



PUBLISHER'S NOTE

It's a Hot, Hot, Hot, Summer.



GARY HATT

“All over the country, as in much of the rest of the world, we are experiencing record high temperatures this summer. I was looking at a climate map of the entire United States last week, and the majority of it was covered in red or pink. Many places have never experienced this kind of heat, and those who are not properly prepared may suffer from heat-related illnesses such as [heat exhaustion](#) or even worse, [heat stroke](#).

The inside of a bus can become very hot, especially if you do not have adequate insulation, however, there are precautions you can take to mitigate the risk of being uncomfortable.

If the day is predicted to get hot, if possible, move your bus into the shade. If there is no shade, and if you have air conditioning, start it early in the day, before it starts getting hot. By doing this, you will be cooling down the mass of all objects inside your bus. By getting an early start, you will get ahead of the curve, and your bus will stay cooler all day.

You can drive to a higher elevation, and spend a few days there, where is generally much cooler, as you lose an average of 3.5 degrees F for every 1000 feet of elevation you gain. Parking by a river or lake also will help you keep cooler, as will parking on or near green grass. Parking on pavement, such as a parking lot, is the worst place to be on a hot sunny day.

Some people run sprinklers on their roofs as the evaporation of the water has a cooling effect. A water misting system on your awning will help you keep cool when sitting outside your bus.

Solar panels, the rigid ones that are raised above the roof,

not the flexible ones that you glue to your roof, will help shade your bus. Or if necessary, put a tarp a few inches above your roof using pool noodles or something to create an air gap to allow air to circulate under the tarp. The larger the gap the better. A roof deck also helps.

If you live in an area as I did in Texas in the 80s, where there were 30 days in a row with temperatures over 100 degrees, your bus may never cool down at night. In that case, you may have to run your air conditioning all night as well, to cool down the mass.

If you are in the process of converting a bus, I can't over-emphasize the importance of using adequate insulation. It will pay for itself many times over with electricity or fuel savings for your generator. Also, mini-splits are nice, but very few will cool like good roof air conditioners, and nothing beats over the road air that comes in most passenger buses. Temperatures are expected to increase even more in the future, so if in doubt, go with the large 15K BTU units, and install three or more roof air conditioners on a 40' bus to be better prepared, especially if you plan to spend a lot of time in the southern states during the summer.

Ultimately, a combination of roof airs that run off a generator, and a mini-split that runs on solar and lithium batteries, is the best way to go. Then if you need only a little cooling, you can keep cool quietly with a mini-split, but if it gets really hot out, you start your generator to run your roof air conditioners or you can plug into the grid.

There are many ways you can stay comfortable and safe in hot weather. Bottom line, be proactive and prepare ahead of time and as always, stay hydrated and take care of your pets and elderly people that may be traveling with you.

MAGAZINE CONTACTS

SYOTR

Opinions and techniques expressed herein are those of the authors and do not necessarily represent those endorsed by the Publisher. Bus Conversion Magazine and the authors respectively accept no responsibility or liability for any errors, omissions, alterations, or for any consequences ensuing upon the use of, or reliance upon any information contained herein. Tasks performed in maintaining, altering and using vehicles may require specialized skills and involve inherent risks to the person doing the work or to the safe operation of the vehicle. It is the reader's responsibility to assess their own skills to determine if they can perform any such task and to seek professionally trained assistance if needed.

Published By

Bus Conversion Magazine
172 Rainbow Drive #7283
Livingston, TX 77399-1072
(657) 221-0432

Publisher

Gary Hatt
Gary@BusConversionMagazine.com

Editorial

Jorge Escobar
Senior Editor and Art Director
Jorge@BusConversionMagazine.com

Admin/Subscriptions

Sandra VanDenburg
Sandra@BusConversionMagazine.com

Contributing Authors

Brooke Miller
Shari and David Hutchison
Yvan Lacroix
Dave Millhouser

Online Discussion Forum

www.BusConversions.com/bbs/
Phil Lyons - Chief Forum Moderator
Phil@BusConversionMagazine.com

Forum Moderators

Nick Badame
Paul Lawry

Website

www.BusConversionMagazine.com

Follow Us



Please send us your stories of your bus conversions (long or short) and include several digital photos. We would love to consider your articles for the magazine. Please send them to Gary@BusConversionMagazine.com