
9.3.B	Tire - Valve Extensions - Condition	•						
9.4.B	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

9.0.B The DOT code is acceptable.



Curbside Drive Axle Outside Tire DOT Code

9.1.B The curbside drive axle outside tire and rim are acceptable.



Curbside Drive Axle Outside Tire and Rim

9.2.B The curbside drive axle outside tire treads are acceptable.

Curbside Drive Axle Tire Treads

9(C) . Curbside Rear Inside Wheel Assembly / Drive Axle

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials**Tire - Brand:**

Michelin

Brand : .

Tire - Size:

275/80R22.5

Size : .

Tire - DOT Date:

Unable to Visually Verify

DOT Date Code (WWYY) : .

Tire - Load Capacity:

Single Tire Rating

lbs or kgs : 7160

Tire - Load Range:

G

Load Range : .

Tire - Maximum Cold Inflation**Pressure:**

120 PSI

PSI : .

Tire - RV Manufacturer's Recommended Inflation**Pressure:**

120 PSI

PSI : .s

Tire - Current Air Pressure:

Tire Gauge Reading

(PSI)

PSI : 115

		A	F	P	Y	N	NI	NP
9.0.C	Tire - Age	•						
9.1.C	Tire / Rim - Condition	•						
9.2.C	Tire - Tread - Condition	•						
9.3.C	Tire - Valve Extensions - Condition	•						
9.4.C	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

9.2.C The curbside drive axle inside tire treads are acceptable.

Curbside Drive Axle Tire Treads

9(D) . Streetside Rear Wheel Outside Assembly / Drive Axle

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials**Tire - Brand:**

Goodyear

Brand : .

Tire - Size:

Other

275/80R22.5

Size : 275/80 R 22.5

Tire - DOT Date:

Visually Verified

DOT Date Code (WWYY) : 1325

Tire - Load Capacity:

Single Tire Rating

lbs or kgs : 7160

Tire - Load Range:

H

Load Range : .

Tire - Maximum Cold Inflation**Pressure:**

120 PSI

PSI : .

Tire - RV Manufacturer's Recommended Inflation**Pressure:**

120 PSI

PSI : .

Tire - Current Air Pressure:

Tire Gauge Reading

(PSI)

PSI : 115

		A	F	P	Y	N	NI	NP
9.0.D	Tire - Age	•						
9.1.D	Tire / Rim - Condition	•						
9.2.D	Tire - Tread - Condition	•						
9.3.D	Tire - Valve Extensions - Condition	•						
9.4.D	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

9.0.D The streetside drive axle outside tire age is acceptable.



Streetside Drive Axle Outside Tire DOT Code

9.1.D The streetside drive axle tire and rim are acceptable.



Streetside Drive Axle Tire and Rim

9.2.D The streetside drive axle outside tire treads are acceptable.

Streetside Drive Axle Outside Tire Treads

9(E) . Streetside Rear Wheel Inside Wheel Assembly / Drive Axle

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials**Tire - Brand:**

Michelin

Brand : .

Tire - Size:

275/80R22.5

Size : .

Tire - DOT Date:

Unable to Visually Verify

DOT Date Code (WWYY) : .

Tire - Load Capacity:

Single Tire Rating

lbs or kgs : 7160

Tire - Load Range:

H

Load Range : .

Tire - Maximum Cold Inflation**Pressure:**

120 PSI

PSI : .

Tire - RV Manufacturer's Recommended Inflation**Pressure:**

120 PSI

PSI : .

Tire - Current Air Pressure:

Tire Gauge Reading

(PSI)

PSI : 115

		A	F	P	Y	N	NI	NP
9.0.E	Tire - Age	•						
9.1.E	Tire / Rim - Condition	•						
9.2.E	Tire - Tread - Condition	•						
9.3.E	Tire - Valve Extensions - Condition	•						
9.4.E	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

9.2.E The streetside drive axle inside tire treads are acceptable.



Streetside Drive Axles Inside Tire Treads

9(F) . Streetside Front Wheel Assembly

NOTE: The National Transportation Safety Board (NTSB) and some tire manufacturers are recommending that all tires older than six (6) years should be replaced, regardless of their condition.

Styles & Materials

Tire - Brand: Michelin Brand : .	Tire - Size: 275/80R22.5 Size : .	Tire - DOT Date: Visually Verified DOT Date Code (WWYY) : 0525
Tire - Load Capacity: Single Tire Rating lbs or kgs : 6175	Tire - Load Range: G Load Range : .	Tire - Maximum Cold Inflation Pressure: 110 PSI PSI : .
Tire - RV Manufacturer's Recommended Inflation Pressure: 110 PSI PSI : .	Tire - Current Air Pressure: Tire Gauge Reading (PSI) PSI : 110	

		A	F	P	Y	N	NI	NP
9.0.F	Tire - Age	•						
9.1.F	Tire / Rim - Condition	•						
9.2.F	Tire - Tread - Condition	•						
9.3.F	Tire - Valve Extensions - Condition	•						
9.4.F	Tire Pressure Monitoring System - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

9.0.F The streetside front tire age is acceptable.



Streetside Front Tire DOT Code

9.1.F The streetside front tire and rim are acceptable.



Streetside Front Tire and Rim Condition

9.2.F The streetside tire treads are acceptable.



Streetside Front Tire Treads

10. Leveling System and Components

Styles & Materials

Leveling System - Type:	Leveling System - Manufacturer:
Air-Hydraulic	HWH
Type : .	Manufacturer : .

		A	F	P	Y	N	NI	NP
10.0	Leveling System - Condition	•						
10.1	Leveling System - Visible Signs of Damage	•						
10.2	Leveling System - Jacks Extend and Fully Retract	•						
10.3	Leveling System - Leaks or Mechanical Issues	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A

F

P

Y

N

NI

NP

Comments:

10.0 The coach is equipped with an Equalizer Systems hydraulic leveling system. The system deploys and retracts properly with smooth operation. No abnormal noises or visible hydraulic fluid leaks are observed at accessible cylinders,

hoses, or fittings. The leveling control panel responds appropriately. Operation is acceptable.

Client Education

Hydraulic leveling systems depend on proper fluid level, battery voltage, and stable ground conditions. Jacks should be deployed only on firm, supportive surfaces and jack pads are recommended when necessary to prevent sinking. Before retracting, ensure jack pads and rams are clean to reduce seal wear. Periodic inspection for hydraulic leaks and monitoring system performance helps prevent costly repairs.



Leveling Control Panel

11. Exterior Chassis and Undercarriage

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 motor home can **NOT** be driven by the inspector. Also, due to the lack of clearance under the motor home and safety concerns, the inspector will conduct the following visual inspections from the outer perimeter of the motor home.

Styles & Materials

Axles - Quantity:

Two

Quantity : .

Front Axle Weight Rating:

From Data Plate

lbs or kgs : 12000

Drive Axle Weight Rating:

From Data Plate

lbs or kgs : 23,000

Hitch Receiver - Brand:

Gen Y

Brand : .

Hitch Receiver - Weight Rating:

Class 4 (up to 12000 lbs GTW)

GTW : 12,000

Hitch Receiver - Modifications:

No

Modification : .

Hitch Connector - Pin Type:

7-Pin

Pin Type : 7

Underbelly - Type:

Enclosed

Extra Info : .

		A	F	P	Y	N	NI	NP
11.0	Chassis and Frame - Condition	•						
11.1	Chassis and Frame - Visible Signs of Rust					•		

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
11.2	Chassis and Frame - Bent or Damaged Components					•		
11.3	Chassis and Frame - Excessive Wear					•		
11.4	Chassis and Frame - Signs of Tire Failure Damage					•		
11.5	Shock Absorber System - Condition	•						
11.6	Running Gear (Axles, Springs, Other Components) - Condition	•						
11.7	Running Gear - Scrape or Drag Damage					•		
11.8	Running Gear - Hydraulic Hose Leaks					•		
11.9	Steering Components - Condition	•						
11.10	Oil Leaks / Excessive Oil					•		
11.11	Hitch Receiver - Condition	•						
11.12	Hitch Connector (4-Pin or 7-Pin) - Condition	•						
11.13	Underbelly - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

11.3 The chassis and frame are acceptable.



Chassis Video

11.6 The running gear is acceptable.



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear



Axles, Springs, Running Gear

12. Engine, Radiator and Transmission

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

Styles & Materials

Engine - Brand: Cummins Brand : .	Engine - Model / HP: 6.7L Model / HP : 360	Engine - Location / Type: Front Diesel Location / Type : .
Engine - Starts and Runs: Yes	Last Oil Change Recorded: New	Last Oil Filter Change Recorded: Yes, same date as oil change
Last Fuel Filter Change Recorded: Yes	Radiator - Location: Front	Cooling Fan(s) - Accessible: Yes

Cooling Fan(s) - Type:

Belt Driven

Type : .

Transmission - Brand:

Freightliner S2RV

Brand : .

Brake - Type:

Disc

Air

Type : .

		A	F	P	Y	N	NI	NP
12.0	Engine - Running Condition	•						
12.1	Engine Compartment - Cleanliness	•						
12.2	Engine - Oil Leaks					•		
12.3	Oil - Level on Dipstick	•						
12.4	Oil - Analysis Performed					•		
12.5	Radiator - Condition	•						
12.6	Radiator - Hoses - Condition	•						
12.7	Coolant - Reservoir - Condition	•						
12.8	Coolant - Level	•						
12.9	Coolant - Analysis Performed					•		
12.10	Cooling Fan(s) - Operation	•						
12.11	Transmission Fluid - Leaks					•		
12.12	Transmission Fluid - Level on Dipstick	•						
12.13	Transmission Fluid - Discolored / Contaminated					•		
12.14	Transmission Fluid - Analysis Performed					•		
12.15	Exhaust System - Exhaust Pipe / Catalytic Converter / Muffler / Brackets in Place	•						
12.16	Exhaust - Leaks					•		
12.17	Windshield Washer Fluid - Level	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

12.0 The engine starts and runs.**Engine Video****12.3 The oil level is acceptable.****Oil**

12.12 The transmission fluid is acceptable.

Transmission Fluid

13. 12-Volt DC Chassis Lights**Styles & Materials**

Light Bulbs for Chassis Lights - Type:

LED

Type : .

		A	F	P	Y	N	NI	NP
13.0	Clearance Lights - Front	•						
13.1	Clearance Light - Rear	•						
13.2	Marker Lights - Streetside	•						
13.3	Marker Lights - Curbside	•						
13.4	Turn and Brake Lights - Left	•						
13.5	Turn and Brake Lights - Right	•						
13.6	Tail Lights	•						
13.7	Headlights - Low Beam	•						
13.8	Headlights - High Beam	•						
13.9	Fog Lights	•						
13.10	Backup Lights	•						
13.11	Flood Lights	•						
13.12	Utility Lights	•						
13.13	Hitch Lights	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

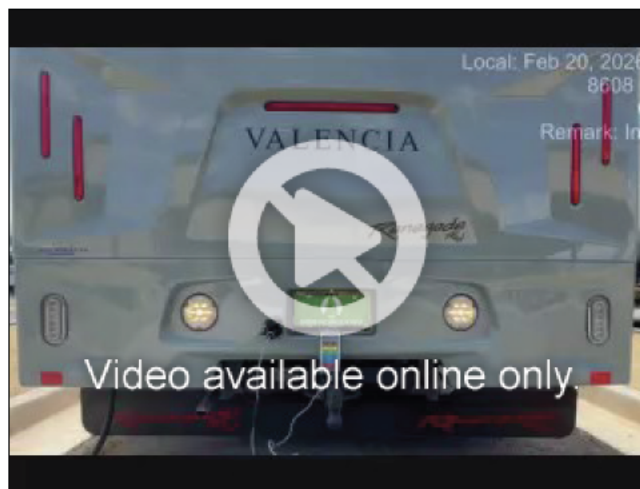
		A	F	P	Y	N	NI	NP
13.14	Porch Lights	•						
13.16	Waste Dump Lights	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

13.0 The rear light test, including 7 way pin, is acceptable.



Rear Light Test

14. Driver / Cab Area

Styles & Materials

Engine - Mileage:

Miles

Current Mileage : 1069

Oil Pressure Reading:

Normal

Reading : .

Fuel - Level:

Full

Level : .

Seat Operation - Type:

Manual

Type : .

Window Blinds / Curtain - Type:

Manual

Type : .

Mirrors - Type:

Electric

Type : .

Dash Radio - Brand:

Other

Brand : Garmin

Dash Air Conditioner - Temperature:

Degrees F

Degrees : 51

Dash Heater - Temperature:

Degrees F

Degrees : 121

		A	F	P	Y	N	NI	NP
14.0	Driver Seat - Condition	•						
14.1	Driver Seat - Operation	•						
14.2	Passenger Seat - Condition	•						
14.3	Passenger Seat - Operation	•						
14.4	Seatbelts - Condition and Operation	•						
14.5	Windshield Blinds / Curtains - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
14.6	Windshield Blinds / Curtains - Operation	•						
14.7	Sun Visor - Condition and Operation	•						
14.8	Windshield Wipers - Condition and Operation	•						
14.9	Steering Wheel - Tilt - Operation	•						
14.10	Steering Wheel - Telescoping - Operation	•						
14.11	Dashboard - Condition	•						
14.12	Dashboard - Knobs - Condition and Operation	•						
14.13	Interior Step Cover - Condition	•						
14.14	Interior Step Cover - Operation	•						
14.15	Fan(s) - Condition and Operation	•						
14.16	Horns - Operation	•						
14.17	Map Lights - Condition and Operation	•						
14.18	Mirrors - Condition and Operation	•						
14.19	Camera - Rear View - Operation	•						
14.20	Camera - Curbside View - Operation	•						
14.21	Camera - Streetside View - Operation	•						
14.22	Dash Radio - Condition and Operation	•						
14.23	12-Volt DC Power Outlet(s) - Condition and Operation	•						
14.24	USB Power Outlet(s) - Condition and Operation	•						
14.25	Tire Pressure Monitor - Condition and Operation	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

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

Styles & Materials

Power Source:

50 Amp / 120/240 Volts AC

Power Converter - AC Power
On:

Operational Test

DC Voltage : 122

Power Converter - AC Power Off:

Operational Test

DC Voltage : 121

Generator - Brand:

Cummins

Brand : .

Generator - Model Number:

From Manufacturer's Label

Model Number :

8HDKAK104T

Generator - Serial Number:

From Manufacturer's Label

Serial Number : K250507830

Generator - Hours of Operation:

From Generator Meter

Hours : 1.3

Generator - Tested Under Load: Generator - Voltage Output:

By Running One Air

Under Minimum 50% Load

Conditioner

AC Voltage : 117

Load : .

Generator - Frequency Output:

Under Minimum 50% Load
Hertz : 60

Inverter - Brand:

Xantrex
Brand : .

Inverter - Model Number:

From Manufacturer's Label
Model # : Freedom XC pro 3000

Inverter - Serial Number:

From Manufacturer's Label
Serial # : 92812506700140

Inverter - Voltage Output:

Under 50% load
AC Voltage : 121

Inverter - Frequency Output:

Under 50% Load
Hertz : 60

12-Volt DC House Battery(s) - Disconnect Switch Present:

Yes
Extra Info : .

12-Volt DC House Battery(s) - Location:

Storage Bay
Location : .

12-Volt DC Chassis Battery(s) - Disconnect Switch Present:

No
Extra Info : .

12-Volt DC Chassis Battery(s) - Location:

Storage Bay
Location : .

		A	F	P	Y	N	NI	NP
15.0	Polarity / Voltage Test - Exterior Receptacles	•						
15.1	Polarity / Voltage Test - Storage Bay Receptacles	•						
15.2	Polarity / Voltage Test - Receptacle Behind Refrigerator	•						
15.3	Polarity / Voltage Test - Kitchen Receptacles	•						
15.4	Polarity / Voltage Test - Living Room Receptacles	•						
15.5	Polarity / Voltage Test - Dining Area Receptacles	•						
15.6	Polarity / Voltage Test - Bedroom Receptacles	•						
15.7	Polarity / Voltage Test - Bath and Toilet Area Receptacles	•						
15.9	Voltage Test - 12-Volt DC Power Outlet(s) - Condition and Operation	•						
15.10	Voltage Test - USB Ports - Condition and Operation	•						
15.11	GFCI Trip Testing - Exterior Receptacles	•						
15.12	GFCI Trip Testing - Storage Bay Receptacles	•						
15.13	GFCI Trip Testing - Kitchen Receptacles	•						
15.14	GFCI Trip Testing - Bathroom Receptacles	•						
15.15	GFCI Trip Testing - Bedroom Receptacles	•						
15.17	GFCI Trip Testing - Circuit Breaker(s) in Electrical Panel Box							•
15.18	Power Cord - Condition	•						
15.19	Electrical Panel Box - Condition	•						
15.20	Electrical Panel Box - Wiring Secure	•						
15.21	Electrical Panel Box - Signs of Service or Repair					•		
15.22	Electrical Panel Box - Circuit Breakers in Place				•			
15.23	Electrical Panel Box - Wiring with Signs of Discoloration from Heat					•		
15.24	Electrical Panel Box - All Black, White, and Ground Wires Kept Separate				•			

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
15.25	12-Volt DC Fuse Panel - Condition	•						
15.26	12-Volt DC Fuse Panel - Wires and Terminals Tight	•						
15.27	12-Volt DC Fuse Panel - Fuse Connections - Condition	•						
15.28	12-Volt DC Fuses - Condition	•						
15.29	Power Converter - AC Power On	•						
15.30	Power Converter - AC Power Off	•						
15.31	Power Converter - Operation - 0.5 V Drop	•						
15.32	12-Volt DC House Battery(s) - Condition	•						
15.33	12-Volt DC House Battery(s) - Box(es) - Condition	•						
15.34	12-Volt DC House Battery(s) - Box(es) - Vented and Secured	•						
15.35	12-Volt DC House Battery(s) - Matched for Size and Age	•						
15.36	12-Volt DC House Battery(s) - Cables and Terminals - Condition	•						
15.37	12-Volt DC House Battery(s) - Positive and Negative Cables Matched for Load	•						
15.38	12-Volt DC House Battery(s) - Have They Been Maintained	•						
15.39	12-Volt DC House Battery(s) - Operational	•						
15.40	Inverter - Condition	•						
15.41	Inverter - Cables, Wiring and Fuses - Condition	•						
15.42	Generator - Fuel Level Greater than 1/4 Tank	•						
15.43	Generator - Oil Level	•						
15.44	Generator - Condition	•						
15.45	Generator - Radiator, Reservoir and Hoses - Condition	•						
15.46	Generator - Starts and Runs	•						
15.47	Generator - Transfer Switch - Operation	•						
15.48	Generator - Tested Under Load	•						
15.49	Generator - Operation	•						
15.50	Generator - Exhaust	•						
15.51	Generator - Oil Analysis Performed					•		
15.52	Generator - Coolant Analysis Performed					•		
15.53	12-Volt DC Chassis Battery(s) - Condition	•						
15.54	12-Volt DC Chassis Battery(s) - Operation	•						
15.55	12-Volt DC Chassis Battery(s) - Box(es) - Condition	•						
15.56	12-Volt DC Chassis Battery(s) - Cables and Terminals - Condition	•						
15.58	12-Volt DC Chassis Battery(s) - Have They Been Maintained	•						

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A F P Y N NI NP

		A	F	P	Y	N	NI	NP
15.59	Cable and Satellite TV Hookup - Visually Acceptable		•					
A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present		A	F	P	Y	N	NI	NP

Comments:

15.0 A comprehensive 360-degree evaluation of accessible 120-volt AC receptacles was performed using a digital tester to verify voltage, polarity, frequency, and GFCI functionality. All tested outlets indicate proper wiring configuration and voltage within normal operating range. GFCI-protected circuits trip and reset properly. No abnormalities are observed.

Client Education

Proper voltage, polarity, and grounding are critical for safe RV electrical operation. Miswired or improperly grounded outlets can create shock hazards and damage sensitive electronics. GFCI protection is designed to reduce the risk of electrical shock in wet or exterior locations and should be tested monthly using the “test” and “reset” buttons. If nuisance tripping or loss of power occurs, professional evaluation is recommended.



USB Port Test



V/P/F Test Inside



V/P/F Test Inside



V/P/F Test Inside



USB Test



V/P/F Test Inside



V/P/F Test Basement

15.29 A functional test of the power converter was performed. With shore power connected, the converter supplies appropriate DC voltage and is actively charging the house battery bank. The converter responds as expected, confirming operational status.

The coach is equipped with LiFePO₄ (Lithium Iron Phosphate) house batteries. Charging voltage observed is consistent with lithium battery charging parameters.

Client Education

LiFePO₄ batteries differ significantly from traditional lead-acid batteries. They maintain a flatter discharge curve, meaning voltage remains relatively stable until the battery is nearly depleted. As a result, voltage alone is not an accurate indicator of state of charge. Lithium systems typically require a compatible converter or charger profile designed for lithium

chemistry. Using improper charging profiles can reduce battery lifespan. Monitoring battery state of charge via a battery management system (BMS) or shunt-based monitor is recommended for accurate performance tracking.



Battery Voltage Shore Power ON

15.30 The DC voltage with shore power off is acceptable.



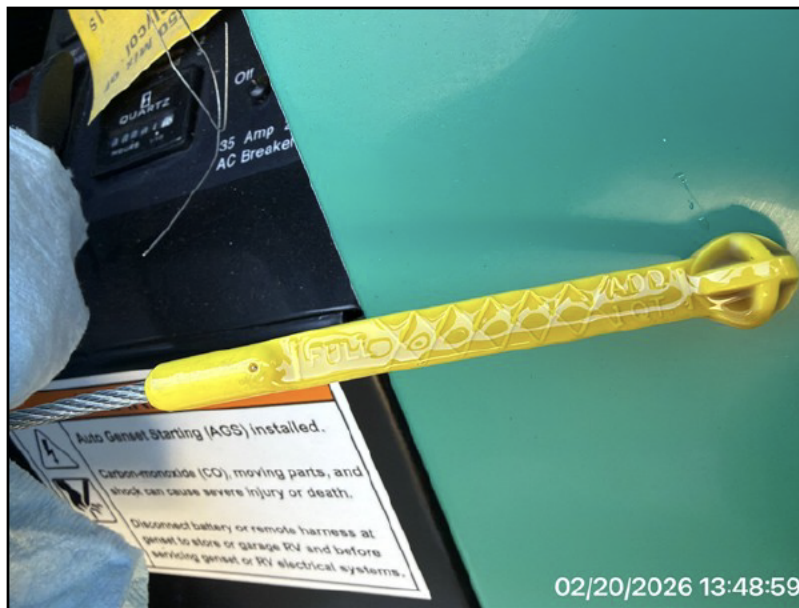
Battery Voltage Shore Power Off

15.40 Inverter power test**Inverter Power Test**

15.41 The inverter is acceptable.

**Inverter****Inverter**

15.43 The generator oil level is acceptable.



Generator Oil Level



15.44 The generator hour meter indicates approximately 1.3 hours of total runtime. The generator starts and runs properly during inspection; however, the extremely low hour reading indicates limited operational history.

Client Education

Generators benefit from regular operation under load. Units with very low runtime may not have completed a full operational break-in cycle and may not have been exercised sufficiently to identify early performance concerns. Manufacturers commonly recommend operating the generator monthly under load for 30–60 minutes. Proper exercise prevents fuel varnishing, maintains voltage regulation components, and promotes long-term reliability. Following the manufacturer's break-in and service schedule is strongly recommended.



Generator Data Tag

15.46 Inspector observed the generator took about 30 seconds to start once it started running after about a minute and a half the generator sputtered and then came back on let it run for a little bit longer



Generator Video



Inside Display



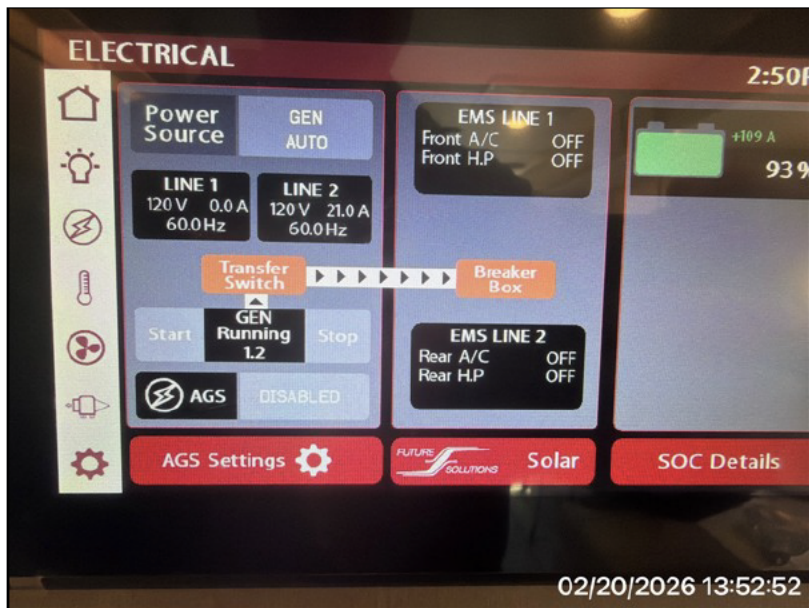
Batter Monitoring

15.47 The automatic transfer switch (ATS) operates properly. When generator power is introduced, the system transfers from shore power to generator power within approximately 30 seconds. Generator power correctly takes precedence over shore power as designed. No abnormal noises, hesitation, or transfer delay beyond normal parameters are observed.

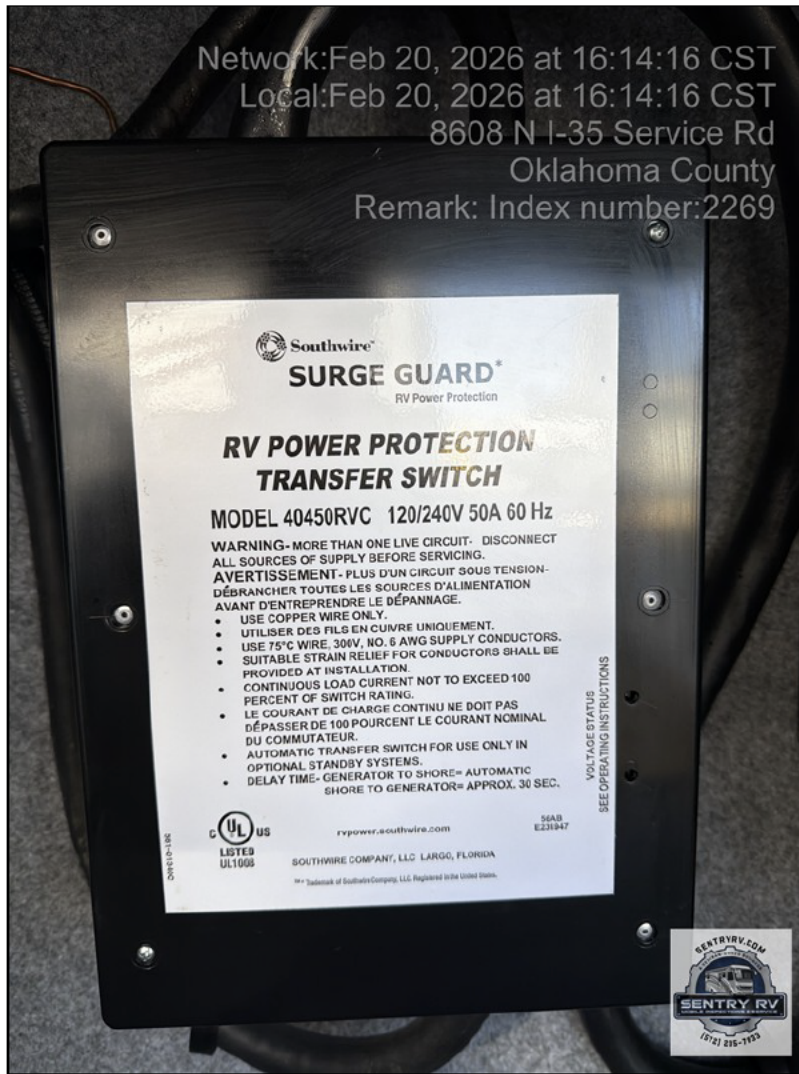
Operation is acceptable.

Client Education

An automatic transfer switch manages incoming 120-volt power between shore power and generator sources. Most systems incorporate a short delay (typically 20–30 seconds) when switching to generator power to allow voltage stabilization before engaging the coach electrical system. Generator power typically overrides shore power automatically. If delayed engagement, chattering, or loss of power is observed, professional evaluation is recommended.



Display Inside



ATS

15.48 The generator starts and runs properly. A load test was performed by operating one air conditioner while the generator was supplying power. The generator maintained stable output under load with no abnormal fluctuation, surging,

or shutdown observed. Operation is acceptable.

Client Education

Load testing verifies the generator's ability to sustain real-world electrical demand. Running high-draw appliances such as an air conditioner confirms proper voltage regulation and frequency stability. Generators should be exercised monthly under load for approximately 30–60 minutes to maintain internal component health and prevent fuel system varnishing. Regular oil and filter service per manufacturer intervals is recommended.



Gen Test Under Load



Gen Voltage Under Load

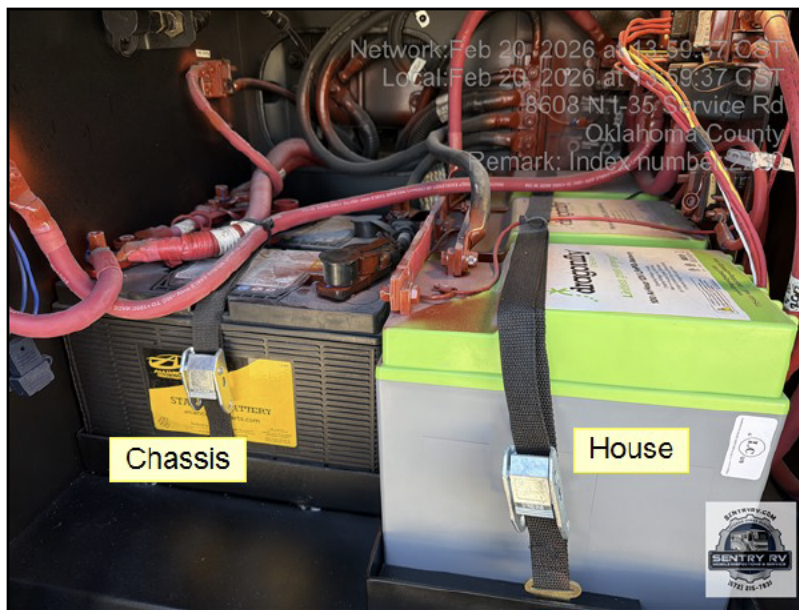
15.53 The coach is equipped with LiFePO₄ (Lithium Iron Phosphate) house batteries. Battery terminals are secure with no visible corrosion or loose connections observed. Cabling appears properly supported and protected. The batteries respond appropriately during charge and load testing. No operational deficiencies are observed.

The battery management system (BMS) is integral to lithium battery protection and manages overcharge, over-discharge, temperature, and short-circuit protection.

Client Education

LiFePO₄ batteries provide a flatter discharge curve, deeper usable capacity, reduced weight, and longer service life compared to traditional lead-acid batteries. Unlike lead-acid batteries, lithium batteries maintain near-constant voltage until nearly depleted, making voltage alone an unreliable indicator of state of charge. Proper charging equipment with a lithium-compatible charging profile is essential. Monitoring battery performance through a shunt-based battery monitor is recommended for accurate state-of-charge tracking. Extreme temperature exposure, particularly freezing conditions during charging, should be avoided unless the battery system includes low-temperature charging protection.

Re-inspected 2/21/2026



Batteries



Dragon Fly Batteries

15.59 The coaxial cable wall plate is not properly mounted to the wall surface. The plate is loose and not secured to the mounting box. No active signal testing abnormalities are observed; however, the mounting condition requires correction.

Client Education

Loose wall plates can allow wiring to shift or become damaged over time due to vibration during travel. Unsecured wiring may also stress coaxial connections, potentially leading to signal interruption. Securing the wall plate to the mounting box helps protect wiring integrity and maintain reliable signal performance. Repair is recommended.



Coax Wall Plate Not Mounted

16. Exterior 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.

Styles & Materials

Black Water Tank #1 - Valve Type:

Manual Pull T-Handle
Type : .

Black Water Tank #1 - Flush - Present and Labeled:
Yes

Gray Water Tank #1 - Valve Type:
Manual Pull T-Handle
Type : .

Gray Water Tank #1 - Flush - Present and Labeled:
Yes

		A	F	P	Y	N	NI	NP
16.0	City Water - Connection - Condition	•						
16.1	City Water - System Holds Pressure	•						
16.2	City Water - Pressure Regulator Available					•		
16.3	City Water - Drinking Water Safe Hose Available for Test	•						
16.4	Outside Shower - Condition and Operation						•	
16.5	On-Board Water Filtration System	•						
16.6	On-Board Water System - Tank, Water Pump and Fixtures for Tank Fill - Condition	•						
16.7	On-Board Water System - Tested Fresh Water Fill	•						
16.8	On-Board Water System - Operation	•						
16.9	On-Board Water System - Pump - Creates and Holds Pressure	•						
16.10	In-Line Check Valve - Operation						•	
16.11	Waste Water - Sewer / Hose Fittings	•						
16.12	Black Water Tank #1 - Condition	•						
16.13	Black Water Tank #1 - Valve - Condition and Operation	•						
16.14	Black Water Tank #1 - Tank, Valve or Line Leaks					•		
16.15	Black Water Tank #1 - Drain Cap - Condition	•						
16.16	Black Water Tank #1 - Drain Cap - In Place	•						
16.17	Black Water Tank #1 - Drain Cap - Holds Back Water	•						
16.24	Gray Water Tank #1 - Condition	•						
16.25	Gray Water Tank #1 - Valve - Condition and Operation	•						
16.26	Gray Water Tank #1 - Tank, Valve or Line Leaks					•		
16.27	Gray Water Tank #1 - Drain Cap - Condition	•						
16.28	Gray Water Tank #1 - Drain Cap - In Place				•			
16.29	Gray Water Tank #1 - Drain Cap - Holds Back Water				•			

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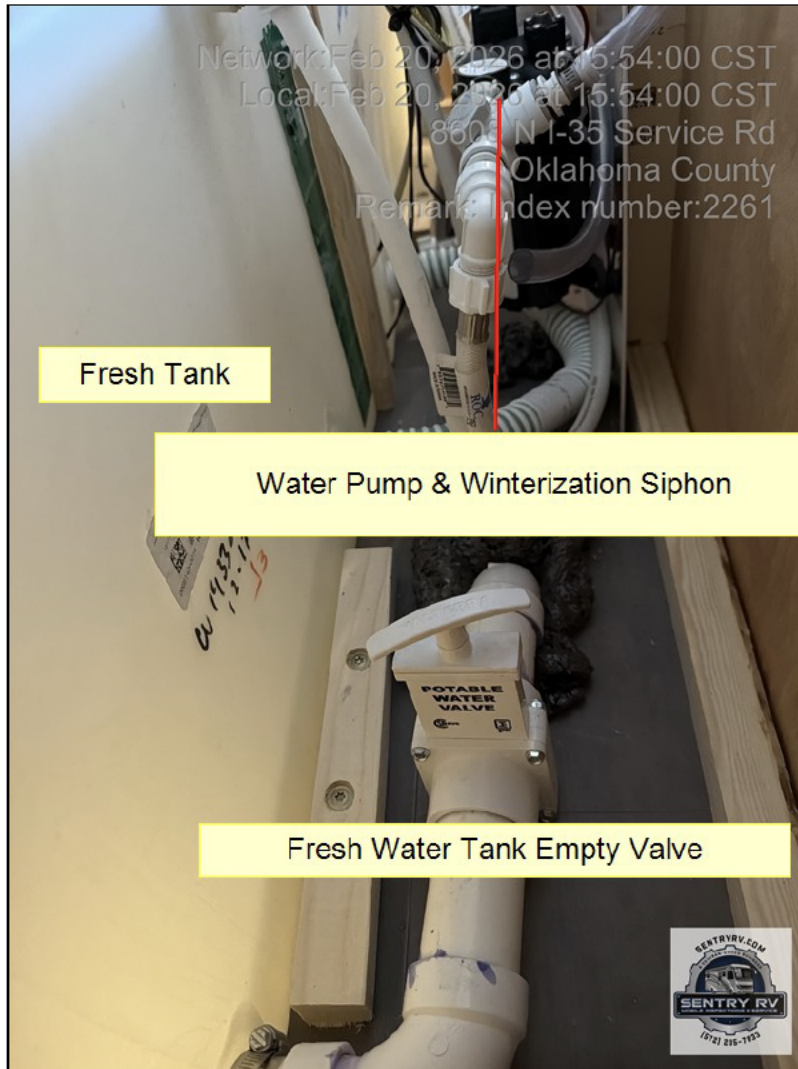
A F P Y N NI NP

Comments:

16.6 The on-board fresh water system operates properly. The water pump primes and maintains consistent pressure at fixtures. No visible leaks are observed at accessible plumbing connections, fixtures, or fittings during testing. Operation is acceptable.

Client Education

The on-board water system relies on a 12-volt demand pump and pressurized plumbing lines. Periodic inspection of fittings and connections is recommended, particularly after travel, as vibration can loosen fittings over time. Winterization is critical in freezing climates to prevent pipe and fitting damage. Routine sanitization of the fresh water system is recommended to maintain water quality.



Under Bed Fresh Water System

16.9 During inspection, the water pump cycled intermittently without fixture use, indicating the fresh water system was not maintaining pressure. Further evaluation identified a minor leak within the water heater compartment. One of the water filter O-rings was improperly seated, allowing a small drip. The leak was sufficient to cause periodic pump activation to maintain system pressure.

The O-ring was properly reseated, after which the system maintained pressure and the pump no longer cycled unexpectedly. No additional leaks are observed at accessible areas.

Intermittent pump cycling without water use typically indicates a minor leak or pressure loss within the system. Even small drips can trigger pump activation. O-rings on water filters and fittings must be properly seated and lubricated to ensure a watertight seal. Periodic inspection of filter housings and plumbing connections is recommended, especially after filter changes or maintenance.



O-ring Seated No Leak

17.0 The LP leak test was acceptable.



LP Leak Test Start



LP Leak Test End

18. Life Safety Components

Styles & Materials

Combination LP/CO Detector -

Brand:

Safe-T-Alert

Model / Serial # : 85-741

Combination LP/CO Detector - Date:

Less Than One Year Old

Manufacture Date : Sept 2025

Combination LP/CO Detector - Test Method:

Tested by Spraying LP

Tested By Pushing Button

Test Method : .

Combination LP/CO Detector - Alarm Smoke Detector - Brand:

During Test:

Yes, When Button Pressed

Yes, With LP Spray

First Alert

Model / Serial # : SMI100RV

Smoke Detector - Date:

Less Than One Year Old

Manufacture Date : Oct 25

Smoke Detector - Test Method:

Tested By Pushing Button

Test Method : .

Smoke Detector - Alarm During Test:

Yes, When Button Pressed

Fire Extinguisher - Brand:

First Alert

Model / Date : FE1A10GR195A 2025

Fire Extinguisher - Size:

1A-10B:C - Minimum 1A-10B:C

Required

Extra Info : .

Fire Extinguisher - Meets Minimum Size**Requirement:**

Yes

Fire Extinguisher - Mounted Within 24 Inches**of Entrance Door:**

Yes

Fire Extinguisher - Secured in**Bracket:**

Yes

Fire Extinguisher - Gauge Indicates**Charged State:**

Charged

		A	F	P	Y	N	NI	NP
18.2	Combination Propane (LP) / Carbon Monoxide (CO) Detector Condition and Operation	•						
18.3	Smoke Detector - Condition and Operation	•						
18.5	Fire Extinguisher - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

18.2 The combination LP (propane) and CO (carbon monoxide) detector was tested using the built-in test function. The unit responds appropriately with audible and visual alarms. Operation is acceptable.

Client Education

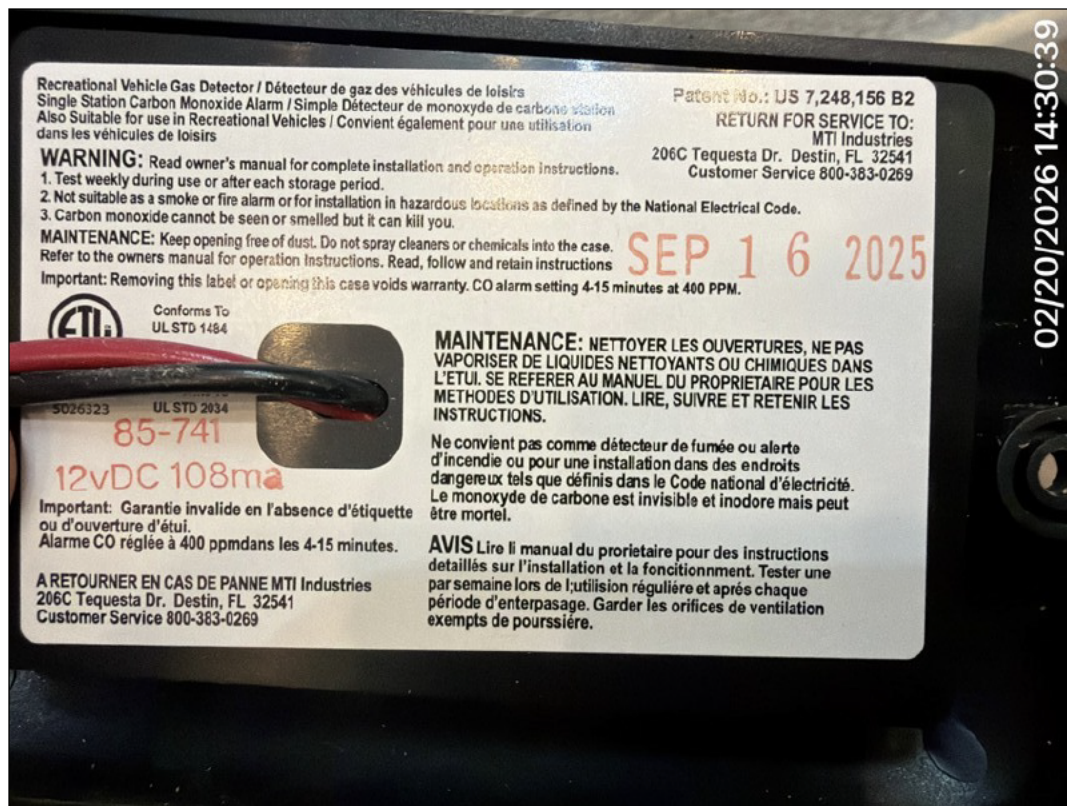
Combination LP/CO detectors are life-safety devices designed to alert occupants to propane leaks and carbon monoxide presence. These detectors have a limited service life, commonly 5–7 years depending on manufacturer specifications. The manufacture date should be verified on the device housing, and replacement is recommended at the end of its rated lifespan. Monthly testing using the test button is recommended. If the alarm sounds unexpectedly or fails to respond during testing, replacement is advised immediately.



Combination LP/CO Detector



Combination LP/CO Detector



Combination LP/CO Detector

18.3 The forward and aft smoke detectors were tested using the built-in test function. Both units respond with proper audible alarm. Operation is acceptable.

Client Education

Smoke detectors are critical life-safety devices and should be tested monthly using the test button. Batteries should be replaced at least annually or as indicated by the low-battery alert. Most smoke detectors have a service life of

approximately 10 years from the manufacture date printed on the unit housing. Replacement is recommended at the end of the rated lifespan regardless of apparent functionality.



Smoke Detector



Smoke Detector

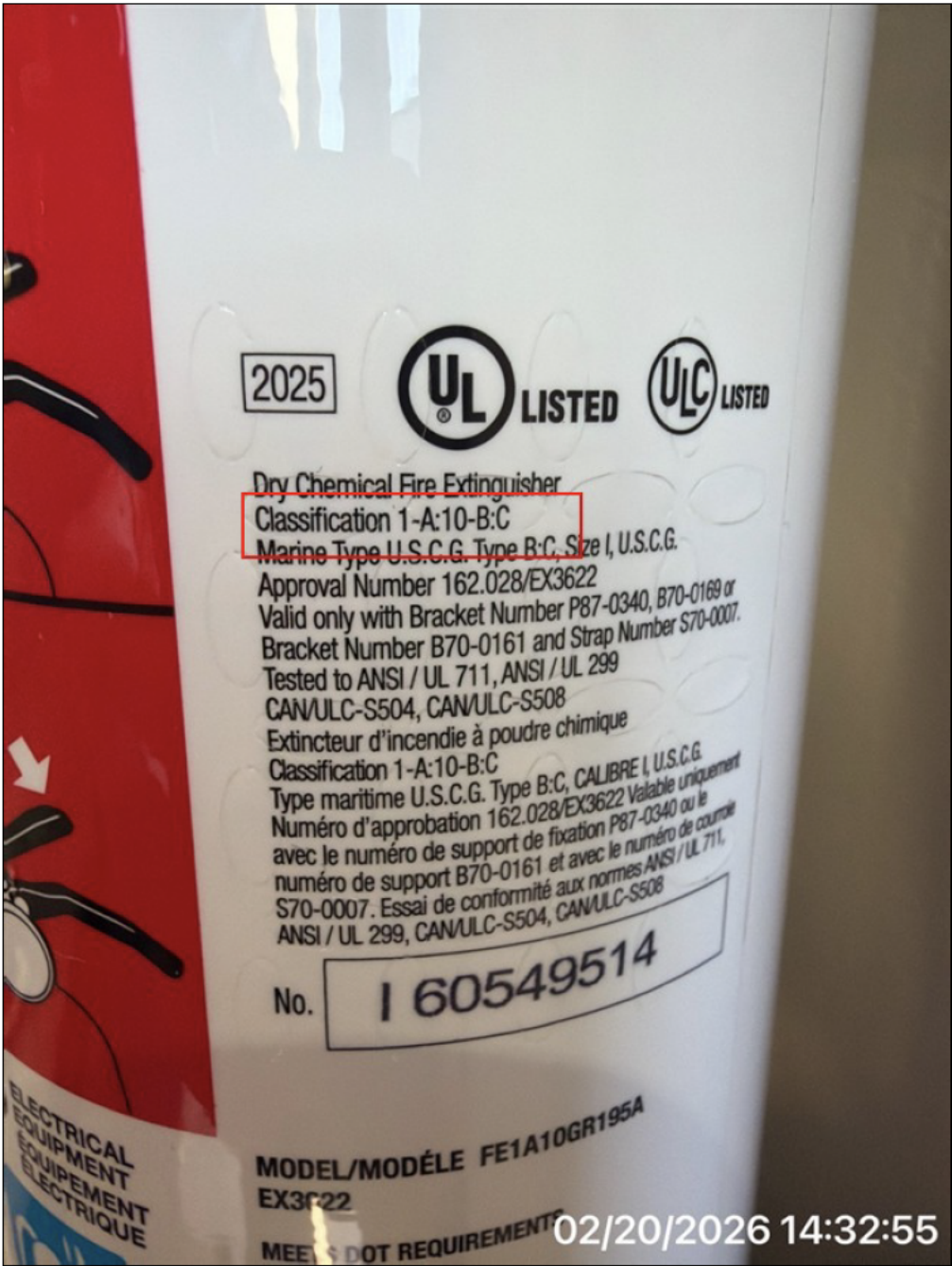
18.5 The installed fire extinguisher is present, properly mounted, and indicates a charged status within the operable range on the gauge. The unit appears consistent with current RV industry fire safety recommendations. Condition is acceptable.

Client Education

Current RV industry guidance (NFPA 1192) recommends a minimum 1A:10B:C rated fire extinguisher mounted within 24 inches of the primary entry door. Owners should verify the gauge remains in the green zone and inspect the unit regularly for damage or tampering. Fire extinguishers typically require replacement or professional servicing according to manufacturer guidelines. Immediate replacement is recommended if the unit is discharged, expired, or shows physical damage.



Fire Extinguisher



Fire Extinguisher

19. Propane Container(s), Lines and Connection

- NOTE: Liquid Propane gas 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 ten 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.

Styles & Materials

ASME Tank - Mounting Location:	ASME Tank - Size:	ASME Tank - Date of Manufacture:
Mounted Outside Frame Rails	20.3	2025
Location : .	Gallons : .	Year : .

		A	F	P	Y	N	NI	NP
19.0	ASME Tank - Condition	•						
19.1	ASME Tank - Rust or Damage	•						
19.2	ASME Tank - Hoses and Regulators - Condition	•						
19.3	ASME Tank - Cover over Regulator	•						
19.4	ASME Tank - Regulator Vents Downwards	•						
19.5	ASME Tank - LP Shutoff Valve - Operation	•						
19.6	ASME Tank - Extend-A-Stay - Condition					•		

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A F P Y N NI NP

Comments:

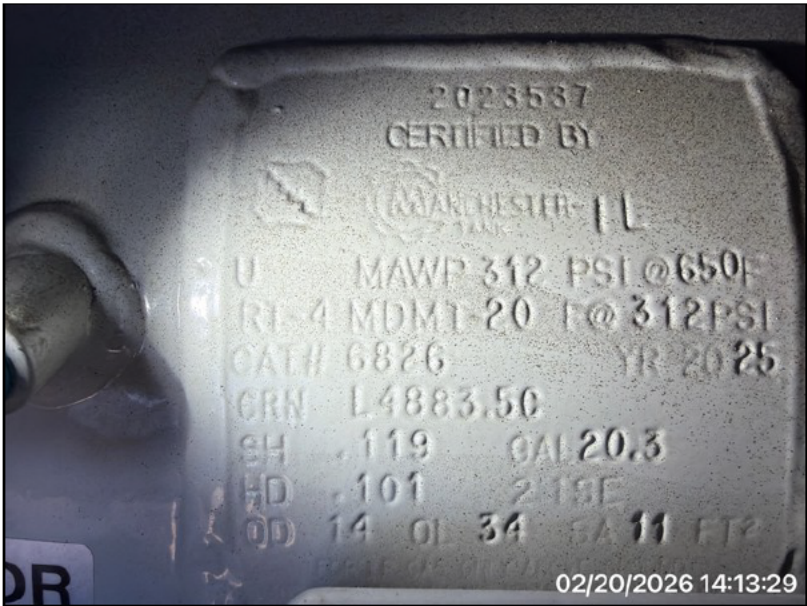
19.0 The permanently mounted ASME propane tank is securely installed and appears in acceptable condition. The tank exterior shows no significant corrosion, damage, or mounting concerns. Accessible fittings and valves appear secure. No propane odor or visible leaks are detected during inspection.

Client Education

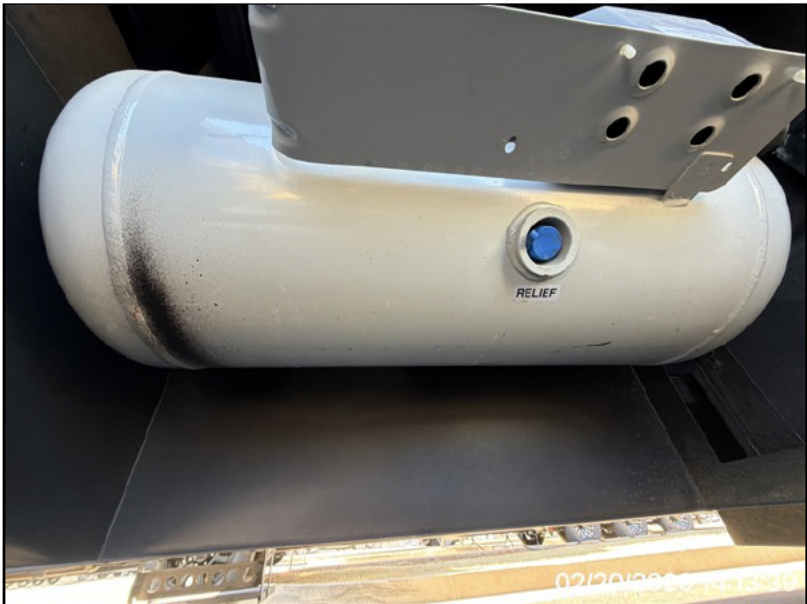
ASME tanks are permanently mounted propane containers commonly used on motorhomes. Unlike portable DOT cylinders, ASME tanks do not require periodic recertification; however, they should be visually inspected regularly for corrosion, physical damage, and valve condition. If propane odor is detected at any time, the system should be shut off immediately and evaluated by a qualified technician. Periodic leak testing of the LP system is recommended for safety.



ASME LP Tank



ASME Tank Data Label



ASME LP Tank Belly

20. 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: Samsung Model / Serial # : RT 70F18LASRRA spac OC3U4BAY703504P OC3U4BAY703504P	Refrigerator - Type: Residential Style - 120 VAC Compressor Type : .	Refrigerator - Cooling Source(s): 120 Volts AC
Refrigerator - User Control Panel - Location: Inside Door Location : .	Refrigerator - Has Unit been Running 12 + Hours: No	Refrigerator - Current Temperature: Degrees F Degrees : 45

How Long Has it Been Running :
?

Refrigerator - Freezer - Current Temperature:

Degrees F
Degrees : 7

Cooktop - Brand:

GE
Model / Serial # : .

Cooktop - Regulator Installed on Propane Line:

Sealed Unit - Not Visible

Cooktop - Burner Ignition Source:

Auto Piezo Ignition - Push Button Creates a Repetitive Spark
Ignition Source : .

Cooktop Exhaust Vent - Part of

Microwave:
Yes

Cooktop Exhaust Vent - Venting Type:

Vents to Exterior
Type : .

Microwave - Brand:

High Pointe
Model / Serial # : EC942K6 2508M000059

Microwave - Type:

Microwave / Convection
Type : .

Microwave - Output Wattage

Rating:
900 Watts
Wattage : .

Microwave - Temperature of Water after 60 Seconds:

Degrees F
Degrees : 126

Microwave - Rack(s) and Turntable are Installed:

Yes

		A	F	P	Y	N	NI	NP
20.4	Refrigerator - Operates on All Sources	•						
20.5	Refrigerator - Condition	•						
20.6	Refrigerator - User Control Panel	•						
20.7	Refrigerator - Front Side Door Panels	•						
20.8	Refrigerator - Front Side Door Frame	•						
20.9	Refrigerator - Door Seals	•						
20.10	Refrigerator - Door Latch Secure	•						
20.11	Refrigerator - Inside Light - Operation	•						
20.13	Refrigerator - Inside Walls	•						
20.14	Refrigerator - Shelves / Door Racks	•						
20.15	Refrigerator - Crisper Trays and Drawers	•						
20.16	Refrigerator - Odor Detectable					•		
20.17	Refrigerator - Water and Ice Dispenser - Condition and Operation	•						
20.18	Refrigerator - Freezer - Ice Maker - Operation	•						
20.19	Refrigerator - Freezer - Inside Walls	•						
20.20	Refrigerator - Freezer - Shelves / Door Racks	•						
20.21	Refrigerator - Freezer - Odor Detectable					•		
20.22	Cooktop - Condition	•						
20.23	Cooktop - Knobs / Controls / - Condition	•						
20.24	Cooktop - Burner Grate / Cover - Condition	•						
20.25	Cooktop - Color of Burner Flame	•						

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A F P Y N NI NP

		A	F	P	Y	N	NI	NP
20.26	Cooktop - All Burners Operate	•						
20.27	Cooktop - Rubber Grommets for Stovetop Grate	•						
20.28	Cooktop - Cover Matches Countertop Material	•						
20.29	Oven - Condition							•
20.34	Cooktop Exhaust Vent - Condition	•						
20.35	Cooktop Exhaust Vent - Fan Speeds and Vent Condition	•						
20.36	Cooktop Exhaust Vent - Filter and Lighting - Condition	•						
20.37	Microwave - Condition	•						
20.38	Microwave - Convection Mode - Fan Blower - Operation	•						
20.39	Microwave - Convection Mode - Verified Temperature of 350 Degrees F	•						
20.40	Dishwasher - Condition							•

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A F P Y N NI NP

Comments:

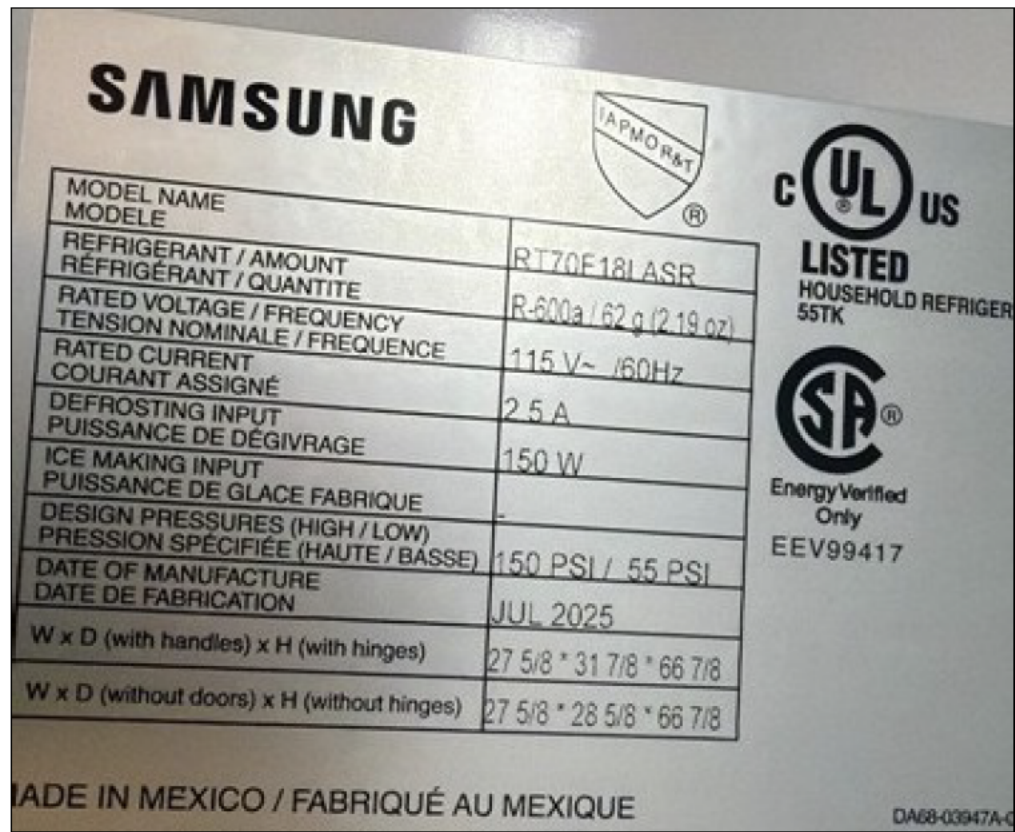
20.5 The refrigerator is acceptable.



Refrigerator



Refrigerator Data Label



Refrigerator Data Label

20.22 The cooktop is acceptable.



Cook Top

20.25 The cook top burner flames are acceptable.



Cook Top Flames

21. Appliances: Other

Styles & Materials

Water Heater - Brand:

Truma

Model / Serial # : DLE -60CP-
36219019

Water Heater - Type:

On Demand / Tankless

Type : .

Water Heater - Heat Source(s):

Propane

Heat Source(s) : .

Water Heater - Ignition Type:

Direct Spark Ignition (DSI)

Type : .

Water Heater - Water Output Temperature:

Degrees F

Degrees : 118

Water Heater - Bypass Valves in Correct Position:

Yes

Extra Info : .

Furnace #1 - Brand:

Suburban

Model / Serial # : SF35VHQ
254-500-2080

Washer - Brand:

Splendide

Model / Serial # : DV6500X
W61635530000802442002820

Dryer - Brand:

Splendide

Model / Serial # : WFL1300XD
Ind.C.769991588670

		A	F	P	Y	N	NI	NP
21.0	Water Heater - Condition	•						
21.1	Water Heater - Operates on All Sources	•						
21.2	Water Heater - Exterior - Burner Assembly Area - Condition	•						
21.4	Water Heater - Exterior - Dauber Screens Installed					•		

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A F P Y N NI NP

		A	F	P	Y	N	NI	NP
21.5	Water Heater - Exterior - Leaks at Pressure Relief Valve					•		
21.6	Water Heater - Exterior - Correct Drain Plug Installed	•						
21.7	Furnace #1 - Operation	•						
21.8	Furnace #1 - Floor Vents Blocked or Covered					•		
21.9	Furnace #1 - Warm Air Discharge Out of Vents	•						
21.10	Furnace #1 - Return Air Blocked					•		
21.11	Furnace #1 - Exterior - Air Intake / Exhaust Area - Condition	•						
21.12	Furnace #1 - Exterior - Dauber Screens Installed					•		
21.19	Washer - Operation and Condition	•						
21.20	Washer - Signs of Leaks or Damaged Hoses					•		
21.21	Dryer - Operation and Condition	•						
21.22	Dryer - Vent Condition	•						
21.23	In-House Vacuum System - Operation					•		
21.25	Electric Fireplace - Condition							•

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A F P Y N NI NP

Comments:

21.0 The coach is equipped with a Truma AquaGo on-demand water heater. The unit ignites properly and produces consistent hot water during testing. No fault codes are displayed and no visible leaks are observed at accessible plumbing

connections. Operation is acceptable.

Client Education

The Truma AquaGo is a demand-style water heater that heats water only when a hot water fixture is opened. Proper operation requires adequate propane supply, sufficient 12-volt DC power, and proper water flow rate. Extremely low flow rates may not activate the burner, and fluctuating flow can cause temperature variation. Routine descaling per manufacturer guidelines is recommended, particularly in areas with hard water. Winterization must follow Truma's specific procedure to prevent freeze damage.



Truma AquaGo Water Heater



Inside Control Panel



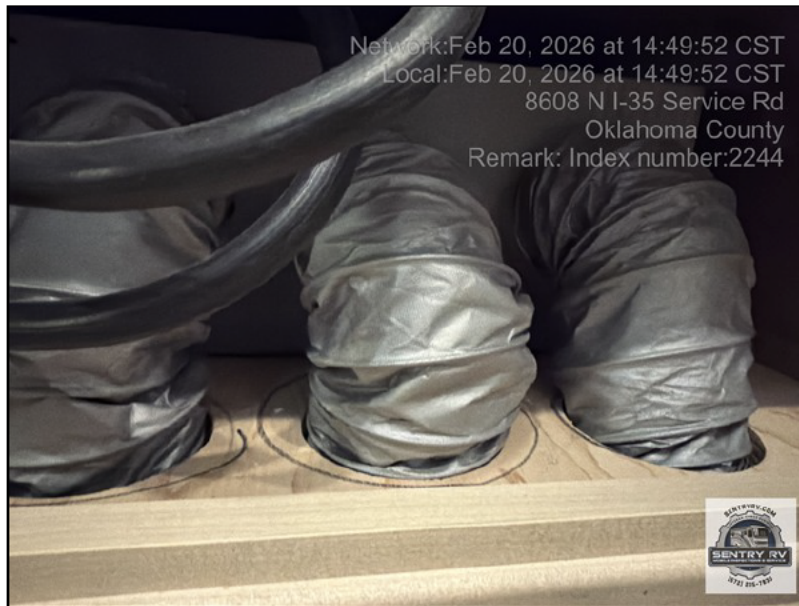
Water Heater By-Pass System

21.7 The Suburban SF-35VHQ furnace, located under the washer and dryer, ignites properly and produces consistent heated airflow during operation. The blower motor engages, ignition sequence completes successfully, and burner flame

sustains without interruption during testing. No abnormal noises or fault conditions are observed. Operation is acceptable.

Client Education

The furnace relies on adequate 12-volt DC power for blower and control board operation, as well as proper propane supply for combustion. Low battery voltage is a common cause of furnace cycling or ignition failure. Annual inspection and cleaning of the burner assembly and exhaust vent are recommended to prevent debris obstruction and combustion issues. Return air pathways inside the coach should remain unobstructed to ensure proper airflow and heat distribution.



Furnace Ducts

21.19 The Splendide washer and dryer appliances power on and respond to control inputs. Basic operational functions are verified. No abnormal noises or visible leaks are observed during limited operational testing. Condition is acceptable.

Client Education

Washer and dryer appliances in RV applications require proper water supply, drainage, and adequate electrical service. Units should be operated with the coach properly leveled to prevent excessive vibration. The lint screen and drain pump filter should be cleaned regularly to maintain performance and reduce fire risk. Periodic inspection of supply hoses and drain connections is recommended to prevent leaks during travel.



Washer

21.20 Washer Cut-Off valve



Washer Cutoff Valve

21.21 The dryer is acceptable.



Dryer

22(A) . Front Air Conditioner

NOTE: The Delta-T average acceptable performance range is 14 to 22 degrees F (8 to 12 degrees C). In high humidity areas, the range may be lower (12 to 16 degrees F or 7 to 9 degrees C) and in desert areas, it may be higher (23 to 26 degrees F or 13 to 15 degrees C).

NOTE: Restricted air flow over the evaporator coils may also cause greater than 22°F temperature differences. In these cases, even though the temperature difference is greater the capacity of the AC unit would be less.

Styles & Materials

Air Conditioner - Brand:	Air Conditioner - Thermostatic Controls:	Air Conditioner - Options:
Coleman	Dual with Furnace	Air Conditioner
Model / Serial # : 35024-079 250289192		Heat Pump
Air Conditioner - Delta-T:		
Degrees F		
Degrees : 43		

		A	F	P	Y	N	NI	NP
22.0.A	Air Conditioner - Condition	•						
22.1.A	Air Conditioner - Filter - Condition	•						
22.2.A	Air Conditioner - Exhaust - Condition	•						
22.3.A	Air Conditioner - Heat Mode - Operation	•						

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

22(B) . Rear Air Conditioner

NOTE: The Delta-T average acceptable performance range is 14 to 22 degrees F (8 to 12 degrees C). In high humidity areas, the range may be lower (12 to 16 degrees F or 7 to 9 degrees C) and in desert areas, it may be higher (23 to 26 degrees F or 13 to 15 degrees C).

NOTE: Restricted air flow over the evaporator coils may also cause greater than 22°F temperature differences. In these cases, even though the temperature difference is greater the capacity of the AC unit would be less.

Styles & Materials

Air Conditioner - Brand:

Coleman

Model / Serial # : 35024-0792 250281879

Air Conditioner - Thermostatic Controls:

Zoned

Air Conditioner - Options:

Air Conditioner

Heat Pump

Air Conditioner - Delta-T:

Degrees F

Degrees : 42

		A	F	P	Y	N	NI	NP
22.0.B	Air Conditioner - Condition	•						
22.1.B	Air Conditioner - Filter - Condition	•						
22.2.B	Air Conditioner - Exhaust - Condition	•						
22.3.B	Air Conditioner - Heat Mode - Operation	•						

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

23. Interior Water Systems

Styles & Materials

Kitchen Sink - Style:

Single Bowl

Style : .

Kitchen Sink - Type:

Aluminum

Type : .

Toilet - Brand:

Sanimarin

Model / Serial # : SN4 RV

Toilet - Bowl - Type:

Ceramic

Type : .

Toilet - Flush - Type:

Hand Flush

Type : .

Bathroom Sink - Style:

Single Bowl

Style : .

Bathroom Sink - Type:

Plastic

Type : .

Shower / Tub - Style:

Shower Stall

Type : .

Shower / Tub - Enclosure - Type:

Glass Door(s)

Type : .

Battery Monitor - Reading:

Good

Voltage : 13.8

Fresh Water Tank - Reading:

Empty

Percentage : .

Black Water Tank #1 - Reading:

Empty

Percentage : .

Gray Water Tank #1 - Reading:

Empty

Percentage : .

		A	F	P	Y	N	NI	NP
23.0	Kitchen Faucet - Operation and Condition	•						
23.1	Kitchen Faucet - Hot and Cold Water Available	•						
23.2	Kitchen Faucet - Leaks at Stem					•		
23.3	Kitchen Sink - Condition	•						
23.4	Kitchen Sink - Sink(s) Holds Water	•						
23.5	Kitchen Sink - P-Trap Holds Water	•						

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
23.6	Kitchen Sink - Under Sink - Condition	•						
23.7	Toilet - Operation and Condition	•						
23.8	Toilet - Bowl Holds Water	•						
23.9	Toilet - Mounting Problems					•		
23.10	Toilet - Water Leaks					•		
23.11	Toilet - Indication of Previous Damage or Repair					•		
23.12	Toilet #2 - Operation and Condition							•
23.17	Shower / Tub - Condition	•						
23.18	Shower / Tub - Operation	•						
23.19	Shower / Tub - Hot and Cold Water Available	•						
23.20	Shower / Tub - Stains or Chemical Buildup					•		
23.21	Shower / Tub - Discoloration					•		
23.22	Shower / Tub - Water Damage or Leaks					•		
23.23	Shower / Tub - Glass Doors - Operation	•						
23.24	Shower / Tub - Door(s), Frames and Seals - Condition	•						
23.25	Shower / Tub - Door Latch - Operation	•						
23.26	Shower / Tub - Curtain with Rod - Operation	•						
23.27	Shower / Tub - Soap Dish in Place	•						
23.28	Shower / Tub - Towel Racks in Place	•						
23.29	Bathroom Faucet - Operation and Condition	•						
23.30	Bathroom Faucet - Hot and Cold Water Available	•						
23.31	Bathroom Faucet - Leaks at Stem					•		
23.32	Bathroom Sink - Condition	•						
23.33	Bathroom Sink - Sink(s) Hold Water	•						
23.34	Bathroom Sink - P-Trap Holds Water	•						
23.35	Bathroom Sink - Under Sink - Condition	•						
23.36	Bathroom Faucet #2 - Operation and Condition							•
23.43	Battery / Waste / Water Monitor Panel - Condition	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

23.3 The kitchen sink is acceptable.



Kitchen Sink

23.6 The area beneath the kitchen sink is in acceptable condition. No visible water damage, staining, or active leaks are observed at accessible plumbing connections, drain assemblies, or supply lines. Cabinet structure appears intact.

Client Education

The cabinet beneath the kitchen sink is a common area for minor plumbing leaks due to vibration during travel and normal fitting movement. Periodic inspection of supply lines, P-trap connections, and drain fittings is recommended. Early detection of small leaks helps prevent cabinet damage and mold development.

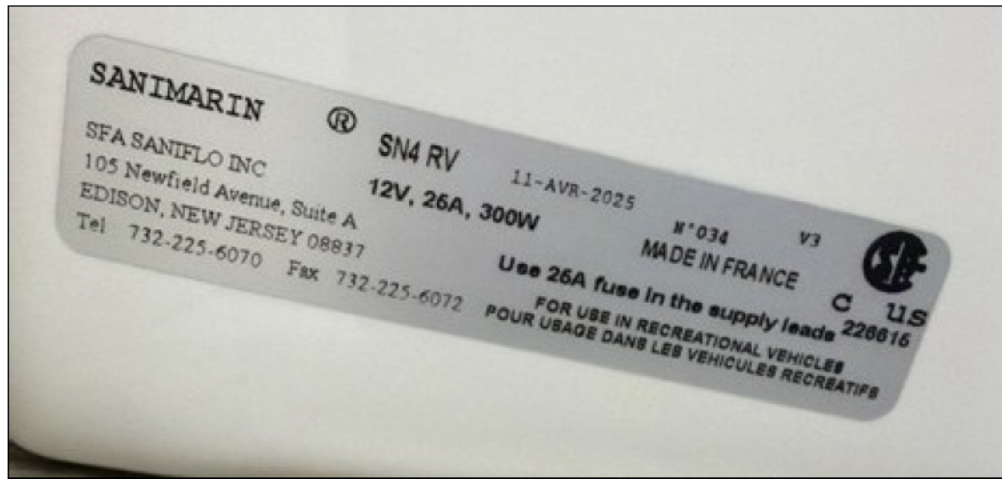


Kitchen Sink

23.7 The toilet is acceptable.



Toilet



Toilet Data Label

23.17 The shower is acceptable.



Shower

23.29 The bathroom sink is acceptable.



Bathroom Sink

23.35 The area beneath the bathroom sink is in acceptable condition. No visible water damage, staining, or active leaks are observed at accessible plumbing connections, drain assemblies, or supply lines. Cabinet structure appears intact.

Client Education

The cabinet beneath the bathroom sink is a common area for minor plumbing leaks due to vibration during travel and normal fitting movement. Periodic inspection of supply lines, P-trap connections, and drain fittings is recommended. Early detection of small leaks helps prevent cabinet damage and mold development.



Bathroom Sink

24. Interior

Styles & Materials

Ceiling Vents - Type: Electric Vent with Fan - Controls on Remote Switch Type : .	System Controls / Switches - Type: Firefly Type : .	Lights - Light Bulbs - Type: LED Type : .
Closets / Cabinets / Pantries -Types of Hinges: Hidden Type : .	Window Coverings / Blinds - Type: Double Roller - Not Attached at Bottom Type : .	Flooring - Type: Sheet Vinyl Type : .

		A	F	P	Y	N	NI	NP
24.0	Interior - Condition	•						
24.1	System Controls / Switches - Operation	•						
24.2	System Controls / Switches - Condition	•						
24.3	Ceiling - Condition	•						
24.4	Ceiling - Panels Loose					•		
24.5	Ceiling - Discoloration or Stains					•		
24.6	Ceiling - Water Damaged Panels					•		
24.7	Ceiling - Trim Work Missing or Damaged					•		
24.8	Ceiling - Vents and Skylights - Condition	•						
24.9	Ceiling - Vents and Skylights - Thermostatic Controls and Switches - Operation	•						
24.10	Ceiling - Vents and Skylights - Trim Ring Around Vents and Skylights	•						
24.11	Ceiling - Vents and Skylights - Stains Around Roof Vents and Skylights					•		
24.13	Ceiling Vents - 12-Volt DC Fans - Operation	•						
24.14	Ceiling Vents - 120-Volt AC Fans - Operation							•
24.18	Lights and Light Fixtures - Condition	•						
24.19	Lights and Light Fixtures - 12-Volt DC Lights - Operation	•						
24.20	Lights and Light Fixtures - 120-Volt AC Lights - Operation							•
24.21	Lights and Light Fixtures - Wall Mounted Light Fixtures - Operation	•						
24.22	Lights and Light Fixtures - Rope Lights - Operation							•
24.23	Lights and Light Fixtures - Spot Lights - Operation	•						
24.24	Lights and Light Fixtures - Floor Lights - Operation	•						
24.25	Lights and Light Fixtures - Entry Lights Inside RV - Operation	•						
24.26	Lights and Light Fixtures - Missing or Broken Lenses					•		
24.27	Lights and Light Fixtures - Missing Shades or Broken Covers					•		
24.28	Walls - Condition	•						
24.29	Walls - Panels Loose					•		
24.30	Walls - Water Damaged Panels					•		
24.31	Walls - Panels Discolored or Stained					•		
24.32	Walls - Soft Spots					•		
24.33	Walls - Trim Work on Walls - Condition	•						
24.34	Walls - Damage Repairs Performed					•		
24.35	Walls - Holes or Wall Repairs					•		
24.36	Interior Doors - Condition	•						

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A F P Y N NI NP

		A	F	P	Y	N	NI	NP
24.37	Interior Doors - Operation	•						
24.38	Privacy Curtains / Screens - Condition							•
24.40	Closets / Cabinets / Pantries - Condition	•						
24.41	Closets / Cabinets / Pantries - Operation	•						
24.42	Closets / Cabinets / Pantries - Door Damage / Scratches					•		
24.43	Closets / Cabinets / Pantries - Wood Rot or Broken					•		
24.44	Closets / Cabinets / Pantries - Drawer Damage / Scratches	•						
24.45	Countertop - Damage / Scratches					•		
24.46	Windows - Condition	•						
24.47	Windows - Operation	•						
24.48	Windows - Screens - Condition	•						
24.49	Windows - Emergency Exit Windows - Operation	•						
24.50	Windows - Emergency Exit Windows - Installed	•						
24.51	Windows - Window Covering / Blinds - Operation	•						
24.52	Windows - Window Covering / Blinds - Condition	•						
24.53	Flooring - Condition	•						
24.54	Flooring - Sheet Vinyl - Condition	•						
24.55	Flooring - Carpet - Condition	•						
24.56	Flooring - Ceramic Tile - Condition					•		
24.57	Flooring - Tile - Other - Condition					•		
24.59	Flooring - Floor Panels Loose					•		
24.60	Flooring - Floor Covering Discolored or Stained					•		
24.61	Flooring - Water Damage					•		
24.62	Flooring - Carpet Worn					•		
24.63	Flooring - Sheet Vinyl Stained					•		
24.64	Flooring - Soft Spots in Floor					•		
24.65	Flooring - Previous Repairs Performed					•		

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A F P Y N NI NP

Comments:

24.3 The ceiling is acceptable. Item 3 (Picture)



Ceiling Bunk



Ceiling Living Area



Ceiling Shower



Ceiling Bathroom



Ceiling Hall



Ceiling Bedroom

24.45 The counter tops are acceptable.



Counter Tops



24.50 The emergency window is acceptable.



Emergency Window

24.53 The flooring is acceptable.



Floor Living Room



Floor Under Dinette



Floor Hall



Floor Bathroom



Floor Bathroom

25. Furniture

Styles & Materials

Mattress - Type:
Memory Foam
Type : .

Closet(s) / Cabinet(s) / Dresser(s) - Hinges - Type:
Hidden
Type : .

Sofa(s) - Type:
Convertible Tri-Fold
Type : .

		A	F	P	Y	N	NI	NP
25.5	Sofa(s) - Condition	•						
25.6	Sofa(s) - Operation	•						
25.7	Sofa(s) - Fabric Tears or Separation					•		
25.8	Sofa(s) - Fabric Discolored or Stains					•		
25.9	Sofa(s) - Signs of Excess Wear					•		
25.10	Sofa(s) - Water Damage					•		
25.11	Theater Seating - Condition							•

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

		A	F	P	Y	N	NI	NP
25.14	Dinette or Table and Chairs - Operation	•						
25.15	Dinette or Table and Chairs - Fabric Tears or Separation	•						
25.16	Dinette or Table and Chairs - Fabric Discolored or Stains					•		
25.17	Dinette or Table and Chairs - Signs of Excess Wear					•		
25.18	Dinette or Table and Chairs - Water Damage					•		
25.19	Dinette or Table and Chairs - Previous Repairs Performed					•		
25.20	Bed(s) - Condition	•						
25.21	Bed(s) - Fabric Tears or Separation					•		
25.22	Bed(s) - Fabric Discolored or Stains					•		
25.23	Bed(s) - Signs of Excess Wear					•		
25.24	Bed(s) - Bed Covers Present				•			
25.25	Bed(s) - Covers Match Decor				•			
25.26	Closet(s) / Cabinet(s) / Dresser(s) - Condition	•						
25.27	Closet(s) / Cabinet(s) / Dresser(s) - Operation	•						
25.28	Closet(s) / Cabinet(s) / Dresser(s) - Door Damage or Scratches					•		
25.29	Closet(s) / Cabinet(s) / Dresser(s) - Countertop - Damage or Scratches					•		
25.30	Closet(s) / Cabinet(s) / Dresser(s) - Wood Rot or Broken					•		
25.31	Closet(s) / Cabinet(s) / Dresser(s) - Drawer Damage or Scratches					•		
25.32	Closet Door(s) / Cabinet Door(s) / Drawer(s) - Pull Out - Condition				•			
25.33	Closet Door(s) / Cabinet Door(s) / Drawer(s) - Pull Out - Operation				•			
25.34	Closet Door(s) / Cabinet Door(s) / Drawer(s) - Previous Repairs Performed				•			

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

Comments:

25.20 The bed is acceptable.



Bedroom



Mattress

26(A) . Above Cab Television

Styles & Materials

Unit Brand:
Insignia
Model / Serial # : NS – 24F201NA2 0155H113300782

		A	F	P	Y	N	NI	NP
26.0.A	Unit Works Properly	•						
26.1.A	Unit Cleaned and Maintained	•						

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

		A	F	P	Y	N	NI	NP
26.2.A	Unit Properly Mounted and Secured	•						
26.3.A	Unit Remote Control(s) - Operation	•						
26.5.A	Antenna - Picks Up Local Channels					•		

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

Comments:

26.0.A The bunk television powers on and responds properly to remote control inputs. During testing, the unit did not receive local broadcast channels. No internal operational faults are observed with the television itself.

Client Education

Reception of local channels depends on proper antenna selection, signal booster operation, cable routing, and geographic signal availability. Most RVs require the over-the-air antenna amplifier to be activated and a channel scan to be performed in the television menu after arriving at a new location. Lack of local channel reception is often related to signal availability or antenna configuration rather than television malfunction.

26(B) . Living Room Television

Styles & Materials

Unit Brand:

Insignia

Model / Serial # : NS – 40F201N826 B2541E40B07874

		A	F	P	Y	N	NI	NP
26.0.B	Unit Works Properly	•						
26.1.B	Unit Cleaned and Maintained	•						
26.2.B	Unit Properly Mounted and Secured	•						
26.3.B	Unit Remote Control(s) - Operation	•						
26.4.B	Antenna - Power Booster - Operation						•	
26.5.B	Antenna - Picks Up Local Channels					•		

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

26.0.B The living room television powers on and responds properly to remote control inputs. During testing, the unit did not receive local broadcast channels. No internal operational faults are observed with the television itself.

Client Education

Reception of local channels depends on proper antenna selection, signal booster operation, cable routing, and geographic signal availability. Most RVs require the over-the-air antenna amplifier to be activated and a channel scan to be performed

in the television menu after arriving at a new location. Lack of local channel reception is often related to signal availability or antenna configuration rather than television malfunction.

26(C) . Bedroom Television

Styles & Materials

Unit Brand:

Insignia

Model / Serial # : Didn't ask – 32F201NA 32NA2508POUJP09514

		A	F	P	Y	N	NI	NP
26.0.C	Unit Works Properly	•						
26.1.C	Unit Cleaned and Maintained	•						
26.2.C	Unit Properly Mounted and Secured	•						
26.3.C	Unit Remote Control(s) - Operation	•						
26.4.C	Antenna - Power Booster - Operation	•						
26.5.C	Antenna - Picks Up Local Channels	•						

A Acceptable, F Fair, P Poor, Y Yes, N No, NI Not Inspected, NP Not Present

A F P Y N NI NP

26.0.C The bedroom TV is acceptable.

26(D) . Outdoor Television

Styles & Materials

Unit Brand:

Insignia

Model / Serial # : NS – 32F201NA2 32NA2508POUJP10399

		A	F	P	Y	N	NI	NP
26.0.D	Unit Works Properly	•						
26.1.D	Unit Cleaned and Maintained	•						
26.2.D	Unit Properly Mounted and Secured	•						
26.3.D	Unit Remote Control(s) - Operation	•						
26.4.D	Antenna - Power Booster - Operation						•	
26.5.D	Antenna - Picks Up Local Channels					•		

A= Acceptable, F= Fair, P= Poor, Y= Yes, N= No, NI= Not Inspected, NP= Not Present

A F P Y N NI NP

26.0.D The outdoor television powers on and responds properly to remote control inputs. During testing, the unit did not receive local broadcast channels. No internal operational faults are observed with the television itself.

Client Education

Reception of local channels depends on proper antenna selection, signal booster operation, cable routing, and geographic signal availability. Most RVs require the over-the-air antenna amplifier to be activated and a channel scan to be performed in the television menu after arriving at a new location. Lack of local channel reception is often related to signal availability or antenna configuration rather than television malfunction.