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Home & Small Business Tech Solutions

RV GPS and Trip-Planning Apps — Routes That Fit Your Rig

GPS Made for Big Rigs Avoid low bridges and tight roads and plan the whole trip on your phone An Extended Guide · No. 2055

An Extended Guide · No. 2055

Tech Made Simple. Service Made Personal.

Bill Davis — Bill's Home Tech

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THE 60-SECOND VERSION

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1. The Whole Idea in One Glance If you remember only this page, you will still make a smart choice. RV-safe GPS is navigation that knows how tall, heavy, and long your rig is. You tell it your measurements once, and from then on it routes you around low bridges, weight-limited roads, and turns too tight for a big rig. It comes as a dedicated device you mount on the dash or as an app on your phone or tablet. Regular car and phone maps do not know your height — they can route you under a low bridge RV GPS uses your rig's size to keep you on safe roads Garmin RV devices, RV LIFE, and CoPilot are the popular choices Apps also help you plan the whole trip and find stops along the way Always watch the road signs too — no app is perfect The single most important thing you do is enter your rig's true height, including the air conditioner on the roof. Get that number right and most low-bridge dangers disappear. WHAT IT IS 2. What RV-Safe GPS Means RV-safe GPS is navigation built for big vehicles instead of cars. A normal map app assumes you fit anywhere a car fits. An RV map knows a motorhome or a truck pulling a trailer needs taller clearances, wider turns, and roads that can bear the weight. It uses your numbers to choose a route that fits. The idea is simple but it matters enormously. The difference between a car route and an RV route can be the difference between a smooth drive and a very bad afternoon stuck at a low underpass with traffic backing up behind you. TIP Think of it as a GPS that has read your rig's spec sheet. Once it knows your size, it quietly steers you away from roads that would spell trouble.

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WHY IT MATTERS

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3. Why a Car GPS Can Get You Stuck The GPS in your phone or car is wonderful for a sedan and blind to the fact that you are towing thirty feet of trailer. It will happily send you down a narrow lane, under a low railroad bridge, or onto a road with a weight limit your rig exceeds. It is not being malicious — it simply does not know your size. It can route you under a bridge your rig will not clear It may pick tight town streets with no room to turn It ignores weight limits on smaller roads and bridges It does not warn you about steep grades a heavy rig should avoid RV-safe GPS exists precisely to fix these blind spots. It is the difference between a map made for cars and one made for rigs like yours. BE HONEST 4. Do You Need Special GPS? An honest look before you spend anything. Here is the straight talk. If your rig is small — a van or a compact trailer well under the height of an ordinary truck — a careful driver watching the signs may do fine with a regular map. The taller and heavier your rig, the more an RV-safe route is worth having. For most motorhomes and larger trailers, it is a genuine safety tool. Small van or low trailer: a careful driver may manage with a regular map Tall motorhome or big fifth wheel: RV-safe GPS is well worth it You stick to interstates and big highways: lower risk, but low bridges still exist You take back roads and small towns: RV routing really pays off WATCH OUT Even on major highways, low underpasses and posted weight limits turn up. Height does not care how big the road looked a mile back, so know your clearance no matter what you drive.

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THE LOW BRIDGE

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5. The Low Bridge Problem The classic RV disaster is the low bridge. A driver follows a car GPS onto a road with an old underpass, the roof of the rig does not clear it, and the result is expensive and dangerous. These bridges are marked with posted clearance signs, but a tired driver trusting the GPS can miss them until it is too late. Many underpasses are lower than a tall RV Posted clearance signs show the limit — read every one A car GPS does not route around them; RV GPS does When in doubt about clearance, do not risk it — turn around WATCH OUT Write your rig's exact height on a sticky note on the dash. When you see a posted clearance that is close to your number, stop and find another way rather than gamble. YOUR RIG'S NUMBERS 6. The Measurements It Needs From You RV-safe GPS is only as good as the numbers you feed it. Before you set it up, measure your rig's total height to the very top of whatever sticks up — usually the air conditioner — plus its length, width, and loaded weight. These are the figures the app or device uses to keep you safe.

1. Measure height to the tallest point, including the roof air conditioner
2. Measure total length, including a towed trailer or toad
3. Note the width and the loaded weight of the whole rig
4. Write these numbers down and keep them in the glove box TIP Measure your real height yourself rather than trusting the brochure. Added vents, antennas, or a roof rack can make your rig taller than the factory spec says.

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THE TWO PATHS

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7. A Dedicated Device or a Phone App You have two honest ways to get RV-safe routing. A dedicated GPS device mounts on the dash, works with no cell signal, and does one job well. A phone or tablet app rides on the device you already own, adds powerful trip planning, and updates easily. Many RVers end up using both, leaning on whichever suits the moment. Dedicated device: simple, works offline, one clear job Phone or tablet app: trip planning, easy updates, on a screen you own A device never competes with your phone calls for the screen An app keeps all your trip research in one place If you want the simplest driving experience, a device is hard to beat. If you love planning trips in advance, an app may become your favorite tool. GARMIN RV 8. Garmin RV Devices Garmin makes GPS devices built specifically for RVs. You enter your rig's size, and the device plans routes that fit, warns about upcoming sharp curves and steep grades, and shows nearby campgrounds and services. Because it is a dedicated screen on the dash, it never steals your phone away from a call or a text. Enter your rig profile once for safe routing Warnings for grades, sharp curves, and low bridges A big dash screen separate from your phone Works with no cell signal using built-in maps A dedicated device shines on long drives through areas with no cell coverage, because all its maps live on the device itself and do not need the internet.

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RV LIFE

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9. RV LIFE Trip Wizard and GPS RV LIFE is a popular pair of tools. Trip Wizard is a trip-planning website and app where you lay out your whole route and stops on a big screen. RV LIFE GPS is the companion app that then guides you turn by turn with RV-safe routing based on your rig's size. Together they plan and drive the trip. Trip Wizard: plan the full route and stops ahead of time RV LIFE GPS: turn-by-turn guidance that fits your rig Shows campgrounds, reviews, and services along the way Plan on the computer, then drive with the phone app TIP Plan on a big screen at the kitchen table where you can see the whole trip, then send it to the phone app for the drive. It is far easier than planning on a small screen. COPILOT 10. CoPilot, Another Phone Option CoPilot is another navigation app that offers RV and truck routing based on your vehicle's size. Like the others, you enter your dimensions and it plans accordingly. It stores maps on your phone so it keeps working with no signal, which is handy on remote drives. Name it alongside the others and compare before you pick. RV and truck routing based on your rig's size Downloadable maps that work with no cell signal A fair alternative worth comparing on features and price Rides on the phone or tablet you already carry There is no single best app for everyone. Compare Garmin, RV LIFE, and CoPilot on how they feel, what they cost, and whether they work offline where you travel.

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PHONE MAPS

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11. Why Google and Apple Maps Aren't Enough Google Maps and Apple Maps are fantastic for a car, and many RVers use them for traffic and finding a gas station. But they do not know your rig's height or weight, so you cannot trust them to keep you off a low bridge or a weight-limited road. Use them as helpers, never as the sole guide for where a big rig can go. Great for traffic, gas, and a general sense of the route They do not know your height, so they can route you under a low bridge Fine as a second opinion alongside RV-safe routing Never let them be the only thing deciding your road WATCH OUT The most dangerous habit is trusting a car map app with a tall rig because it is familiar. It does not know your clearance, and that is exactly the knowledge that keeps you safe. HEIGHT & WEIGHT 12. Entering Your Height and Weight The first thing you do in any RV-safe device or app is build a profile of your rig. You type in the height, length, width, and weight you measured. The app saves this and uses it for every route from then on. If you have more than one rig, or you sometimes travel without the trailer, you can set up more than one profile.

1. Open the settings or vehicle profile in the app or device
2. Enter your measured height, length, width, and weight
3. Double-check the height especially — it keeps you off low bridges
4. Save the profile and set up a second one if your setup changes TIP Round your height up a few inches to be safe rather than down. A little extra margin means a close-call bridge gets avoided instead of risked.

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ROUTING

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13. How It Plans a Safe Route Once it knows your size, the app compares every possible road against your rig. It throws out roads with bridges too low, limits too heavy, or turns too tight, then picks the best of what remains. The result may be a little longer than a car route, but it is a route your rig can actually drive without drama. It filters out low bridges and weight-limited roads It avoids turns and lanes too tight for your length The safe route may be slightly longer than a car's Longer and safe beats shorter and stuck every time If an RV route looks oddly long, it is usually steering you around something a car would not notice. Trust the detour unless a road sign on the ground tells you otherwise. TRIP WIZARD 14. Planning the Whole Trip Ahead The planning tools let you lay out an entire journey before you turn a wheel. You drop in your start, your destination, and the stops you want, and the tool builds a day-by-day route that fits your rig. You can see driving times, find campgrounds near each night's stop, and adjust until the trip feels comfortable. Map the whole trip with all your stops in advance See driving time for each leg so days are not too long Find campgrounds near each planned overnight Adjust the plan until the pace feels right TIP Keep each driving day shorter than you think you want. A relaxed three or four hours leaves time to set up camp in daylight and still enjoy the evening.

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CAMPGROUNDS ON ROUTE

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15. Finding Stops Along the Way A great feature of the planning apps is finding places to stay right along your route. As you build the trip, the app shows campgrounds, RV parks, and overnight options near each leg, often with reviews from other travelers. You can pick a spot that fits your rig and your schedule without hunting across three other websites. See campgrounds near each night's stop on the route Read reviews from other RVers before you book Filter for parks that fit your rig's length Note which stops need a reservation ahead of time My guide to finding and booking campsites online covers the reservation apps in detail. The trip planner helps you spot the stops; the booking apps help you lock them in. FUEL STOPS 16. Fuel, Dumps and Rest Along the Way Beyond campgrounds, the apps help you find the practical stops a big rig needs: fuel stations you can pull into, dump stations for the tanks, rest areas, and groceries. Planning these in advance means you are not circling a cramped gas station with a long trailer or hunting for a dump station on fumes. Find fuel stations with room for a big rig Locate dump stations for your waste tanks Mark rest areas and groceries along the way Plan fuel stops before the tank gets low TIP Fuel up when you hit a half tank, not a quarter, when you are towing. Rig-friendly stations can be far apart, and running low with a trailer is a stressful way to travel.

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OFFLINE MAPS

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17. Maps That Work With No Signal Much of the best RV country has no cell signal, and that is exactly where you do not want your navigation to go blank. A dedicated device keeps all its maps onboard. Many apps let you download maps for your route ahead of time so they keep guiding you when the bars disappear. Set this up before you leave home Wi-Fi. A dedicated device stores its maps onboard, no signal needed Many apps let you download maps for offline use Download your route's maps on home Wi-Fi before the trip A blank map in a dead zone is a miserable surprise WATCH OUT If your app needs a signal to work and you did not download the maps, it will fail you in exactly the remote places you need it most. Download first, drive second. SUBSCRIPTIONS 18. The Plans and What They Cost A dedicated device is a one-time purchase, though map updates may cost extra over time. The planning apps usually run on a yearly subscription, often somewhere in the range of a modest annual fee, with free trials to test them first. Prices and plan names change, so check the current cost before you commit. A device: buy once, with occasional paid map updates Apps: usually a yearly subscription, often modest Free trials let you test an app before paying Confirm the current price and what the plan includes WATCH OUT Any price I quote will drift over time, so treat figures as rough. Check the current cost on the brand's own site, and use the free trial before you pay for a full year.

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DEVICE VS APP

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19. Device or App: Honest Trade-offs The plain comparison: a device is simpler, always works offline, and keeps your phone free, but it is another gadget to buy and update. An app is cheaper to try, far better for planning a whole trip, and lives on a screen you already own, but it leans on your phone's battery and can need a signal unless you download maps. Device: simple, offline, keeps the phone free App: great planning, easy updates, uses your own screen Device costs more up front; app runs on a subscription Many RVers plan on an app and drive with a device WATCH OUT If you are not sure, start with a free app trial. If you find yourself wishing for a dedicated dash screen that never drops out, add a device later. MOUNTING 20. Mounting the Device or Phone Wherever your navigation lives, mount it where you can glance at it without taking your eyes far from the road, and where it does not block your view. A sturdy mount that will not droop or vibrate loose is worth the few dollars. Route the power cord so it does not dangle near the pedals or your knees. Mount it in easy sight without blocking the windshield Use a sturdy mount that will not sag or shake loose Route the power cord away from the pedals and your legs Keep it out of direct sun to avoid overheating My guide to twelve-volt power and phone mounts covers sturdy mounts and clean wiring. A rock-solid mount is the difference between glancing and fumbling while you drive.

SETUP

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21. Setting It Up the First Time First-time setup takes a few minutes and you only do it once. You enter your rig profile, let the maps download or update, and set your preferences for things like avoiding toll roads or steep grades. Do this at home, on Wi-Fi, with your measurements in hand, not in a hurry in the driveway as you are leaving.

1. Enter your rig's height, length, width, and weight
2. Download or update the maps over home Wi-Fi
3. Set preferences for tolls, grades, and road types
4. Run a short practice route to learn the screen TIP Set it up a few days before your trip, not the morning you leave. A calm setup at the kitchen table beats a frantic one in the driveway with the engine running. VOICE 22. Following the Voice Directions Like any

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navigation, RV GPS speaks the turns aloud so you can keep your eyes on the road. Turn the volume up enough to hear over road noise, and let your co-pilot handle any fiddling with the screen. A clear voice prompt a quarter mile ahead gives a big rig the time it needs to change lanes safely. Let the voice guide you so your eyes stay on the road Turn the volume up over engine and road noise Give yourself early warning to change lanes in a big rig Let a passenger, not the driver, adjust the screen WATCH OUT Never poke at the screen while driving a heavy rig. If a turn is confusing, slow down, pull over safely, and sort it out stopped — the road will wait.

REROUTES

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23. When It Reroutes You If you miss a turn or the road is closed, the app recalculates a new safe route automatically. Do not panic and whip the rig around — keep driving safely and let it find the next good turn. A reroute may add a few minutes, but it will still keep your rig on roads it can handle. A missed turn triggers an automatic new route Keep driving safely; do not make a sudden turn The new route still respects your rig's size A short detour is better than an unsafe maneuver TIP When it reroutes, breathe and keep rolling. Trying to force the original turn in a big rig causes far more trouble than simply following the fresh directions. BIG RIG SETTINGS 24. Settings for a Big Motorhome Larger rigs benefit from a few extra settings. You can tell the app to prefer bigger roads, avoid tight residential streets, and steer clear of sharp switchbacks. The bigger and heavier your rig, the more conservative you should set these, because a road a mid-size van shrugs off can be a white-knuckle ordeal in a forty-foot coach. Prefer major roads over tight residential streets Avoid sharp switchbacks and very steep grades Set turn and road preferences to match your rig's size The bigger the rig, the more cautious the settings A route that is perfectly fine for a small trailer can be miserable in a big motorhome. Set your preferences to the size you actually drive, not to the shortest line on the map.

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TOWING

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25. Towing a Trailer vs Driving a Motorhome Whether you tow a trailer or drive a motorhome, the GPS needs the whole combined picture. For a trailer, measure the total length of truck plus trailer and the tallest point of either. For a motorhome towing a small car behind, include that car in your length. The app can only keep you safe if it knows the full size of what you are moving. For a trailer, use the combined truck-plus-trailer length Measure height to the tallest point of truck or trailer For a motorhome towing a car, add the car to the length Update the profile when you change what you tow TIP Set up a separate profile for towing and for driving solo. Then when you drop the trailer for a day trip, switch profiles so the GPS is not needlessly avoiding roads you can now take. TIGHT ROADS 26. Avoiding Tight and Steep Roads Beyond low bridges, RV GPS steers you away from roads that are simply too tight or too steep for comfort — narrow mountain lanes, sharp hairpins, and streets with no room to turn a long rig around. These are the roads that turn a scenic drive into a nightmare of backing up with traffic watching. It avoids narrow lanes with no room to turn around It steers clear of sharp hairpin curves It routes around the steepest grades when it can You arrive relaxed instead of rattled If you do find yourself on a road that feels too tight, it is almost always safer to continue slowly to a spot where you can turn than to try reversing a long rig blindly.

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GRADE WARNINGS

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27. Steep Grade and Mountain Warnings Good RV GPS warns you about steep grades ahead, both climbs and descents. A long downhill is hard on a heavy rig's brakes, and a warning lets you gear down early and take it slow. Knowing a steep stretch is coming turns a scary surprise into a managed, calm descent. Warnings for steep climbs and descents ahead A long downgrade is hard on brakes — gear down early Take steep descents slow and let the engine help brake A heads-up beats a surprise at the top of a hill WATCH OUT Riding the brakes down a long grade can overheat them. When the GPS warns of a steep descent, slow down and shift to a lower gear before you start down, not partway. SPEED & SIZE LIMITS 28. Reading the Warnings It Gives RV GPS shows the speed limit and warns about things ahead — sharp curves, low clearances, weight limits. Glance at these and treat them as a reminder to match the road sign in front of you. The app's job is to prepare you; the road sign's job is to confirm. When they disagree, believe the sign. It shows the posted speed and warns of hazards ahead Treat warnings as a heads-up, then confirm with real signs Slow for the warned curves and clearances When app and sign disagree, trust the sign on the ground Maps can lag behind a newly posted limit or a changed road. The physical sign in front of you is always the final word; the app is your advance notice.

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FUEL & RANGE

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29. Planning Range Between Fill-Ups A loaded rig drinks fuel, and rig-friendly stations are not on every corner. Use the planning tools to space your fuel stops so you never run low in an area with nowhere to pull in. Knowing your tank's honest range, loaded and climbing hills, lets you plan stops with a comfortable cushion. Know your real range loaded and towing, not the brochure number Space fuel stops so you never run low in empty country Pick stations with room for a big rig to pull in and out Keep a cushion — fill up before you are desperate TIP In remote stretches, top off whenever you see a rig-friendly station, even if you are not low. The next good one could be a long way down the road. REST BREAKS 30. Planning Rest and Overnight Stops Long days behind the wheel of a heavy rig are tiring, so build rest into the plan. Use the apps to mark rest areas for a stretch and a snack, and set reasonable overnight stops so you are not driving into the dark exhausted. A well-rested driver is the most important safety feature in any rig. Mark rest areas for breaks on long legs Keep driving days short enough to arrive in daylight Plan overnight stops rather than pushing through tired Stop for a stretch every couple of hours Setting up camp in the dark is no fun and easy to do poorly. Plan to arrive with daylight to spare, and you will enjoy both the drive and the evening far more.

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SHARING

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31. Sharing the Plan With a Co-Pilot If you travel with a spouse or friend, share the trip plan so both of you can see it. Many apps let you view the same trip on two phones. A co-pilot who can watch the route, call out upcoming turns, and handle the screen makes the whole trip calmer and safer for the driver. Share the trip so both of you can see the route A co-pilot calls out turns and handles the screen Two sets of eyes catch a wrong turn sooner The driver stays focused on driving TIP Give the co-pilot the job of navigation and the driver the job of driving. Splitting the roles keeps the driver's hands on the wheel and eyes on the road. PRINTING 32. A Paper Backup for the Route Technology fails sometimes — a phone dies, a device glitches, a dead zone drags on. A simple printed copy of your route and your overnight stops is cheap insurance. Tuck it in the door pocket. You may never need it, but on the day you do, you will be glad it is there. Print your route and overnight stops before you leave Keep it in the door pocket as a backup A paper map of the region helps when screens fail Note key addresses and phone numbers too A good old paper atlas lives happily in the side pocket and never runs out of battery. It is a comforting backup for the one day the electronics act up.

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UPDATES

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33. Keeping Maps Up to Date Roads, bridges, and limits change over time, so your maps need updating to stay accurate. Apps usually update themselves when connected to Wi-Fi. Devices may need you to connect them to a computer or Wi-Fi to pull down new maps. Make a habit of updating before a big trip so you are routed on the latest information. Apps update over Wi-Fi, often on their own Devices may need a computer or Wi-Fi connection to update Update before a big trip for the latest roads Outdated maps can miss a new bridge limit TIP Add a map update to your pre-trip routine, right alongside checking the tires. A current map is as important to a safe trip as properly inflated tires. TRUST BUT VERIFY 34. Trust It, but Watch the Road RV-safe GPS is a wonderful tool, but it is not perfect and it is not a substitute for your own eyes. Maps can be out of date, a bridge limit can be posted lower than the map knows, and construction changes things. Follow the route, but always obey the signs in front of you. You are the final safety check, not the app. The app guides; the road signs rule Maps can be outdated or miss recent changes Obey every posted clearance and weight limit you see You are the final judge of what is safe WATCH OUT Blindly trusting any GPS is how rigs end up stuck. The app is a smart co-pilot, not an autopilot — keep your own judgment switched on the whole drive.

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LOCAL KNOWLEDGE

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35. When Locals Know Better Sometimes the best route advice comes from a campground host or a local who knows the roads. If someone who lives there tells you a certain road is tight, washed out, or best avoided in a big rig, listen. Local, on-the-ground knowledge beats any map when it comes to a road's real condition today. Ask the campground host about the best way in and out Locals know which roads are tight or rough for rigs Fresh local advice beats a map on current conditions Combine their tips with your RV-safe route A two-minute chat with the host when you book can save you a hair-raising approach. They have watched plenty of rigs come and go and know the smooth way in. CELL DEAD ZONES 36. Planning for Dead Zones Great camping country often has no cell signal, which can blind an app that needs the internet. Plan for it by downloading your route's maps ahead of time and knowing roughly where the coverage drops. A dedicated device sidesteps this entirely, since its maps live onboard with no signal required. Download route maps before you lose signal Know roughly where coverage drops out A dedicated device needs no signal at all Keep the paper backup for the longest dead zones TIP My guides to satellite messengers and campground Wi-Fi cover staying reachable in dead zones. For navigation, offline maps or a dedicated device keep you on course regardless.

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PHONE MOUNT POWER

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37. Keeping the Phone Powered and Cool If you navigate with a phone, GPS and a bright screen drain the battery fast, so keep it on a charger the whole drive. Heat is the other enemy — a phone baking in the sun on the dash can slow down or shut off. Mount it out of direct sun and give it a charging cable it can reach. Keep the phone on a charger while navigating Mount it out of direct sunlight to avoid overheating A hot phone can slow down or shut off Use a reliable cable and a solid twelve-volt port My twelve-volt power guide covers chargers and ports at the helm and dash. A phone that stays charged and cool is a phone that will not quit on you mid-route. COMMON WORRIES 38. The Questions People Ask Me Most When folks ask me about RV navigation, the same questions come up again and again. Here are the honest answers to the ones I hear most, so you can set out with confidence. 'Do I really need special GPS?' The taller and heavier your rig, the more yes 'Can I just use my phone maps?' Only as a helper, never for clearance 'Will it work with no signal?' A device yes; an app if you download maps 'Is it hard to set up?' No — enter your size once and you are set The honest truth is that one good number — your true height — prevents the scariest RV mistakes. Everything else is convenience on top of that. MYTHS 39. Myths About RV GPS A few wrong ideas lead people astray. Let me clear up the common ones so you set out with a realistic picture of what RV-safe GPS does and does not do. Myth: a car GPS is fine if I drive carefully. It still does not know your height Myth: interstates are always safe for any rig. Low underpasses exist on them too

WATCH OUT

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Myth: the app is always right. Signs on the ground overrule it Myth: I only need it in the mountains. Low bridges and tight towns are everywhere The most dangerous myth is that a familiar car map is good enough. Familiar is not the same as safe when your rig is eleven feet tall. TROUBLESHOOTING 40. When the Route Looks Wrong If a route looks strange or will not calculate, the fix is usually simple. Most problems come from a wrong rig profile, outdated maps, or a lost signal with no offline maps downloaded. Work through the basics before you give up on the tool.

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1. Check your rig profile — a wrong height throws everything off
2. Update the maps over Wi-Fi
3. Confirm you downloaded offline maps if you are in a dead zone
4. Restart the app or device and recalculate the route
5. Compare against a paper map or a second app as a sanity check TIP If the route seems far too long, it is often steering around something real. But if it looks truly wrong, check your rig profile first — a typo in the height is the usual culprit. A ROUTINE 41. A Simple Routine Before You Roll A short routine before each driving day keeps the trip smooth. A couple of minutes checking the route and the screen means you pull out knowing where you are going and that the tool is ready to guide you.
6. Confirm the day's route and overnight stop the night before
7. Check the maps are current and downloaded if needed
8. Mount and plug in the phone or device
9. Set the voice volume and start the route before you pull out Starting the route while you are still parked, not rolling, lets you see the first few turns calmly. Then you can just drive and listen.

YOUR CHECKLIST

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42. Your RV Navigation Checklist Here is the short version to keep handy. If you can check these off, your rig is routed safely and you are ready to roll. Measured my true height, length, width, and weight Entered an accurate rig profile in the device or app Maps updated and downloaded for offline use where needed Fuel, dump, and overnight stops planned along the route Device or phone mounted in easy sight and on a charger Paper backup of the route in the door pocket Co-pilot can see the route and handle the screen Tape a short version inside a cabinet door. The one line that matters most is your true height — the rest keeps the trip comfortable. WHEN TO CALL 43. When It Is Worth Calling Me Plenty of folks can set up an RV GPS or a trip-planning app in an afternoon. But if you are not sure which device or app fits your rig, if you want help measuring and entering your profile correctly, or if you would simply rather have someone sit beside you and plan your first big trip start to finish, that is exactly what I am here for. Getting your height entered right alone is worth the visit, because that one number keeps you out of the worst trouble. TIP I can help you pick the right tool, build an accurate rig profile, download your maps for the dead zones, and plan the whole route so you leave relaxed and confident. Call or text me at (330) 200-8042.

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CHEAT SHEET

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Everyday Cheat Sheet Keep this page handy. It is the short answer to the questions RVers ask most about navigation and trip planning. A car or phone map does not know your height — it can route you under a low bridge RV-safe GPS uses your rig's size to keep you on roads that fit Measure your true height to the top of the air conditioner and enter it carefully Garmin RV devices, RV LIFE, and CoPilot are the popular choices A device works offline; download maps in an app before you lose signal Plan fuel, dump, and overnight stops so you never run low or drive into the dark Follow the route, but always obey the posted signs in front of you Keep a printed route and a paper atlas as a backup Get help: call Bill at (330) 200-8042

HOW I CAN HELP

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AT A GLANCE

A Picture to Follow Along

A Device, an App, or Both?

Match the tool to how you travel.

Dedicated Device

Simple, always offline
Keeps your phone free
One job, done well

Phone or Tablet App

Great for planning trips
Easy to update
Download maps for dead zones

Use Both

Plan on the app
Drive with the device
Paper atlas as backup

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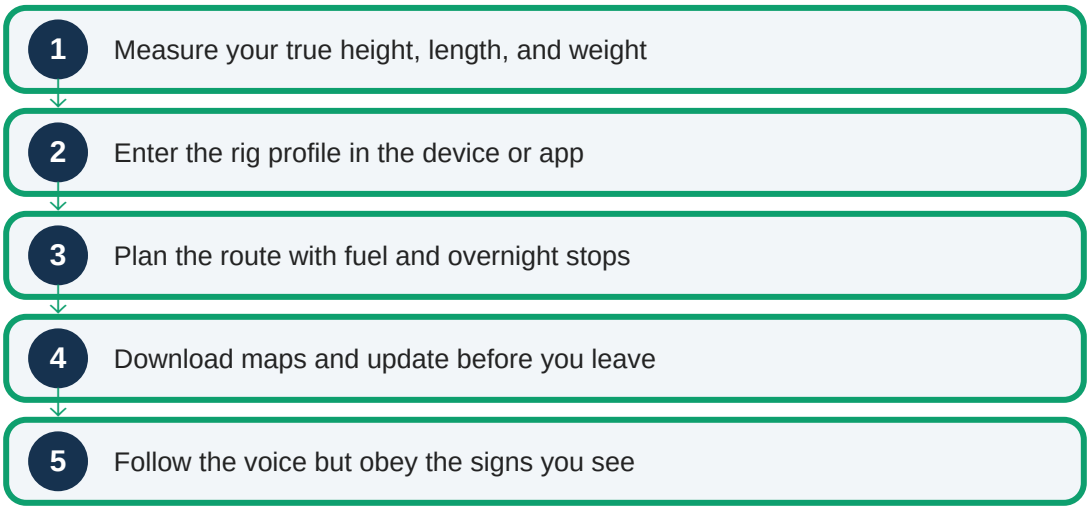
AT A GLANCE

A Second Look

From Driveway to Destination

A calm order for a safe trip.



BEFORE YOU GO

A Note From Bill

A quick note from Bill. I write these guides to make home tech a little less frustrating, and I do my best to keep every step accurate and up to date. Still, every home, device, and setup is a bit different, so I can't promise a guide will match yours exactly or fix your particular problem. These guides are for general information only — they're not professional, legal, or financial advice, and they don't replace your device's own manual or the manufacturer's instructions. Please go slow, use your own good judgment, and use everything here at your own risk. If a step involves electrical wiring, a gas appliance, a water heater, plumbing, or climbing a ladder — or if anything just doesn't feel safe — please stop and call a licensed professional (or give me a call at 330-200-8042). Bill's Home Tech and Bill Davis can't be responsible for any damage, data loss, or injury that results.

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HOW I CAN HELP

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Remote Support — $49 for a screen-share session. I only connect with your permission, you watch the whole time, and you can end anytime. If I can't fix it over the screen-share, I refund the $49 — and if it turns out you need me in person, that $49 goes toward your visit. It's included free for Support Plan members ($39/mo).

GOOD TO KNOW

My promise — If you're not 100% satisfied with your visit, I'll come back at no charge, or refund the full $99. No questions, no awkwardness. That's how I'd want to be treated.

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