

**Prevost Motorhome Conversion
Pre Purchase Inspection Report**

Performed by Gilbert Johnson

Date of Inspection: Dec 3, 2018



COACH INSPECTED

2014 Marathon X-3 DS with Bunks, Marathon #1207

Mileage: 55,382

2013 Prevost X-3 Double Slide, VIN 2PCBS3493DC735373

Kohler 20KW Generator Model 20EORZDB, Serial # SGM322P7L, Hours 627

Overview

The overall condition of this coach equals or exceeds coaches of the same year and mileage. I conducted a pre purchase inspection of this very coach just over a year and a half ago. Since then it is evident from the condition of the coach and from the maintenance that has been performed that this owner demonstrates pride in ownership. What few things that have occurred since he has owned the coach have been corrected by Prevost or Marathon. Going back to the coach manufacturer or company that converted the coach is one example of this owner's commitment to having the work done right.

The tires and batteries have all been replaced since the coach was bought last. All Prevost recommended service has been performed and the coach has some notable improvements. In addition

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to having the tires balanced, Centramatic wheel balancers have been installed. These improve the ride by eliminating any vibration that could result from imperfect wheel balance. The standard double bunks were converted by Marathon to motorized bunks that allow more flexibility and comfort when only one is sleeping in the bunks. To improve situational awareness while driving, the GPS and an additional dedicated rear view camera were placed in the driver's scan. The GPS is fixed mounted to the pillar between the windshields and the dedicated rear camera is housed in a custom mount of the A pillar left of the driver. A seemingly minor improvement could save an awning from destruction and damage to the coach. These coaches come with wind sensors that are mounted high enough on the roof to be effective in closing the awnings in windy conditions. The height of these sensors is problematic with the smallest of branches sometimes encountered in RV Resorts. On this coach, they were replaced with vibration sensors that perform the same function while not being subject to damage.

The entertainment system was improved with the replacement of one of the two Blu-Ray players. It was replaced with a TIVO OTA that greatly improves channel surfacing and recording of over-the-air broadcasts.

It's unreasonable to think something couldn't use a little attention. The few minor things noted on this coach should almost go without mention given they were known by the owner and have were scheduled for correction. Those few things are noted later in this report.

Exterior

The exterior of this coach is near flawless. Given the expense of correcting exterior problems, a prospective owner should consider the cost of exterior problems they may find with other coaches.

- The smallest of a ding is visible just below the forward end of the rear slide out. It's the size of a pea and not very noticeable. This was here when the coach was purchased last. My recommendation remains the same as it was then and that's to do nothing.
- The very bottom of the door on bay 3 on the curb side has minor scratches. Unless the door is open, this would not likely be seen by most.
- All bay doors functioned as expected with the exception on one door that doesn't respond to the electric bay lock. It can be locked with the key.
- None of the bays showed evidence of leaks.
- The coach does have snap-on front protective pads to prevent rock chips while driving.
- None of the windows showed evidence of fogging.
- All Prevest motorized awning windows functioned as expected.
- All awnings functioned as expected from the wall switches and handheld remote. All fabric was clean and free from visible tears.

Interior

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The interior is in “as new” condition. All fabric surfaces were free from defects. None of the laminates appeared to have any chips, gouges, or other unsightly flaws. All countertops were void of gouges or scratches. The floors looked as though they were recently installed, even though they were not. The ceilings were clean and showed no evidence of stains from any leaks now or in the past. All cabinets, except one noted later, functioned as expected. Both slides operated as expected. All Prevost tilt-out awning windows functioned as expected. All Marathon interior doors are air operated and all functioned as expected.

- The two drawers in nightstand on the left side of the bed were not fully supported by the drawer slides.
- The grout line between the back splash and the countertop needs to be repaired.

Appliances

The following appliances were tested and functioned as expected; refrigerators (galley and basement), freezer, cooktop, outside grill, and clothes dryer. The dishwasher and clothes washer were not tested.

Coach (Marathon) Control Systems

All tested coach control systems functioned as expected. The only controls not tested were the plumbing control valves. All AV systems, except the over the air TIVO were successfully tested through the Crestron control system. The TIVO is controlled with a dedicated remote. All Marathon TechLink information displays appeared functional and accurate.

The Marathon pneumatic system functioned as expected. The Marathon auto draining water separator did not have any water in it. The Marathon split air storage tank had what appeared to be less than an ounce of water in each side. This is far less water than I normally encounter.

Audio Visual Systems

All AV systems functioned as expected. As noted previously, the second Blu-Ray player was upgraded to a TIVO over-the-air tuner. It is still labelled as a Blu-Ray player on the Crestron control system. Aside from the TIVO, all AV systems are controlled from the Crestron remotes or over standard mobile networks using the Crestron APP. The TIVO is controlled by a wireless dedicated remote.

Coach (Marathon) AC and DC Power Systems

All AC and DC distribution systems functioned. There was no evidence of over current at any of the connections, plugs, or receptacles inspected. The inverters functioned in both charger and inverter

modes. All batteries appeared well maintained. The date codes on the Lifeline AGM House batteries were 9/16. All house, chassis, and generator batteries were replaced in March/April 2017.

The Kohler 20KW generator functioned as expected with generator control tested from the inverter panel (preferred) and the dash controls. Its operating parameters were well within specifications; Oil Pressure 45-55 psi, Coolant Temperature 173°F -181°F, and alternator voltage 13.9VDC. The remote radiator fan functioned as expected. It was labelled as last serviced at 596 hours.

Plumbing Systems

All plumbing systems functioned as expected, except the previously noted tank valve controls, clothes washer and dishwasher which none were tested.

Both hot water heaters and Insta-Hot functioned as expected. A good to know feature implemented by Marathon is their inclusion of mixing valve on the hot water system to prevent scalding. This function should be on all coaches that can heat the hot water with the engine, but it is not.

Heating and Air Conditioning

Air conditioners, heat pumps, diesel fired heating, and 120V electric baseboard (toe kick) heaters were all tested and all performed as expected. Supply air for all roof air conditioners was between 43°F and 49°F with return air being approximately 72°F. The engine driven dash air conditioning was also successfully tested at 51°F/72°F.

This coach has a 16KW (55K BTU) Espar diesel fired heater. It burnt clean and did not make excessive noise. It was labelled as last serviced 3/18.

Prevost Chassis Systems

All control systems at the driver's position functioned as expected. All lighting functioned. All seating and steering wheel functions performed as expected. The wipers and washers functioned as expected.

A DoT brake test was successfully performed.

Both slides functioned as expected and the slide seal pressure was verified.

Over the course of several hours none of the Prevost air systems leaked down and the coach maintained its level. The Prevost air system was set to 127psi, which is within specifications.

The Prevost Level Low functioned as expected.

All tires are Michelins with date codes between Oct 16 and Jan 17. Tire pressures have been corrected for the coach's weight and appropriately set in the Prevost tire monitoring system. All actual pressures were within 3 psi of their expected pressure.

There were no active codes reported with any of the chassis monitored systems.

Fluid levels were all in the safe range for the engine oil, engine coolant, transmission, power steering, generator engine oil, generator engine coolant, and windshield washer reservoir.

The Test Drive

This coach was recently driven from Orlando to Jacksonville and return. It performed flawlessly. The Prevost AWARE system, cruise control, and Jake brakes were all used on this trip and all functioned as expected. The ride was as good as they get and there was no evidence of vibration, wind noise, rattles, or squeaks.