

## Problems with a 2019 NuCamp 400 Bondock Lite – 06/12/2019.

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### Problems found upon delivery.

The trailer was collected from Miller Trailer Sales in PA. The trailer was new except it had been towed once to an RV show. The trailer had been winterized previously and had not been de-winterized on delivery to me. I was aware of all these details.

The trailer appeared in good condition. Before hitching up the trailer to leave, a thorough walkthrough was provided by Preston at Miller sales for at least an hour. At the end of this, the trailer was hitched up to my vehicle and I towed it home.

Two mods awesome has been made by Miller Trailer Sales before I picked it up. Firstly, the outside storage access door had extra seals fitted and drain holes to prevent leaks. Also the outside access door for the heating system and drain cocks had the same mod. Works great.

Secondly, the pump line to the cold water tank has a 't' valve fitted, so that to winterize, you just put the clear pipe in the antifreeze, switch the valve position and use the trailer water pump to pump the antifreeze through. Great idea!

I have added a power surge protector below the fridge. Also boxed in the rear of the outdoor gas storage area (there was no back in it) with aluminum sheet, which gives me a useful storage chest. Also in front of this I added a 5 gallon gas container holder for my generator fuel.

The rear of the driver side brake back plate had some corrosion on it along with many of the frame weld joints. I just wire brushed them and sprayed with Rustoleum paint. I will have to keep an eye on this. I have also added a reversing camera (Miller Trailer sales fitted this), reversing light strips and divided the outside and under bed storage with a plywood barrier.

I also used storage containers in all cupboards so that the contents don't damage the insides of the cupboards (the woodwork is awesome!).

In all I am very happy with the camper. It turns heads wherever I go. Many people want a guided tour. Of these some were interested enough to say they might buy one.

The following is details of the problems I have had and the remedies I have made.

The winterizing valve added by Miller Trailer Sales, great idea!



## Queen bed

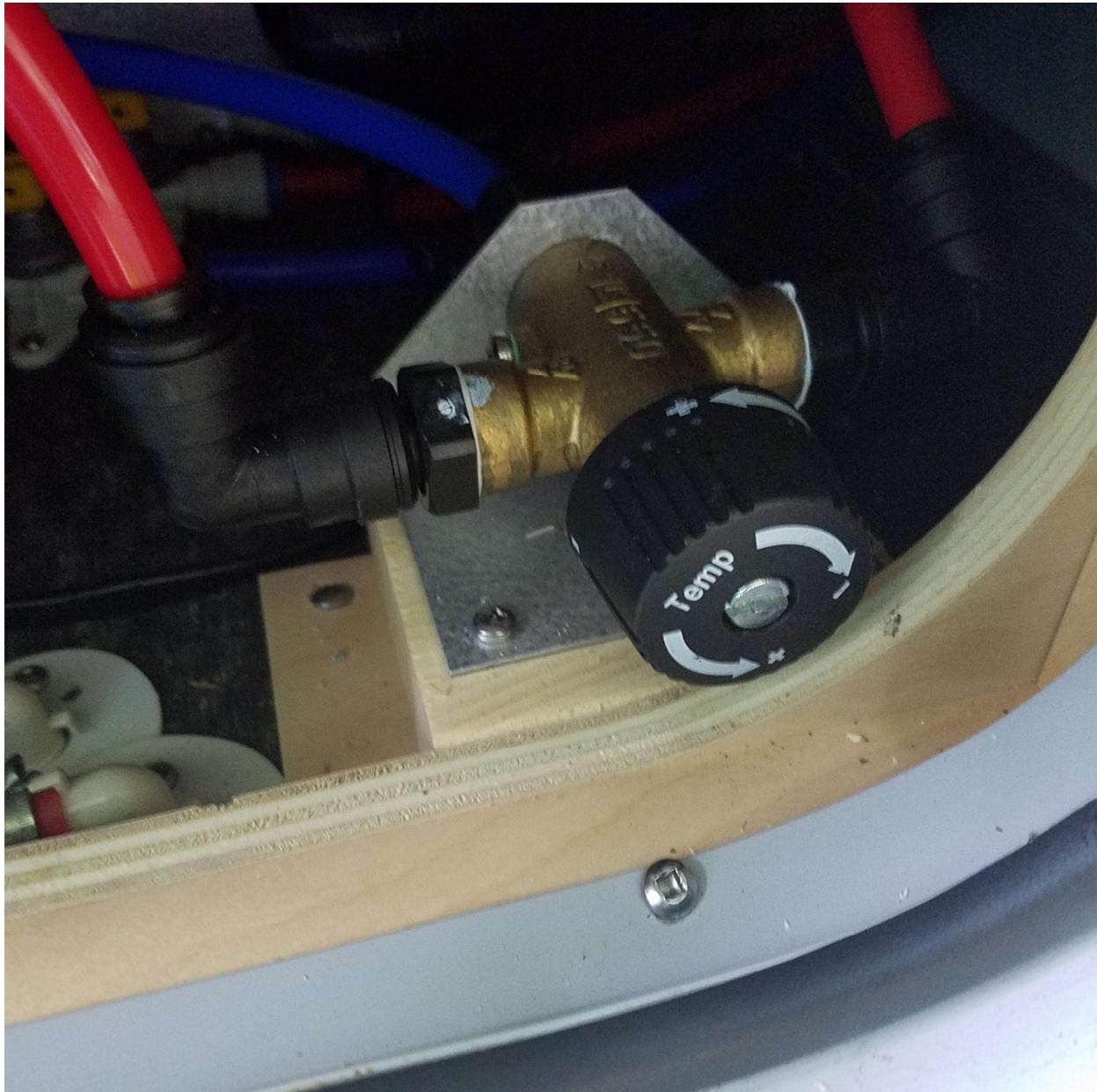
I prefer a hard bed to lie on. The Froli sleep system advertised to be used (Travel system?) can be adjusted to hard by application of additional rings attached to each spring. I had already purchased the rings. When I went to fit them, they were not correct. Fortunately, Froli customer service came up with a solution for the different type of Froli spring system which is now fitted to all Tab 400's. Extra blocks of springs can be purchased and sat inside the installed ones after removing the location screws. This worked great.

With double springs: note each section should be secured with 4 screws minimum not two as before. I elected to screw every hole. The original screws must be replaced as they are too short.



### Hot Water not Hot:

After de-winterizing and flushing out the antifreeze, the hot water system was run. The water would be hot for a second then lukewarm. After contacting Aldi, the engineer diagnosed that the temperature mixer valve needed calibrating. It was already turned to full hot. So the engineer advised me to remove the dial (one screw) and rotate the temperature control further  $\frac{1}{4}$  turn at a time until the water was a little more than hot. Then refit the dial and turn back until the temperature was as I wanted. This procedure is also in the Aldi manual.



Loud whining from water pre heat pump during operation:

This noise, which seemed to come from the red tank was so loud as to wake me from sleep. I had to turn off the heating system at night to sleep. The same Aldi engineer had me do some system checks and found that the pump speed control on the tank had been left at 5, this should never be greater than 2 ½ to 3 except for a short burst to clear trapped air. Set back to 3 and all was quiet.



Door lock problem:

From when I got the trailer home, I always had to slam the door to get it to lock. Sometimes taking a few tries. After my last trip it would not lock at all. I found the lock plate on the door frame very loose. The bolts securing it to the trailer wall looked loose. The only way to get to this is to remove the inner door frame – 6 square drive screws.

With this removed, the screws can be accessed. I bought larger self - tapping screws as the originals were stripped out. Even after fitting these, and the lock plate feeling more solid, it was still possible to rock the lock plate from side to side.

I found that there were two screws on the side of the frame, countersunk which did nothing, passing straight through the lock plate into wood somewhere. After removing these screws, I could see that the lock plate had two threaded holes (M6x1.0 thread). So I replaced the original screws with pan head machine screws, which then secured the lock plate in two directions and was now totally solid. I also noticed that the door seal was damaged from the original installation, with the internal spring showing.

Now the door wouldn't close at all as the lock plate was solid with no play. I had to shim the lock plate with two washers to square it up. Then adjust the two anti-theft screws in the door lock to allow it to shut and lock. The screw heads in the door lock were set to just clear the door seal when closing the door. Now all was well. However, after a few door opens, the door was difficult to lock again, I saw the anti-theft screws on the door lock has turned. I put thread lock on them and so far seems good.

Loose screws securing lock plate to door



Screws in the side of the frame: new M6 pan heads and a comparison of the useless screw they replaced.



All back together. Needed longer M6 x 1.0 screws (black) as I had to put washers as shims between the plates to square up the lock plate. You can also see the damage to the door seal from the original loose lock assembly.



### Power cable damage across door threshold.

During the process of removing the inner door frame, I saw that the aluminum plate across the bottom of the door was cutting into some power cables. I removed the plate, which requires pulling off the lower door seal to lift it out. I saw that the cables had been partially cut through by the sharp edges of the aluminum plate. Fortunately, only the outer sheath was damaged. I purchased a piece of plastic surface wiring trunking 1 ¼ wide. I used the lid of this which I put over the cables under the aluminum plate. The trunking cover was cut to push into the holes both sides that the cable came through. The aluminum cover was then replaced and screwed down at the front. This looked much better. The bottom door seal was replaced on a bed of mastic and the corners joining to the main door seal were squirted with silicon.

This I think, could have caused a short if not remedied and the cable got cut through. This could lead to a fire at the doorway – a very dangerous situation.

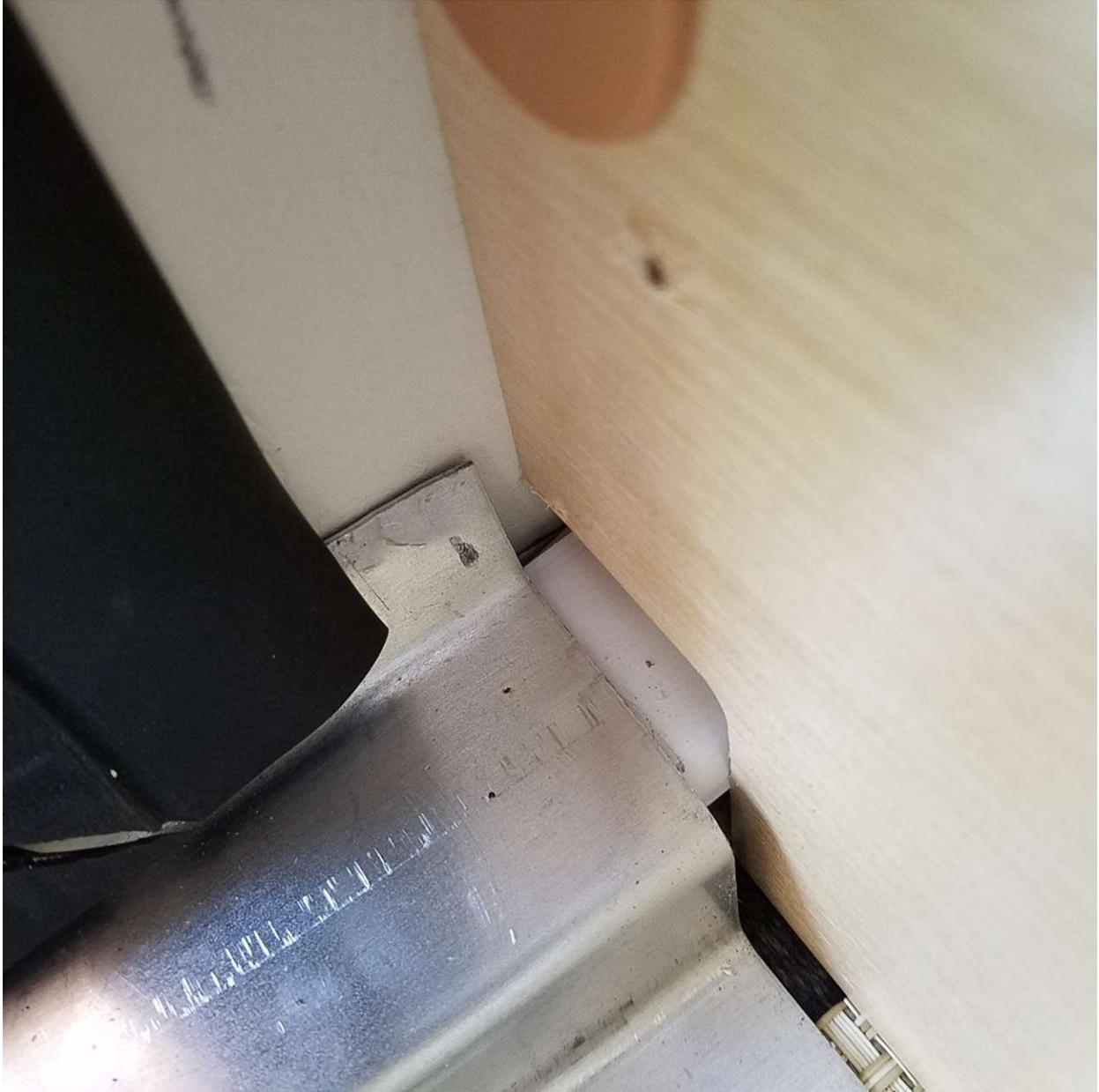
Shows the aluminum plate before removal. Note the cables are tight at the bend and pulling against the plate.



Here you can see the cable damage with the aluminum plate removed. It was the same both sides. The grey marks are where the aluminum plate had started to rub through the cables.



Here you can see the trunking cover pushed right inside the hole (both sides) thus preventing the aluminum plate from cutting into the cables. Shown here with the aluminum plate in position.



Aluminum plate shown fully in position and screwed down. I did put a screw in the middle too.



With inner door frame in and secured. I put Black Duct tape over the gap left between the aluminum plate and the inner door from bottom. It would not go any closer.



Gap is Here

