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Report for: 2010 Sample Brand manufactured by **Sample Mfg**
Type: **class C motor home** Model: **Sample Model**

Manufacturer / Brand History:

A commentary by the RVCG staff:

**In this section we give you a commentary based on the
Brand's Manufacturer history.**

Use Classification:

Based upon the standard equipment installed by the manufacturer, such as the following:

- window venting, such as torque (jalousie) windows in the galley and sleeping areas;
- venting in the bathroom and galley areas;
- shower stall walls for repelling water without moisture accumulation;
- sturdiness and water tightness of shower / tub;
- ability of shower enclosure to keep bath water from spilling on floor;
- the type and thickness of walls and wall framing;
- the type and quality of floor, ceiling, and wall insulation;
- reputation for livability;

this motor home should be adequate for **vacation use to 60 days a year of moderate live-in activity.**

The comfort zone for live-in use of this brand is a temperature range of **30-90** degrees Fahrenheit.

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Highway Control:

This model of motor home is built on a **Ford** chassis. The total adjusted wheelbase of this model is **158** inches. When you divide the wheelbase by the length of the motor home, you should have a wheelbase-to-length ratio of **53%**. This ratio gives us a good idea of the handling characteristics you can expect from this vehicle. From accounts of performance under average road conditions, you should expect that this model with this wheelbase will perform as follows:

- difficult handling characteristics under normal driving conditions / very dangerous under adverse driving conditions.
- could be fatiguing for most people because the vehicle could wander and be difficult to steer much of the time.
- tend to wander and cause some driver fatigue in windy conditions, when trucks are passing, or on uneven roads.
- good handling and control characteristics under most wind conditions if properly balanced and designed.
- excellent control for the driver under most highway conditions when properly loaded and mechanically sound.
- unknown because data is missing. Be sure to divide wheelbase in inches by overall length in inches.

Also see notes on highway control and balance at the end of this report.

Occupant Safety:

We consider the occupant safety risk (collision or fire, traveling or when parked) for this **class C motor home** based on type, brand, model, and quality of workmanship when under 10 years old and in good condition as:

- could be dangerous in collision or rollover and may be prone to fire
- low risk when properly maintained and accident is avoided
- generally safe except for extraordinary conditions
- unknown because data is missing

Note: When the motor home is over 10 years old, the risk of failure increases dramatically.

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Construction Comments by JD Gallant

In this section JD Gallant gives you his forthright opinions on the construction of this Brand.

Price Guide:

The average price paid for this brand / model when new is **79%** of the manufacturer's suggested retail price (MSRP). For budgetary purposes only, the average list price of this motor home when new is **\$72,812**.

The following depreciation schedule is based upon the maximum this motor home should depreciate at the various ages:

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Age	Average Depreciation in Average Condition	Average Price with Average Options and Average Dealer Installed Equipment	Age	Average Depreciation in Average Condition	Average Price with Average Options and Average Dealer Installed Equipment
1	12.2%	\$52,410	11	45.2%	\$32,707
2	14.2%	\$51,216	12	47.2%	\$31,513
3	17.2%	\$49,425	13	49.2%	\$30,319
4	22.2%	\$46,439	14	51.2%	\$29,125
5	27.2%	\$43,454	15	53.2%	\$27,930
6	32.2%	\$40,469	16	54.2%	\$27,333
7	37.2%	\$37,483	17	55.2%	\$26,736
8	39.2%	\$36,289	18	56.2%	\$26,139
9	41.2%	\$35,095	19	57.2%	\$25,542
10	43.2%	\$33,901	20	57.2%	\$25,542

Regarding Options: To figure the depreciation of after-market options, you need to find the value when new and depreciate by **21%** plus the percentage shown on the first column to figure how much value is still left in that optional equipment. For example, if you are buying a used RV with solar panels and an inverter, both the inverter and the solar panels should first be depreciated from their original value to figure how much should be added to the price of the RV.

When considering appreciation or depreciation, never forget the condition of the house and the chassis as well as the options. **See more notes on pricing at the end of this report.**

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Staff Review of this and associated brands:

In this section we give you our staff's review of this particular Brand and any other associated Brands. Some consumer comments are also included.

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Rating Summary:

Reliability:

Generated from consumer satisfaction polls plus staff evaluations of brand and manufacturer, this rating will give you a good idea about how the manufacturer will honor its consumer commitments and how the **Brand** will hold together throughout the years.

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Value:

Because a brand's reputation from dealers and consumers is a great indicator of how an RV will hold its value, this rating will give you an idea of how much the **Brand** will depreciate as it ages and whether your investment will be a good one or a bad one.

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Highway Control:

Wheelbase and balance greatly influence how you will be able to maintain control of this vehicle at all times. Built on a **Ford** chassis, the wheelbase of this model is **158** inches. When you divide the wheelbase by the length of the motor home, you should have a wheelbase-to-length ratio of **53%**. This ratio gives us a good idea of the handling characteristics you can expect from this vehicle. From accounts of performance under average road conditions, you should expect that this model with this wheelbase will provide the following handling characteristics:

could be fatiguing for most people because the vehicle could wander and be difficult to steer much of the time.

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Average Star Rating



(0 stars = unacceptable, 1 star = barely acceptable, 2 stars = fair, 3 stars = good, 4 stars = very good, 5 stars = excellent
1/2 star indicates that the model is at least halfway to making the next star level.)

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IMPORTANT NOTES:

Regarding Price: It is important to realize that the only accurate way to know the legitimate price of an RV is to see a manufacturer's suggested retail price (MSRP) sheet or an official manufacturer's price list. Any other price, such as that shown on this report, must only be used for budgetary purposes. You should never buy a new RV without seeing the manufacturer's suggested retail price. If you buy a used RV, you should get a close representation of its price when sold new and deduct from there. This is what we give you in this report.

Unlike automobile manufacturers, RV manufacturers are not required to post MSRP sheets on the vehicles - although some provide MSRP sheets for dealers to place on the RV. If the dealer refuses to show you the MSRP (list price) sheet, all you can do is compare prices with other dealers. However, to our knowledge, all RV manufacturers provide list prices from which their dealers order. Wholesale is usually between 68-72% of the MSRP. Kelley Blue Book, N.A.D.A. Price Guide, and RV Consumer Group receive most of the price information from the manufacturers. But, these prices are never updated so they should be considered as a guide only.

On Highway Control:

We consider all highway control ratings under 60 substandard and possibly dangerous for travel under average highway conditions. We recommend only purchasing RVs with minimum ratings of 70. Highway Control ratings are based on the assumption that the engineering of the RV has allowed for proper balance by placing fresh, gray, and black water holding tanks in a location that will not change the balance of the RV when the tanks are empty or full.

Although wheelbase is the primary factor for highway control, balance is also important for good handling characteristics. But because some RV manufacturers don't publish complete or accurate data in their brochures, it is left up to the buyer to check out this very important control factor. To do this you need to weigh the vehicle at all wheels being sure that none exceed their gross rating and that wheel weights on any axle do not vary by more than 1% of the axle rating (GAWR).