

SPANNERMAN ANSWERS YOUR QUESTIONS

FRESH WATER TANK PROBLEM

I own a fairly new Georgie Boy which would appear to have a problem with the fresh water tank.

The tank is filled by means of the city-water connection, there being no gravity fill on this model. I always completely fill it, which can be seen by water coming from the tank overflow, before each trip. However on arrival at my destination the tank is nearly always only three-quarters full and the tank top appears to have been pulled down.

Where has the water gone and what causes this loss.

The fresh water tank is filled via a connection into the outlet of the tank which feeds the water pump. The overflow and breather pipe at the top of the tank would appear to dip down into the tank below top water level. As soon as you start off down the road water enters the overflow/breather pipe and a syphon is set up which drains water from the tank and as this is also the breather pipe no air is allowed into the tank so the tank top and sides are sucked inwards as the water drains off.

A simple solution to this problem is to extend the overflow/breather pipe upwards from the tank a few inches before it turns downwards to exit through the floor. This should eliminate the syphoning action and ensure that you arrive on-site with a full tank of water.

CHASSIS AND ENGINE MANUALS

I have just purchased a 1980, V reg. C class, Travel Cruiser, based on Chevrolet 6.6 petrol engine with automatic gearbox and cruise control. Although the vehicle runs well, has 12 months M.O.T. and is usable, it needs some T.L.C.

Does any one out there have any sort of information on these vehicles, such as engine manuals, wiring diagrams, known spares agents, plus information on the water and central heating units, refrigerator etc. I don't know whether the same equipment was used for all these models or if they changed with the different chassis. Hopefully time and learning will tell.

ANY information on these vehicles would be gratefully received.

Spares for GM engines can be obtained from various suppliers in the UK. Spares for non engine and chassis spares such as water heaters, furnaces, refrigerators, and other fittings are also available from a number of suppliers including ABP Accessories.

Although many of the units fitted in American motorhomes have been updated over the years they still operate in very the same way as they did twenty years ago. Details of the operation of water heaters, furnaces, refrigerators and many other units have been published in ARVM in the past. If you need to know more information on any specific item I suggest you contact the editor, who should be able to help you.

WEEPING WATER HEATER

We would appear to have a problem with our Atwood water heater. Nearly every time we turn we use it after a while the pressure relief valve on the outside of the heater begins to drip.

We have checked the valve and opened and closed it couple of times but it continues to give us a problem. Should we have the valve replaced or is there another problem. Can you help please.

Water weeping or dripping from the water heater's Pressure and Temperature (P&T) Relief Valve when the water heater is operating does not always mean the P&T Valve is defective. As water is heated, it expands. The water system in a recreational vehicle is a closed system and does not allow for the expansion of heated water. When the pressure of the water system exceeds the relieving point of the P&T Valve, the valve will relieve the excess pressure.

One way to reduce the frequency of this occurrence is to maintain an air pocket at the top of the water heater tank. This air pocket will form in the tank by design. However, it will be reduced over time by the everyday use of the water heater.

To replenish this air pocket: 1. Turn off water heater. 2. Turn off cold water supply line. 3. Open a tap in the RV. 4. Pull out the handle of the Pressure Relief (P&T) Valve and allow water to flow from the valve until it stops. CAUTION, allow some time for the water to cool!!! 5. Release handle on P&T Valve- it should snap closed. 6. Close tap and turn on cold water supply; as the tank fills, the air pocket will develop.

Repeat this procedure as often as needed to reduce the frequency of the weeping of the P&T Valve. If the weeping persists after following this procedure, you might think about installing an expansion or accumulator tank in the cold water line between the tank and check valve to relieve the pressure caused by thermal expansion.

MALFUNCTIONING MONITORS

Recently a dealer's service department replaced the LP-gas monitor and the house batteries on our 1994 American motorhome with only 16,000 original miles). Now the monitor panel glows continuously.

Prior to the dealer visit, the monitor panel would indicate fresh water, LP gas, battery charge level, or holding tank status only when the proper button was depressed. Now, however, the monitor panel (which was not replaced) glows continuously at approximately 30 percent to 40 percent of the actuated brightness level. In addition, the light-emitting diodes (LEDs) for the two holding tanks now indicate a full condition in both tanks, even though I have visually confirmed that they are empty and that the in-tank contacts have no material sticking to them to cause them to register a "full" status. other

than a return trip of two hours, plus maintenance downtime, is there anything I can do to remedy this problem?

Firstly I would suggest you contact the dealer who did the work on your coach and ask them to sort it out.

Secondly you must be aware that even when these monitors are working correctly they are not very accurate, particularly waste tank levels. The technology used is very ancient and relies on liquid touching stainless sensors within the tank but unfortunately due to grease and other contents in the waste accuracy of the display is never very accurate.

RUBBER ROOF MAINTENANCE

We have owned our 1990 American motorhome for five years with relatively few problems, but I have a question about rubber roof longevity. I regularly clean and treat the roof with the recommended chemicals. However, I have been told that I should coat the entire roof with one of those rubber paint products to extend its life. Will these products really extend the roof's life, or should I replace the roof?

You don't indicate that you are having any problem with this roof, and if that is the case, it speaks well for the maintenance you've performed. The best source of information for any product is usually the manufacturer of the product. Often it is recommended to simply regular washing with very mild soap (not strong detergent) and lots of water. Use a medium-bristle brush to remove stubborn stains such as mildew, but take care not to damage the material. One of the major suppliers to the RV industry, Dacor, recommends essentially the same thing. They say that you can use a light concentration of bleach and water on their EPDM roofs for mildew stains when necessary, but do not allow this mixture to come into contact with the graphics on the coach.

Never ever use any product that contains petroleum distillates, as these can damage and penetrate both the rubber roof and the adhesive. Always follow the intervals specified by the manufacturer for cleaning. Lacking this information, clean whenever there is a sign of mould, mildew, or other deep stains. Roof systems in warm, damp environments will likely require maintenance approximately four times a year, in more arid climates an annual cleaning would probably be sufficient. For repairs or damage, use only those sealants and adhesives recommended by the manufacturer.

TECHNICAL QUESTIONS

If you have a technical question that you would like answering please send it to: SPANNERMAN, ARVM, MONTROSE, CROWN HILL, GREAT DALBY, LE14 2ER. Fax. 01664 481400 Email: ableisure@btinternet.com

Whilst every care will be taken to ensure the accuracy of answers the Magazine will assume no responsibility for any effect from errors or omissions.