

All these points may not apply to you but may be helpful to others:

A few things to consider when buying ANY motorhome (MH):

Buying any MH is **NOT** like buying a car. You should not just go out and find one that you like and it's pretty to look at, the price is good and then make a decision. Buying a MH on emotion without careful thought could turn into buyers remorse. There is also a learning curve and testing of all the systems that are in a MH. It is considered—best practice—that no matter what type of MH you decide to purchase, Gas or Diesel, used or new, that once you do purchase one, give yourself time and a few short trips to become familiar with it, and fix any bugs or issues that may and probably will arise **BEFORE** you go on any extended trip.

- 1) The first thing to consider and probably the most important to most of us is, what can I afford
- 2) How are you going to use the MH? Are you going to use it sporadically throughout the year for short 1,2,3 or 4 weeks at a time or are you planning to travel a lot year round, traveling the US & maybe Canada
- 3) Are you planning to tow a vehicle
- 4) Insurance will vary a lot depending on the type of MH, how you use it, the size, its value, its age, the state you live in, and your driving record
- 5) A few states have MH size restrictions, and license requirements
- 6) It's a best practice to store your MH inside when not in use so in most cases this requires renting a storage unit and—depending on your location and the length—will vary a lot on what you pay. Usually a 35' or less storage unit for most people the cost is very reasonable. Over 35' it goes up quite a bit. And don't forget, you'll need an extra 5' - 10' at least to give yourself the ability to store supplies and have the ability to work on and clean your coach. If you choose not to store your MH and leave it outside, your MH's condition will pay a price
- 7) Maintenance is another consideration and this is not just confined to oil changes, air filters and lubing the chassis. MH's are equipped with many onboard systems. It's a house on wheels. They have 12volt and 110 electrical systems with a variety of different appliances and charging systems. Some have no slides some have many slides. There are different types of roofs. There are so many systems they can't all be mentioned here, but some are only found on Diesels. Regardless with either it's Gas or Diesel, all these systems have to be maintained on a regular basis and you have to decide whether you can perform some, most or all of these systems yourself or pay someone to do it
- 8) Any MH owner should also have roadside service of some kind
- 9) Warranty. If you buy a new MH it will come with a factory warranty. But most dealers & shops today are so back logged with coaches that need

service work—in many if not most cases—may take weeks to schedule your work. Therefore, your normally warranty expires fairly quickly so you'll have to decide whether you want to pay for an extended warranty. Many times if you buy a new MH out of state, when you get home, your local dealer will not service it because you didn't buy it from them. Or, they may work on it but you'll usually be put on the bottom of their list. If you buy locally your local dealer is probably fairly close to your home base, but it would be to your advantage to buy a MH that also has factory service center nearby (say within 500 miles or so) that can not only take care of warranty issues, but also address any other more complicated issues that may arise

10) Tire costs for Diesels (for the most part) are much more than gas rigs simply because they are bigger

11) How much storage space do you need in the basement to carry all your stuff

12) If you buy a new MH you will take a big depreciation hit, especially in the first 3 years

13) If you buy a used MH, get it inspected by a professional and have the fluids tested by a lab.

This PDF that will answer a lot of your questions. This link will give you thousands of posts to read.

Gas vs Diesel which is best site: irv2.com

Below is a compilation of these posts from many on this forum with their thoughts of "GAS vs DIESEL". Enjoy!

- If you are going to **drive a lot** buy a Diesel. If you are going to **drive a little** then park, camp and play buy a Gas

- I came across this article that had the engineers at Fleetwood arguing over gas vs diesel MHs. It's a good summery for those who have questions. The part describing maintenance differences highlighted the decision points that drew us to a gasser rather than a diesel. We're very happy with our choice. Here it is:

[RV Smackdown - Diesel vs Gas](#)

- Power, ride, and fuel economy - diesel comes out ahead of course. But does that mean a diesel is the better choose for you? Depends on your wants, needs, and usage. We have a large gasser - our usage is once a month weekend within a couple hours drive and a couple week long vacations a year with one or two days drive. The gasser was less capital outlay and is less expensive to maintain. Few MH owners will tow over 5,000 pounds, so if you don't you won't need the extra tow capacity. As to going up and down the hills, the V10 will be more than sufficient and you will pass

a lot of DPs. Gas and maintenance will be easier.

- I was asked this question hundreds of times as a service manager. If you are going to full time and travel a lot. The diesel is usually a better deal. It rides better because of the heavier weight. The engine and transmission are heavier duty and will last longer. The rear engine is MUCH quieter. If you are going to use it on some weekends and vacation, the gas is a better deal. Maintenance is much, much cheaper on the gas. Some will tell you that a gas will not last long. That is a bunch of crap. We had several commercial customers who put well over 200,000 miles on their coaches.

- We started shopping entry level diesel coaches. This was our first RV and we didn't want to spend too much. We found one and looked at it several times and drove it. Ready to purchase and my wife nixed the deal. She didn't like the floor plan or the interior colors. We started over and ended up with a 36LA gasser. Almost a year and 10,000 miles later I am happy with the 36LA but am still sort of shopping for a DP. The 36LA has been great. My biggest issue is fueling. Finding a gas station with good access (especially when towing) can be a pain. Sometimes very difficult. Gas pumps are much slower than diesel pumps. Diesel at truck stops is a pull-through affair. Most gas stations stop the purchase after \$75-\$125 requiring you to use a different card. Sometimes it takes 3 cards to fill up. I have had 30 minute gas stops because of this. I have heard that this is not so much of a problem at truck stop diesel lanes. DPs usually have larger fuel tanks so you don't fill up as often.

- I would add that when considering gas vs diesel it's not only the engine you're talking about. It's the chassis! The engine is only half of the package? The other half is braking ability, especially downhill with the exhaust brake available, air suspension vs. springs, front engine vs. rear, chassis components rated for weight generally well in excess of what you need vs. marginal at best, and the list goes on....

- The logic or fantasy that if you buy an older model DP over a newer model gasser is even more crazy talk. Think about everything that you surround yourself in your life, other than your wife, is anything that is 10 years older actually better than today's model? Is a 10 year old phone better? Is a 10 year old computer better? Is a 10 year old TV better? Is a 10 year old car better? Of course not, don't buy the myth/fantasy/lie that keeps getting spun and re-spun over and over. Use common sense, do you think a 10 year old roof, weather stripping, sealant, caulking, panels, joints, seams, moldings, paint, refrigerant, AC unit, refrigerators, heaters, pipes, plumbing, sub floor, cabinetry, ball joints, gears, shocks, springs, calipers, rotors, etc., has much life left in it? Of course not.

- Our choice was an older, better quality diesel pusher that was mechanically sound. There are so many great deals on older diesel pushers it didn't make sense to us to settle for gas. We like the idea of updating the old house items with new items of our own selection and choosing at our leisure and as we go along, making it reflect our tastes. So far we've replaced recliner, countertops, faucets, washer/dryer, window treatments and carpeting. The chassis and running gear items are all in great condition and we have a maintenance schedule to keep them that way.
- I will add that a high end DP typically has a lot more basement storage including the ability to have pass thru.
- The best price point to me is the 1-3 year old rigs, still basically new, not beat up too bad, and have all the newer modern features inside. You can find some steals in this range.
- We were upgrading from a 7 year old gas Class A and had several things we wanted in our new to us coach. I wanted a diesel and planned on trading for a 5 year old or newer DP but after looking for about 8 months we decided a new gas Class A was best for us. We still work and are not ready to hit the road long term or our decision might have been different. We travel close by and spend most of our time camping not driving and that negated a lot of the DP advantages.
- Even at 10,000 miles a year the gas engine is good for a couple of hundred thousand so how many years can you go? That is why Ford gas owns the niche and why most of us would not switch if we had the opportunity.
- The cost and the weight of the diesel are what it always comes down to. The V-10 gas is adequate so why pay a bunch more for an engine that is harder and more expensive to maintain?
- IF you ever had the opportunity to drive ride and live in a 40'+, +4 slides Newmar or Allegro bus or Beaver or Monaco or etc etc you would fully understand and appreciate why a diesel pusher in general is a 100 times better than any comparable gasser there simply is no comparison. Now that being said from a responsible money point of view, do we really need such? Not really. But if u can easily afford it why not do it then?
- If this is your first MH you made the right choice buying a gas MH. The initial cost on the gas motor is lower, the maintenance is less, the fuel cost less so this offsets the lower fuel mileage. When you are ready to full time and put 25/50 thousand miles per year on your unit then diesel is the right

choice.

- I have owned both gas and diesel, and for me, I prefer the diesel because of its' efficiency, low maintenance costs, quiet (the engine is in the back, and you don't hear it when driving). The Ford V10 is a strong engine. We have some friends that have the V10s, and a few that have the Chevy 8.1. They seem to do fine until we get into the Rocky Mountains.

- We bought our DSDP to retire in. We plan to travel extensively (even with the high fuel prices). If we were snowbirds a gas unit would be fine unless we wanted a larger rig.

Since you have already bought a gas MH, you'll probably want to trade in a few years anyway. By then you'll know more of what you want/need. Lots of gas units out there and they do just fine.

- We used our last MH a lot while still employed. 46,000 was the reading after 7 years. How you maintain a unit in appearance and maintenance records help sell any older unit.

- Because of our budget we had to look at older RV's when we purchased our first (and current) motorhome... and from the perspective of a buyer, there was no way I was going to buy a 20 year old motorhome with a gas engine and lots of miles. I can't speak for everyone looking for an older motorhome, but personally, I was willing to pay a bit more for an old diesel than an old (or even much newer) gas powered RV.

- Simply put, I'd rather have a well maintained DP at higher mileage. Then a low mileage DP.

- I am new to a diesel MH, have had 2 gas before. I initially got a diesel because of longevity. Granted this is all new to me, but I find diesel engines to be very picky and costly to maintain. This is just my observation. With my gas, if there was bad fuel or water in the fuel, not a problem, easy fix etc.. Also the expense of fixing problems is far greater. with diesel. Not sure if I would make the same decision again.

- Regarding diesel and doing your own maintenance? You don't have to know how to overhaul it. The brakes are different. You'll likely want to learn about those, and maybe get a rough idea of the rest of the air systems (air bags, ride height adjusters, air dryer), but that's about it. Which way would I go again? I would say diesel, in a heartbeat.

- Gas or diesel, when talking about a used coach that's 8 - 10 yrs old or older, don't let the price of a set of tires surprise you. Know where you and

are they going into the deal. And be super careful regarding water intrusion damage. That problem caused me to turn on my heels and walk away from more than half of the coaches I looked at in this age range.

Key considerations, and musts for me were:

- Documentation, proving the maintenance. Oil and trans sample analysis to confirm the condition.

- A lower mileage DP without maintenance documentation, would be a yellow flag for me. Requiring much more due diligence before purchase

- Buy a brand new gas with the floor plan you like for \$140K and use it for 10 years and take the other \$140K and then invest it. Then after the 10 years trade, it in and get another brand new gas with all the newest stuff, paint, tires, systems, carpet, and warranty.

- Newer gas coaches are getting very close to diesels in comfort, floor plans, and reliability, which in the past wasn't the case. There is a lot of bias on this subject. Gasser's love their rigs as much as the diesel guys love theirs.

- In larger Diesel's the engine is in the back, generator is in the front. Makes a difference if you camp overnight having to run your generator and it's not under your bed.

- Consider this:

- floor plan

- will the coach carry all your stuff and people? (GVWR-UWR=NCC)

- will the coach tow what you want to tow? (GCWR-GVWR) Also check the hitch rating.

- Either gas or diesel will get you to your destination. Once there you will not notice much of a difference. Diesels will generally have a front access, gas a center access. Both will climb the steepest hills, length will affect some of the camp grounds you can access (especially state & local parks)

- It should be noted that not all DPs are created equal - or gassers for that matter. While most DPs have air ride, not all do.

- I don't know of any modern diesel engine used in RV's that doesn't have a turbo. A gas engine can do very well in a lighter rig, our DP weighs over 46,000lbs. UNLOADED and close to 50,000 loaded up, then add our toad and we're looking at 54,000lbs. or so. Still way under our 64,000lbs GVWR though. I don't think a gas engine will work for us or any other heavy rig

- You folks are all focused on a 40 ft, 40,000lb beast that will not fit in most

of the parks we frequent or fit in the driveway. That is why this whole argument is rather pointless. As folks keep saying, figure out what you need/want in a MH and your decision will probably be made for you. "Better" is not a defined term by itself. What is better for one person is not necessarily better for somebody else.

- Keep in mind the consumables are higher on a diesel. Fuel filters, air filters, DEF, routine maintenance are all going to cost more. You do not buy a diesel for cost effectiveness. You buy it because you love diesel or you want or need the pulling power the engine gives you.
- The upshot is that if you plan to tow heavy and drive frequently the diesel is the answer....not cheap to buy, drive, or maintain but certainly up to the task
- I've had 3 gassers and on my first diesel with air suspension. IMO the diesel with air suspension is much, much better in the ride and handle characteristics than any of my gassers. If I would have known this sooner it probably would have been 1 gasser and 3 diesels with air suspension.
- If the objective is to provide a better sleeping environment while on the road... pay attention to the comment about how noisy (and hot) a DP is in the bedroom while traveling. I do all the driving of ours, but my wife tells me it's simply not possible to sleep back there while on the road.
- On our coach it is absolutely impossible to sleep in the bedroom while the coach is being driven. The noise is WAY too much. I have thought about doing some insulating work, but it's never happened. I was very surprised the first time that I was able to be in the back of the coach while someone else drove. It is VERY, VERY noisy back there.
- We have a 2009 Fleetwood Bounder 35E and installed Koni Shocks plus a rear auxiliary sway bar and track bar and it made a world of difference. I'm not saying it rides like a \$300K DP, but the ride is so much better than it was. We just installed all of it before our trip to Myrtle Beach and I must say the first stop we made I got out and walked around MH to make sure that we did not get in the wrong MH, that's how much of a difference it made. 75% smoother with the shocks and almost no wiggle from the rear when passing or being passed by big trucks.
- Disregarding the quality of the chassis or coach and looking strictly at the chassis purchase, maintenance, fuel, etc associated with a DP vs a gas. Unless the DP spends a significant amount of time on the road, I don't think the cost difference can be economically justified. DP is nicer. But.....Our MH

lives in a garage 80% of the time, so didn't want to put an extra \$80K (for what I would want) just sitting in there.

- For us - the decision to go with a diesel powered unit was carrying capacity. We were looking for something in the 40'+ foot range. While there are a few gas powered units around that 40' size - the amount of carrying capacity left for our stuff was tiny. If you're thinking about spending extended periods of time living / traveling in your coach - having sufficient carrying capacity that will allow you to truly make it your home was the deciding factor for us.

By deciding to go with a diesel coach - we got all the over benefits such as "air ride suspension", air brakes, hydronic heating, etc. - that you rarely find in gas coaches.

- For us it's a matter of money. Yes s DP has a lot of advantages . The biggest downfall is cost.

- The Ford V-10 has a reputation of running at speed all day every day in various services. Reported service life is a couple of hundred thousand miles if cared for properly. That is a lot of motor home years given the typical owner does between 5K to 10K per year. Maintenance is simple. No plug wires, as it's coil on plug with 100K miles between plug changes. Filters and engine oil, any backyard mechanic can do. The engine is sufficient for most folks at considerably less cost and weight than a comparable diesel. Additional, there would be another issue over the generator unless you want separate fuel tanks. In short diesels are not worth it to most of us.

- Now, the gasser's have improved over the years in terms of engine noise etc. They're acceptable at the operating noise level that most are now. But, it is so very true, the D/P is still considerably more quiet. The ride, well it's definitely a marked improvement over our last rig. Since most diesel rigs weigh more in the first place, the frames are thicker, the wheels and tires are larger, and everything else related is larger, that equates to a softer ride and, equipped with air bag suspension, that makes it even better.

- If you take the cost out of the question Gas vs Diesel, Diesel is the answer no question about it

It's why I have a gasser—not worth the extra money for a diesel given the usage we were going to give it—but if money made no difference I would have the biggest diesel they make—15 slides; up & down sides, hot tub, electric hub caps, power closet doors—the works. And I'd tow me a Caddy with white side wall tires, if money was out of the equation. Now mind you

my gasser gets us where we want to go and when and we like it fine. More than fine, and we can afford it with money to spare.

- "This question is more about comfort, driving and living for extended periods."

Given those criteria there is no reason to look at gas motor homes. Diesel motor homes are just better with the exception of cost. A motor home needs torque not high hp at high rpm's. Diesel motors give you far more torque because that is the nature and engineering of the motors. Diesel motors of the same size also extract more mpg's than gas. Most diesel pushers have air ride vs UPS-truck ride on gas rigs. That is not the fault of the gas motor but the way the coach is engineered.

- Air brakes and air ride on a DP makes a difference on our failing highways.
- I chose gas over diesel primarily because I do not put on lots of miles. I full time for six months in Canada, store the RV in Canada, then off to Arizona by car to condo for the other six. The thing I do miss is the pass thru storage bins that the pushers have. While my gas rig has ample bin storage, it does not accommodate long/wider items nearly as well as a DP.
- My newer 38' Winnie on a Gas chassis is perfectly quiet underway. Can barely hear the engine. Can hear just fine, even on a grade at 4k rpm. The argument about noisy front end gassers is probably valid for older models but is bogus for the newer ones like mine.
- Some reasons to go diesel, discounting power and upfront cost are: larger inverter, air bag ride, on board air compressor, less flammable fuel.
- The modern gas coaches will run a very long time and have a lot of features & amenities of a lot of Diesels have.
- Your bigger problem will be the short A's that hit the market vs the C's that are out there. Some of the layouts for both really suck. You need enough clothes and dish storage in the unit and a fully usable bathroom as well as bed. Spend some time thinking about how things will get organized and it will save headaches down the road. Maintenance on a diesel will always cost more because you will be in a diesel shop that charges more and you will be dealing with more expensive parts. On the other hand, you will not get a million miles out of the gasser. You will get an easy 100,000 or enough to circle the country several times. ;-) You will also get smaller holding tanks and electrical systems and not get a lot of more expensive things that break. As you proceed down the road of life you will learn the differences between having a small MH, a MH and a tow vehicle, and maybe decide to go bigger

as your tastes mature with your experience.

- We had a couple gas powered MHs for almost 20 years. My biggest dislike of gas coaches is the long rear overhang. There were many times the rear was dragging when even doing simple things like trying to buy fuel.
- After owning 6 MHs, 4 gas, 2 diesels AND using a spreadsheet to track costs, the diesels were more expensive per mile to operate. And I'm only talking about fuel and maintenance. If you throw a loan on top of it then there is no question that a diesel is more expensive to run.
- With a DP, it boils down to...what is the power/torque, quiet smooth ride, haul and store more stuff worth to you?
- It is really very easy. If you want the best and most reliable driving experience and you can afford it, get the diesel. If you want the most cost-effective approach get the gas. Diesel has many benefits but costs more. Simple.
- In the end you have to figure what you can afford. When you have the \$\$ figured out, you can look at floor plans and get behind the wheel of each and sort out what you like/don't like. It's just the like the argument over Ford/Chevy, Canon/Nikon, 5th wheel/Class A, TT/5th etc...there is no pat answer.
- Here is the current Cummins engine line up:
<http://cumminsengines.com/showcase.aspx?Categories=100>