



Keeping the Bedroom Cool - Using EHP Rollboard Insulation



By Gary Hatt

Driving a bus with an engine in the rear, called a “Pusher” or more specifically a “Diesel Pusher” if you have a diesel engine, has a lot of benefits, but it also has its unique issues.

In a front-engine bus, it is easy to keep the engine cooler as fresh air can more easily enter the engine compartment. The airflow to a rear engine is blocked by the bus body itself thereby restricting airflow to the engine causing it to run hotter.

With the engine in the rear, it is harder to keep the engine temperature down, but it has the advantage that the bus is much quieter to ride in as the engine noise is always behind you.

There are several solutions to keeping your rear engine cooler that have been discussed in previous articles, such as rodding out your radiator(s), adding more radiators, adding more cooling fans, installing a water misting system, etc. so, these will not be discussed here.

In this article, I will discuss the issues you may run into because of heat from the engine, by having a rear-engine, or front, or a mid-engine bus for that matter.

My bus came converted with a **Duxiana** mattress. Some of these mattresses can cost as much as \$10,000. They are comfortable, but heavy. Most mattresses have 400 coil springs in them, the

Duxiana has 4000 coils and they are made from one continuous roll of wire. They are amazing mattresses and friends that have them, swear by them.

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