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# Foretravel Model Lineage 1967-Present

Information compiled from several sources including [Dodge Travcos](#), [ForeForums](#) & [Foretravel History 1967-2005](#)

Originally, Foretravels were built on Dodge van chassis, some were built on Chevy chassis and then truck chassis, mostly Dodge. When they shifted to diesel power, they shifted to Oshkosh chassis as they were the most readily available heavy duty truck chassis.

Earliest ones were front engine models (OFED & OFEG) Gas or Diesel. Then they shifted to rear engine models (ORED & OREG) Gas or Diesel. The body design remained such that it would work for either configuration - all the way up to 1994

- **1967** - 1st Foretravel Motorhome built on family property & continued building there for 5 years at a loss.
- **1973** - 1st major change to the "Super Luxura" with fiberglass front & rear cap and side panels.
- **1974** - Pioneered the 1st diesel engine in a conventional motorhome
- **1977** - Introduced the "FTX" (Foretravel 10) offered features not common to the RV industry. TV's, VCR's, Dual Roof A/C, Icemakers, Central Vacuums & more.
- **1978** - 1st conventional rear engine diesel powered Motorhome.
- **1982** - New Chassis on the 35' & 38' with DD, Air brakes & Allison.



- In the 1980s and 1990s, Foretravel manufactured most of the known-Unihome type diesel motorhomes on an Oshkosh V-917 Frame rail type chassis which consisted of air suspension, air brakes, Caterpillar 3208-T (turbo) V-8 diesel engine coupled with an Allison MT-643 four-speed transmission. There were however some Grand Villa's manufactured with a 300 hp 3208 and an MT647 Allison 4 speed.
- They used these chassis from model years 1982 through 1992 in both Foretravel FTX type (old body style / orange and white) and Grand Villas which were introduced in the middle of the 1986 model year. You might occasionally come across a Foretravel diesel motorhome built on a Hendrickson or Capacity chassis but those are very few and far between.

- **1985** - New model the "Grand Villa" is announced
- **1987** - "Grand Villa Unihome" introduced with unitized body. The first conventional motorhome to utilize a monocoque chassis design, an eight-bag outboard suspension system, and an air leveling system. This design concept quickly set the standard by which most quality motorhomes are built today.



- U240s entry level came with the torsilastic "velvet ride" suspension and a Cat (various engines - 3208, 3116, and 3126).
- One way to tell which model you are looking at is by the outside compartment doors. The Grand Villa Unihome U240 doors were hinged at the top and the Grand Villa (non-Unihome) doors were hinged at the bottom.
- U280s mid level came with the air suspension and a 300 hp Cummins C, 4 speed or 6 speed (depending on the year). Automated HWH 8 airbag suspension, came in 32', 34', and 36' lengths, 28,000 GVWR.
- U300, top-of-the-line, came with the air suspension, wide-body, a DD 350 hp 6V92 (2 strokes, older technology but with Jake brake), and a 4 speed except in the final build (95/96) when they were available with a Cat 3176 and a 6 speed. 30,000 GVWR - 40' length.

After this, things get pretty confusing. For five or six years you could get a GV as a OREG/OFEG/ORED/OFED, or as a Unihome GV. They also offered a comfort ride Torsilastic suspension - the same suspension used in the old Greyhound chassis.

#### 1986-1994 Grand Villa:



- Lengths: 29', 30', 33', 35'
  1. Chassis: Roadmaster/Chevrolet/John Deere/Oshkosh
  2. Engines: Chevrolet/Ford gas or Cummins 5.9 diesel
- Lengths: 34', 36'
  1. Chassis: Oshkosh
  2. Engines: Cat/Detroit/Cummins 8.3 diesel (some Ford 460 gas)
- Lengths: 38', 40'
  1. Chassis: Oshkosh Engines: Caterpillar 250 or 300 hp
  2. Engine/trans:
    1. U280s came with a 250 Cat/4 speed (the early 1990s),
    2. C8.3 300 Cummins 4 or 6 speed (the mid to late 1990s)

- **1998** - The "U" series first appeared in 1988 as a designation to the Unihome body design but it was still was a GrandVilla.
- **1990** - Introduced a Grand Villa O-815D (1990/1991). This diesel motorhome was also built on an Oshkosh 815 chassis and was powered by a Detroit 8.2 V-8 diesel engine, coupled with an Allison transmission.
- **1991** - They did away with stainless bumpers (dual on U300) and replaced them with a single 1/4" thick plastic one and was also the last year of 8' wide Unihomes (U280, U300)

#### 1991-1995 Grand Villa Unihome U225 / U240



- U-240 some had Oshkosh chassis with Torsilastic (massive rubber suspension bands) suspension, jacks for leveling, 24,000 GVWR.
- Length: Both were 36'
- Chassis: Foretravel monocoque
- Engines: Cummins 5.9(230 hp) / Cat 3208T (250 hp) / Cat 3116 (250 hp)

The big difference between the U225 and U240 is that the U225 has a 230 hp Cummins B engine with Allison hydraulic 4-speed transmission while the U240 has the 250 hp Caterpillar (650 lb-ft torque at 1650 RPM) and the Allison 6 speed.

- **1992** - They molded the bumper shape into the front and rear fiberglass caps and also made the Unihome coaches 102" wide. Introduced electronic air leveling.
  - 1992/1993 Foretravel changed from O-815D to a Grand Villa O22C. This motorhome was powered by a 250 hp 8.3 Cummins diesel and featured the new Allison MD3060 six-speed World Transmission.
  - 1992 was a transition year between old generation Cat V8 3208 with 4 speed Allison and the newer inline 6 cylinder Cat 3116 with Allison 6 speed.
- **1992** - Silver anniversary edition, it was the first 102" wide coach and also the first to feature the walk-thru bath (WTB) floor plan. It had special graphics, silver and black. It was only offered in 1992 as a 40 foot U-300. The most interesting trivia on the 92 Silver Anniversary model was the custom 'angled' forward windows. Every other Foretravel coach made had vertical side windows.



The Caterpillar 3208 was manufactured both with and without a turbo. But to the best of my knowledge every Oshkosh chassis that included a 3208 that Foretravel used from 1984 model year to 1992 was turbocharged. Every Caterpillar 3208-T 250 hp diesel engine that I ever saw Foretravel use had the radiator mounted in the back. Every Caterpillar 3208-T 300 hp diesel engine that I ever saw included the charged air cooler in it and the radiator was installed on the passenger side rear. Tony Weir

- **1993** - The SE (special edition) model was introduced, available as a U-280 or a U-300 36 or 40 foot. They had special exterior graphics, "designer" interiors with suede leather upholstery, and walk-thru bath floor plans.
- **1994** - The "Unicoach" was introduced. With this new coach, Foretravel was able to integrate the high U performance, smooth ride, and easy handling characteristics of the Unihome, but with massive bus styling, which provided greater interior space. The Unicoach quickly became Foretravel's best-selling model.
- **1994** - A few models (U280 U300) were optioned with the hydraulic retarder. Dual pane windows were optional.

The only difference between U270 and U295 are features like bay doors, inside trim. Same engine, frame, suspension, tires, brakes, retarder, outside structure, dash, electrical, inverter, etc. Many features that are standard on the U295 are optional on U270. A lot of U270s are manufactured with these additional options.



In addition the U320 larger engine also gets you the larger, heavier-duty Allison, the MH4000 vs the MH3000. This also means more braking action out of the retarder. Most U320s also have an AquaHot instead of gas furnaces and hot water heater.

You could option a U295 to the level of a U320 most years, except for the engine. U295s were limited to 36' and 40' models, wherein later years you could get a U320 in a 42'. The U295 was not available with a tag axle.

- **1995** - 1st year of the front-door bus-front. The name changed from Unihome to Unicoach,
- **1995** - Last of the production GV's (non-unihome) with a few produced on special order. The 95 Graphics were unique, used only in 95. The 95 GV had a full width hatch in front as access for Dash AC while earlier GV's had two small hatches.
- **1995** - The 1995 and 1996 Grandvilla U300s came with 370 hp M11s uprated by Foretravel to 400 hp. Cat 3176 350 hp could be substituted by special order (these are very rare, especially with a retarder).
- **1996** - Has a retarder switch that can be upgraded to a Joystick retarder, the joystick came in late 1996.
- **1997** - Ducted air, Screen Door and dual pane windows were added. Bullet-proof mechanical (non-computerized) C engine with the maximum 325 horsepower
- **1998** - Introduces slideout in Foretravel. Introduced the computerized Cummins ISC.
- **1999** - Grand Villa Unicoach with mid entry.
- **2001**
  - Introduced (optional) painted Foretravels as opposed to decals.
  - Introduces tag axles to 40' U320 & GV 320
  - Introduces wrap-around dash/instrument cluster design and updates to the PC series smartwheel.
  - Rare 2001's may have an IFS, this was an experimental change which they abandoned IFS until later years.
- **2002** - The U320 came with full body paint / clearcoat, the U295/270 came with painted graphics.

- **2003** - Full body paint (FBP) became standard on all product lines.
- **2004** - Introduces Quad Slide
- **2005** - Last year of the 'U'xxx series.
- **2006** - Introduces Phenix/Nimbus.
- **2007** - Introduces "new" Nimbus (The 2006 Nimbus was essentially a rebadged U295/U320)
- **2008** - Expands the Nimbus line with the Nimbus XT, SE and CE series.
- **2011** - Introduces the IH-45, the company's first completely redesigned coach in 25 years
- **2015** - Introduced the Realm FS6, a return to more of a production model coach for Foretravel while also being developed and sold exclusively with Motor Home Specialist (MHS).
- **2019** - Introduces the IC-37 at the Tampa RV Supershow.
- **2021** - Introduces the Realm FS450, replacing the IC-37. Adds Realm Presidential, possibly ended the IH-45.
- **2024** - Introduces Performance Choice ride and handling enhancement feature, standard on all model year coaches

## Gas engines

440 Dodge  
 460 Ford  
 454 Chevy  
 460 Ford exclusively the last 5 or so years.

## Diesel

Detroits: 8.2L turbo, 210 hp, 6V92 Silver Series, 300/350 hp DDEC  
 Cats: 3116 ATAAC 250 hp, 3208T 250 hp, 3176 350 hp  
 Cummins: B5.9 190 hp, 230 hp, C8.3 300 hp, 325 hp, ISC 350 hp, ISL 400 hp, M11 400 hp, 450 hp, ISM 450 hp, 500 hp, ISX 525 hp, 600 hp.

## Allison transmissions

MT 643, 647, 648  
 AT 545  
 B500, B500R (U300)  
 HT746 (U300)  
 World MD3060, 3060R, 4060, 4060R, MH3000R, 4000R

## Models with Jake brakes

DD6V92 (U300), Cat3176 (U300) , M11 400 (U320)

## Models available with retarders

1994 U240, U280 last 2 years, U300, U320, Phenix, IH-45, Realm

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