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2025 OWNER'S MANUAL

TAG SE


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WARNING

This User Manual contains important safety information and features for the safe operation of this vehicle. Before loading or towing this trailer, you must read this User Manual. Failure to comply could result in serious injury or death.

DISCLAIMERS

This Manual. All information, illustrations, and specifications contained in this manual are based on the latest product information available at the time of publication approval. If new materials and production techniques are developed that can improve the quality of its product, or material substitutions are necessary due to availability, nuCamp reserves the right to make such changes. nuCamp further reserves the right to make changes to the equipment, form, technical system, or layout of each camper as it sees fit to be innovative and beneficial. Therefore, no legal claims may be filed against nuCamp based on the contents of this manual. nuCamp is not responsible for the observance or nonobservance of this instruction manual. Any given specifications may be subject to change without notice. Recorded tongue weights, overall weights, fuel, liquid capacities, and dimensions may also be approximate.

Procedures. All operating procedures in this manual are designed as typical under normal conditions. Safe operation and use of any nuCamp product is the sole responsibility of the owner. nuCamp will not be liable for any injury or loss sustained from the observance or non-observance of any procedures or safety warnings supplied in this manual or in any third-party manuals or guides supplied within the unit.

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Optional Items. Optional items may be available on some or all floorplans and models. Additionally, some optional items can only be included during the manufacturing phase and cannot be added later to the trailer. The inclusion of optional items reference or information in this manual does not imply or suggest the availability, application suitability, or inclusion for any specific unit.

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INTRODUCTION

WELCOME

Thank you for purchasing the TAG Teardrop Travel Trailer. We are excited to be able to contribute to your enjoyment of recreation wherever you may go. You have joined an elite group of people, and as you begin making great memories using your nuCamp trailer we wish you many exciting and adventurous days of camping. To ensure maximum enjoyment, full understanding of your camper and how it operates, please discuss questions or concerns with your dealer before using your camper for the first time.

BEGINNING YOUR JOURNEY

Please have a comfortable seat in your newly purchased camper and take some time to review this owner's manual. Because we are continuously improving the technical functions and innovating products on our units, even experienced nuCamp customers will find new and exciting information about the products and components included in this camper.

Pay very close attention to the boxed safety warnings, labeled "DANGER", "WARNING", "CAUTION" and "NOTICE", throughout this manual and on your camper. These labels contain vital information pertaining to your safety and well-being. Lives depend on your understanding of this information to ensure proper reactions to safety hazards arising from critical situations.

Please review the separate instruction manuals for the appliances, special equipment and accessories included in the owner packet supplied by nuCamp. These instruction manuals also include important warranty registration information and procedures that you must follow to register products installed on your camper. Please refer to the item-specific manuals for warnings and safety features of each individual component and accessories.

OUR MISSION

At nuCamp we are firstly a group of men and women that care deeply for one another, honor one another, are transparent, build relationships to change people's lives, esteem one another higher than our own selves and thus live out servant leadership.

Secondly, we strive to build and distribute products that are innovative, high-quality, and superb in function, reflecting integrity and honesty.



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FOREWORD

ABOUT THIS MANUAL

The Owner's Manual for your new travel trailer is designed to answer the most frequently asked questions regarding the operation, function, and care of the many systems that make modern camping a pleasure.

For more complete instructions regarding safety, maintenance, and operation of the items included in your camper, carefully read the booklets supplied by the component manufacturers. All information contained in this manual may not relate to your specific model; however, booklets supplied by the component manufacturers, and included in your owner's packet, will provide any additional information needed. You are responsible for the reading, understanding and following the instructions pertaining to the tow vehicle as well as the instructions in this manual.

All information in this handbook should be considered a permanent part of the trailer and should be transferred to the new owners if the trailer is ever sold.

This manual may have occasional tips to enhance your experience of the recreational and camping lifestyle. While this may be helpful, this manual is not designed as a camping guide but rather as a guide in how to operate your trailer for maximum enjoyment.

This manual does not in any way create a warranty, whether express or implied. The information in this manual is not meant in any way to supplement, modify, or change the terms and conditions of your trailer's warranty, or any warranties offered on any component by its manufacturer.

At nuCamp we actively work to provide improved and better information about the use of our products. If you have helpful information that you think may benefit fellow nuCamp product owners, you may submit it via e-mail to help@nucamprv.com with a subject of "Owner's Manual" and your submission will be considered for the next update.

GETTING STARTED

DEALER RESPONSIBILITY

When you purchase your camper, nuCamp expects the following of the dealer:

1. Perform a Pre-Delivery Inspection (PDI). The inspection must include the testing of all systems and components installed in your new camper. Your camper must pass the PDI test before it is eligible to be sold to you. nuCamp does not control dealer actions and is not responsible for an incomplete PDI.
2. Give you a complete tour of your camper's appliances and features and teach you how to operate each of the systems.
3. Prepare your camper for your first camping trip with all equipment in running order and ready to be used.
4. Provide you, the owner, access to this Owner's Manual.
5. Provide and explain to you the nuCamp One Year Limited Warranty, Three Year Limited Structure Warranty and the Warranty Claim Procedure.
6. Register your One Year Limited Warranty online at www.nucamprv.com. You should receive a confirmation email when the warranty has been activated.
7. Provide you with two sets of keys and all remotes needed to operate select appliances and components in your camper.
8. Provide you with the complete Owner Package which has all component user manuals and other complimentary items from nuCamp. This is located within the trailer when shipped from nuCamp.
9. Assist you in locating model and serial numbers of each installed component and walk you through activating the manufacturer warranties.
10. Discuss and plan with you what to do in case of service needed on your camper, whether local or abroad. This includes repairs not under warranty.
11. Service the full nuCamp lineup. From time to time an owner will have an emergency while in transit. In such an event, every nuCamp dealer is strongly encouraged (and expected) to accommodate such repairs. **Please note: nuCamp dealers are independently owned and operated and possess the ability to refuse service.** Furthermore, a nuCamp dealer that does not teardrop trailers campers is not required, nor expected to, perform work on said product.

OWNER RESPONSIBILITY

Before, during and after the purchasing process of your new camper, nuCamp expects the following of you, the owner:

1. You fully inspected the entire camper for any kind of defects and have found it acceptable, clean, and completely free of damage.
2. You acquired access to this Owner's Manual.
3. You were shown how to operate each feature and function of your new camper and are fully aware of the maintenance schedule required to keep your camper in excellent operating order.
4. You have agreed to be responsible to properly maintain your new purchase and perform any needed service in a timely manner.
5. You have read and understood all safety messages in various locations on the camper and in this manual. You have agreed that nuCamp is not liable for any warranty coverage or compensation for injury or loss sustained through the disregarding of safety messages, regardless of your awareness. You are fully responsible.
6. With dealer assistance, you have registered all warranties of installed components. To avoid loss of coverage it is crucial that you activate each warranty registration in the prescribed time limit.
7. You had a chance to review, read and fully understand the nuCamp One Year Limited Warranty, Three Year Limited Structure Warranty and the Warranty Claim Procedure.
8. You received a copy of One Year Limited Warranty before your purchase was completed. You

read and agreed by written signature to the terms and conditions contained therein.

9. You had any and all questions answered by the dealer.
10. You have responsibly protected yourself and others by acquiring insurance coverage on your camper. Consult your insurance agent for appropriate coverage before leaving the dealership with your new camper.

OWNER'S PACKET

An owner's packet is included in every camper manufactured by nuCamp. This packet includes all your component user manuals and warranty cards. The Packet and its contents (except for complimentary items from nuCamp) should be considered a working part of the camper equipment and must be passed to new owners at any sale.

WARRANTY REGISTRATION

For the best warranty service please be sure that your warranty registration has been submitted to the Warranty Department at nuCamp. While nuCamp expects your dealer to submit the registration, it will ultimately be in your best interest to confirm that the warranty registration request has happened. If you have not received confirmation of the completed warranty registration form, please contact the nuCamp Warranty Department by phone at 330-852-4811 ext: 822 or email at warranty@nucamprv.com and request confirmation. Have your camper's Vehicle Identification Number (VIN) available when you contact us.

COMPONENT REGISTRATIONS

Most installed appliances, features and components included with your camper will have a warranty of some type and some may be eligible for coverage under the nuCamp One Year Limited Warranty. Refer to the included user manuals in your owner's packet for any information the supplier has listed.

FIRE SAFETY PLAN

In case of fire or weather emergencies, it is vital to have a Safety Plan developed for all occupants. The plan should be rehearsed and frequently practiced. Review the safety warnings in the General Safety portion of this manual for details. Pay attention to door and emergency exit locations, fire safety and how to operate safety equipment in your camper.

Educate all occupants on the following:

1. The meaning of each alarm equipped in the camper.
2. The designated outside meeting place a safe distance away from the camper where everyone gathers in an emergency. This should be chosen at each stop after parking your camper.
3. The instructions for using the emergency exits. Practice finding the exit blindfolded. In case of a real fire, smoke may obstruct your vision.
4. The safety procedure in the event of a fire, smoke, or gas: stay low to the floor, avoid breathing in the fumes and exit immediately.
5. The safety procedure in the event clothing catches fire: Stop, Drop and Roll. STOP, don't run, DROP to the ground, and ROLL back and forth until the fire is extinguished. Use your hands to shield your face from the fire. Running will only increase a fire.
6. The location of emergency phone numbers and the conditions under which emergency services should be called.
7. The contact information for a friend or relative who will serve as an emergency contact. Make this information available to all your family members.

Consult your local fire department for assistance in compiling a comprehensive Safety Plan for your specific camper.

EMERGENCIES

Emergency Preparation. Keep an emergency first aid kit in your camper. A separate kit with essential tools and supplies should also be compiled. These may come in handy in some emergencies as well as for any type of troubleshooting that may arise. The tools suitable for your needs may depend largely on how much boondocking or cold weather camping you do. Boondock camping may take you far away from the nearest service station and so be prepared to do some of your own maintenance. A common list of items needed for emergencies, troubleshooting and maintenance is as follows:

Adjustable Wrench	High Visibility Cones	Socket/Ratchet Set
Allen Wrenches	Ice Scraper	Tape Measure
Car Jack (2-ton)	Jumper Cables	Thread Seal Tape
Cordless Drill	Leather Gloves	Tie Down Straps
Drill Bits & Tips	Level	Tire Pressure Gauge
Duct Tape	Lug Wrench	Tire Repair Kit
Emergency Blankets	Multi-Bit Screwdriver	Tow Rope (5-ton capacity)
Extra Batteries	Multimeter	Traction Aid (Sand)
Extra Fuses	Pliers	Utility Knife
Flashlight	Raincoat	Wheel Chocks
Hammer	Road Flares	Wire Cutters
Hand Cleaner	Shop Rags	Zip Ties

Weather Emergencies. When it comes to recreational activities, weather can be the number one factor affecting your enjoyment of the great outdoors. Be prepared for any type of weather emergencies when traveling with your camper. The following may be helpful in addressing such emergencies:

- Develop a disaster plan for all occupants. Everyone should know what to do in severe weather. Different types of weather will call for different responses so be familiar with each.
- Know if the campground has a designated shelter area in case of severe weather. When you arrive at a campground, ask management what to do in case of weather emergency and where the designated shelter area is located. If the campground is unstaffed, there are probably no weather emergency provisions made for that campground. Be prepared with your own emergency weather plan.
- Find a local radio or TV station that broadcasts weather. In case of power loss, keep an emergency grade battery-operated radio with extra batteries available.
- Invest in a weather radio. A weather radio will give you access to 24-hour VHF weather broadcasts from the US National Weather Service.
- Research and educate yourself on weather safety. Visit the US National Oceanic and Atmospheric Administration website at www.noaa.gov to learn more.

Roadside Emergencies. Roadside emergencies can occur at any given time while traveling. The following guidelines will help you resume travel faster in the case of a roadside emergency:

1. To obtain service, locate your nearest authorized nuCamp dealer using our “Find a Dealer” feature on the website at www.nucamprv.com.
2. If you cannot find an authorized dealer in close proximity to your location, you may try:
 - Searching online for a service center near you.
 - Asking campground staff for service centers nearby.
 - Acquiring a local Yellow Pages phone book and check for RV service centers.
 - Contacting the dealer you bought your trailer from.
 - Contacting nuCamp Customer Experience.
3. Upon locating a Service Center have the camper repaired. Unless you are still in the warranty period of your camper you will be responsible for repair costs. If you believe you qualify for warranty coverage, please have the repair center contact the nuCamp Warranty Department by phone at [330-852-4811 ext: 822](tel:330-852-4811) or email at warranty@nucamprv.com for pre-approval of repair coverage.
4. If you have an emergency repair on a weekend, after business hours or on a holiday when nuCamp Warranty Department personnel are not available, take the initial steps and find your nearest dealer. Should the situation be dire in nature, where it materially affects your ability to camp or operate your camper, please have it repaired and then contact the Warranty Department during normal business hours to acquire coverage approval. (Note: nuCamp does not guarantee any repairs are eligible for warranty coverage until approval is given through the Warranty Department.)

GENERAL SAFETY


SAFETY LABEL DESCRIPTIONS

 **CAUTION**
A potentially hazardous situation that can result in moderate injury and/or property damage.

 **WARNING**
A potentially hazardous situation that can result in death, serious injury and/or property damage.

 **DANGER**
A potentially hazardous situation that, if not avoided, will result in death or serious injury.

NOTICE
Attention is called to the observation of a specific procedure to maintain a specific condition.

 **GENERAL NOTES**
The note symbol is to give you extra information or a tip on the subject presented.

SAFETY CERTIFICATIONS

All nuCamp campers have been designed to conform with, or exceed, the National Fire Protection Association (NFPA) 1192 standard, American National Standards Institute (ANSI) 1192 standards, Canadian Standards Association (CSA) Z-240 standard (for Canadian units), and applicable federal motor vehicle standards. These standards establish the requirements for electrical, plumbing, fuel systems and equipment, fire and life safety provisions and other requirements for quality and safety. The Recreational Vehicle Industry Association (RVIA) and the Canadian Recreational Vehicle Industry Association (CRVIA) routinely check nuCamp product lines to ensure compliance with the above agencies and organizations. RVIA considers nuCamp an active member in good standing and compliance. At nuCamp our design team and Quality Standards department take all RVIA standards into consideration when designing new models and camper upgrades to ensure consumer safety.

SAFETY MESSAGES

Throughout your travel trailer you will find many labels and data plates to aid you in efficient, safe operation and servicing instructions. Tour your trailer to read and understand these messages before operating for the first time. If any label or data plate has been removed, damaged, defaced or painted over, replace it immediately. Following is a description of the meaning of each different type of label conveying a safety message:

SAFETY ALERT SYMBOL



Recognize this symbol as an alert to important safety information or a hazardous situation that can cause property damage, minor or serious injury and in extreme cases, death to you or others. Always read instructions included with this symbol.

FIRE SAFETY

These common causes are related to fire safety hazards and should be avoided at all costs:

- Smoking in bed
- Leaving children unattended
- Using flammable cleaning fluids
- Leaving food unattended while cooking or baking
- Having faulty wiring
- Using damaged electrical devices
- Having propane or gasoline fuel leaks
- Being careless

In a fire emergency:

- Evacuate the camper immediately. **Safe escape is the most important part of a fire emergency.**
- Execute the Fire Safety Plan you developed. Refer to the GETTING STARTED section of this manual.
- Understand the type of fire you are dealing with. Using water in a grease fire may spread the fire while using water for an electrical fire may result in electrocution.
- Call 911 from a safe distance away, regardless of the fire size.



Cultivate these safety habits in recreation to minimize fire safety hazards:

- Teach all occupants Fire Safety Practices. Consult your local Fire Department and the NFPA (www.nfpa.org) for more information.
- DO NOT leave a burning fire of any kind unattended.
- Supervise children at all times around campfires, grills and cooktops where there is open flame.
- Maintain a minimum three-foot area around campfires, grills, and tents that is free of dry grass, leaves, pine needles, wood, bushes, trees, or combustible materials.
- Be ready in advance to quickly and completely extinguish any type of fire at all times.
- Teach everyone how to use the P.A.S.S. method with a fire extinguisher.
- DO NOT store flammable materials in closed areas or by a heat source.
- When refueling motor vehicles first turn off all pilot lights and appliances in your camper.

FIRE EXTINGUISHER

A fire extinguisher is located above the AC of your camper. Read all user instructions on the fire extinguisher in its user manual, found in your Owners Packet. The extinguisher is designed for Class B (flammable liquid, oil, or grease) and Class C (energized electrical) fires as these are the most common in recreational vehicles.

After all occupants are evacuated from the camper and before you use the extinguisher in a fire emergency, determine the cause and severity of the fire.

- If the fire is large or fueled by an oil product or other flammable liquid, stay clear of the camper, and let the fire department handle it.
- If the fire is very small and can be managed, use the fire extinguisher.
- Keep your back to the door so you can evacuate quickly if the fire gets out of hand or the room is too full of smoke.
- Remember that any oxygen supplied to a fire may further fuel it.

When operating a fire extinguisher, remember the acronym P.A.S.S.

P-ull the pin. Point the nozzle away from you.

A-im the nozzle at the base of the fire.

S-queeze the lever gently and slowly.

S-weep the nozzle from side to side to extinguish the fire.

EMERGENCY EXIT

Your TAG Teardrop Trailer is equipped with two side doors. Either of these doors will serve as an emergency exit in case of fire or other catastrophe.

Practice the following:

- In the Family Safety Plan decide in what order occupants will exit the camper in an emergency.
- When parking the camper, ensure that either door is not blocked by obstacles such as branches or trees. Have solid, level ground below and outside each door with a clear path of escape.
- Keep both doors in proper working order at all times.



COMMON SENSE

While many things can be construed as safety related, the most important is your common sense. If you are careless with matches, cigarettes, flammable material, or any other hazardous material, we can only hope you realize that potential for accidents is greatly increased.



WARNING LABELS

Various safety and information labels are attached to surfaces both inside and outside your RV. These labels are permanent and should not be removed or relocated for any reason.



WARNING

Replace the fire extinguisher immediately after using it. Contact the local fire department for instructions on disposing of your used, non-refillable, dry chemical fire extinguisher.



SMOKE ALARM

Your camper is equipped with a smoke alarm. The alarm will only sound when smoke reaches it. Read the user manual for the smoke alarm to find all needed information regarding its operation.

Important Information:

- The alarm is powered by a standard 9-volt battery.
- When the alarm is activated by smoke, it will beep repeatedly, and the LED light will flash rapidly.
- **Never disable the alarm for nuisance sake or false alarms.** This could be fatal if you forget to turn it back on. Ventilate the cabin with fresh air instead.
- Test your smoke alarm with these steps:
 1. Press and hold the test button until alarm sounds four times.
 2. If there is no sound replace the alarm or supply a new battery.
- The smoke alarm is designed to give you advance notice to the presence of smoke which may lead to open flames.
- If the alarm sounds, evacuate the camper immediately and call 911.
- Replace the alarm when it reaches its expiration date.

CARBON MONOXIDE


Carbon Monoxide (CO) gas is a poisonous gas that is colorless, odorless, and tasteless. It is incompletely burned fuel often from propane appliances, diesel, or gas exhausts. In campers, it is often from propane powered appliances or exhausts blowing into windows from vehicles or generators. Even low concentrations can be dangerous to your health and life. Make sure all occupants understand and can recognize the symptoms of carbon monoxide poisoning.

Carbon Monoxide Poisoning Symptoms:

Dizziness	Vomiting
Drowsiness	Shortness of breath
Weakness	Confusion
Runny nose	Blurred vision
Sore or watery eyes	Unconsciousness
Dull headache	Brain damage
Nausea	Death

In most cases of CO poisoning, individuals become aware they are not feeling well but become so disoriented they aren't able to save themselves by getting to fresh air or calling for help. This is especially dangerous for people who are sleeping or intoxicated. Pets, babies, and small children are usually the first affected by CO poisoning.

It is very important to have exhaust fans running and an air inlet such as a window open when operating fuel burning appliances.

 **WARNING**

Test smoke alarm for proper function after camper has been taken out of storage, once per week and before each trip. If the smoke alarm does not test properly, replace it immediately.

 **WARNING**

Never use open flame to test the smoke alarm. This can set the smoke alarm and your camper on fire.

TOWING & LEVELING



SPEED

In ideal road conditions, the maximum recommended speed for safely towing a trailer is 65 mph. Your trailer is more likely to sway under higher speeds, thus increasing the possibility for loss of control. Your tires can also overheat, increasing the possibility of a blowout.

RIG DYNAMICS

When towing a trailer, you will encounter:

- **Increased Turning Radius.** This means you must make wider turns to keep from hitting curbs, vehicles, and anything else on your inside corner.
- **Increased Stopping Distances.** To compensate for increased stopping distances, while following another vehicle on the highway, stay one rig length away from the vehicle in front of you for every 10 mph of your speed.
- **Different Vehicle Handling Dynamics.** Your trailer will be more sensitive to steering in windy conditions. Larger vehicles passing will have a greater effect on the control and handling of the vehicle.
- **Slower Acceleration.** You will need a longer distance to pass, due to slower acceleration and increased length.

DRIVING PRACTICES

Safe driving practices and habits:

- **Slippery conditions.** Slippery road surfaces will be more dangerous when driving a vehicle with a trailer, compared to driving without a trailer.
- **Rainy Weather.** While rain may seem harmless, the dangers of hydroplaning increase if you do not reduce your speed. Turn on your emergency flashing lights to help others on the road to see you better, especially in heavy rain where visibility is reduced.
- **Black Ice.** In rainy weather when temperatures drop to 32° or lower, black ice is possible and will show up on bridges first. Reduce your speed to reduce the risk of losing control.
- **Trailer Sway.** This is caused by excessive steering, wind gusts, roadway edges, the trailer's reaction to the force created by passing trucks and buses, or improper loading of cargo in the trailer—a frequent problem. When encountering trailer sway under high speeds, back off the accelerator and “ride it out” by steering as little as possible to stay on the road. Use small “trim-like” steering adjustments. Do not attempt to quickly steer out of the sway. This is dangerous and can result in loss of control. If your vehicle is equipped with a hand control of the electric trailer brakes, gently apply the trailer brakes alone to straighten out any sway. This works because it puts pressure between tow vehicle and trailer where the sway is happening.
- Check rearview mirrors every 2-3 seconds to observe trailer behavior and accompanying traffic.
- Always check your rearview mirrors before changing lanes and always use turn signals.

CAUTION

Excessive speed could result in tire overheating and tire blowout. It is not recommended to exceed 65 MPH in normal road conditions.

WARNING

Excessive speed in hazardous road conditions could result in loss of control, serious injury or death. Slow down in hazardous road conditions or pull off the road and wait for the weather to clear up. Follow all weather safety directions.

WARNING

Never allow anyone to ride in the trailer while traveling. Not only is it against the law in many states, it may result in serious injury or death.



WARNING

Using a tow vehicle with under-rated capacities could result in loss of control, serious injury or death and will void your warranty. Pull a trailer with a tow vehicle rated for the trailer's weight.



DANGER

Using an under-rated or improper ball hitch could result in uncoupling, loss of control, serious injury or death and will void your warranty. Couple your trailer with the properly rated hitch and correct ball size.

- Use a lower gear when driving down steep or long grades. The engine and transmission should not serve as a brake but rather to maintain a lower speed. Use brakes to gently reduce speed then rely on your engine to maintain the speed. Do not ride your brakes, as they may overheat and become ineffective.
- Always be aware of your trailer height, especially when approaching bridges, roofed areas, and trees. It is helpful to know your exact clearance height and check the height dimension on each bridge before passing underneath.
- Obey all traffic rules. They are for your safety.
- Wear your seatbelt.
- Be alert and courteous to fellow drivers.
- Look out for motorcycles, bicycles, and pedestrians.
- Always use your running lights to increase your visibility to other traffic.
- Never drive under the influence of alcohol, drugs or any kind of medication that will affect your reflexes, comprehension, and alertness.
- Never drive when you are tired. If you begin to fight sleep, switch drivers or, if you are alone, find a place to sleep until you are rested enough to go on. It is more important to arrive safe than on time.
- Never use cruise control on wet, icy roads, winding roads or when traversing mountainous territory.
- Be aware of your travel trailer's departure angle when entering or exiting driveways, parking lots, campgrounds, or any other terrain where you must cross a ramp angle. Refer to the nuCamp website for specifications on your trailer.

TOW VEHICLE

Using a tow vehicle with under-rated towing and loading capacities to tow a trailer can cause serious stability problems. Additionally, the strain put on the engine, structural frame and drivetrain of the vehicle may lead to serious maintenance problems. The maximum towing and payload capacities of your towing vehicle must never be exceeded. Refer to your tow vehicle's Owner's Manual for the towing capacity of your tow vehicle, in terms of maximum Gross Trailer Weight (GTW), maximum Gross Combined Weight Rating (GCWR) and Payload Capacity.

HITCH & COUPLER

For safety, it is extremely important for a trailer to be securely coupled to the trailer hitch. Before you tow your trailer confirm that:

- The hitch on your tow vehicle is proper for your trailer with the correct towing and load capacity.
- The ball on your hitch is the correct size and is not worn down, corroded, or cracked. Replace if needed. The ball size required for your trailer, typically 2" or 2 ⁵/₁₆", is specified on a label attached to the tongue coupler.
- The ball is fastened tightly to the hitch.



When your hitch is mounted to your tow vehicle, your travel trailer must be level. If necessary, purchase a hitch with adjustable height for your tow vehicle so that your trailer is pulling level to the ground behind your vehicle.

- A high hitch will accent weight behind the axle and may cause sway or fishtailing.
- A low hitch will add extra tongue weight and extra weight to the front axle.

SAFETY CHAINS

To be effective, safety chains must:

- Be in good condition and properly connected to the tow vehicle.
- Be fastened to the frame of the tow vehicle. Do not fasten to ball or hitch!
- Cross each other under the hitch and twisted for minimum slack to allow for turns.
- Be able to hold tongue off the ground if the trailer should uncouple for any reason.

Safety chains are provided on bumper pull trailers so that control of the trailer can still be maintained if the trailer comes loose from the tow vehicle. If the safety chains and emergency breakaway brake lanyard are incorrectly attached, the result can be extensive trailer and tow vehicle damage, serious injury and even death.


BREAKAWAY SWITCH

Your trailer is equipped with a system that will apply the brakes in emergencies where the trailer uncouples from the towing vehicle.

When hooking up the breakaway system:


- Connect the breakaway switch lanyard to a permanent part of the tow vehicle.
- DO NOT connect the lanyard to the safety chains, hitch, or ball.
- Make sure the auxiliary battery, equipped on your trailer, is correctly installed, fully charged and in good working condition. Your system will not work without the battery hooked up for power.
- Test the system before towing on the road.
- DO NOT tow your trailer on the road if the system is not working properly. Have the system repaired before towing.

The breakaway switch is activated when the trailer moves a certain distance away from your tow vehicle. The breakaway system is a way for your trailer to keep tension on the safety chains and allow you to come to a full stop with minimal trailer, vehicle damage or personal injury. Keep the breakaway system, including the trailer battery, in good working condition and properly rigged to be fully effective.




WARNING

Using a tow vehicle with under-rated capacities could result in loss of control, serious injury or death and will void your warranty. Pull a trailer with a tow vehicle rated for the trailer's weight.



COUPLER LUBRICATION

PERIODICALLY OIL PIVOT POINTS AND SLIDING SURFACES OF COUPLER WITH SAE 30 WT. MOTOR OIL. APPLY CHASSIS GREASE TO BALL SOCKET.



DANGER

Using an under-rated or improper ball hitch could result in uncoupling, loss of control, serious injury or death and will void your warranty. Couple your trailer with the properly rated hitch and correct ball size.



CAUTION

While the trailer is connected via the 7-way connector plug, your camper may draw power from the vehicle battery for 12V power functions unless 110V shore power is connected. This can drain your vehicle battery if unattended for an extended period and if the vehicle is not running during this time. Unplug the 7-way connector plug from your vehicle when the vehicle engine is not running.



WARNING

Malfunctioning or disconnected lights on your trailer while driving is not only illegal but may result in traffic accidents due to limited visibility of your trailer by other vehicles. Loss of control, serious injury or death can result.



WARNING

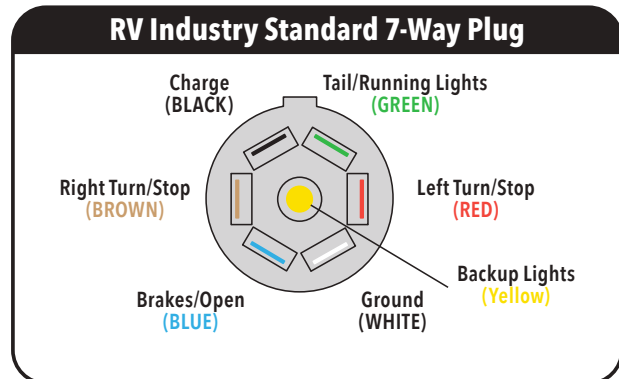
If your trailer is improperly connected to your tow vehicle, chances for loss of control and traffic accidents are majorly increased and may result in serious injury or death.

CONNECTOR PLUG

Before each trip:

1. Plug the 7-way connector plug into the tow vehicle socket and verify that the driving lights on the side and rear of the trailer light up.
2. Have someone stand behind the trailer and confirm lights are working when you perform the next steps.
 - a. Step on the tow vehicle brakes. Brake lights should light up in the rear.
 - b. Turn on right/left turn signals and verify that the appropriate lights come on.
 - c. With your foot on the brake, put your vehicle in reverse and verify that the backup lights (if equipped) come on.
3. If any of the lights do not function as expected, the system may need to be serviced.

The 7-way connector plug, the wire harness by the tongue, supplies power from the tow vehicle to brake, turn signal, driving, and backup lights (if equipped), and on most tow vehicle makes/models may provide power to your camper's 12V electrical system. It may build up corrosion over time. Clean the connector plug frequently to ensure good electrical contact. Stow the plug in the holder on the side of the A frame when the unit is disconnected.



TOWING HOOKUP

Before you move your trailer:

- Secure and lock the coupler mechanism.
- Secure the safety chains to the tow vehicle.
- Fully retract all tongue and stabilizer jacks.
- Remove chocks from trailer wheels.
- Connect the breakaway switch lanyard to the tow vehicle.
- Connect the 7-pin Connector plug to the tow vehicle power plug.
- Secure all cargo.

Before you tow your trailer on the road, check and ensure:

- Proper function of trailer brakes.
- Proper function of the breakaway switch and system.
- Loads and cargo are secured to the trailer.
- All driving, brake, and backup lights are functioning properly.



BASIC TIRE SAFETY

Everything in your trailer rides and weighs on the tires. This makes them essential safety items to which you must pay close attention.

Common hazards and problems relating to tires are:

- Incorrect inflation
- Overloading
- Tire imbalance
- Low tread
- Axle misalignment
- Mismatched tires
- Improper sized tires to rim
- Road hazard

Before each trip determine:

- Do tires have correct inflation pressure? Check the tires with a high-quality pressure gauge and correct pressure when tires are cold.
- Are there any cuts, cracks, bald spots, uneven tread wear or exposed reinforcement cords in my tires? If there are, have a professional tire dealer inspect your tires for diagnosis and repair.
- Is the trailer overloaded? The Gross Vehicle (Trailer) Weight Rating (GVWR) must never be exceeded. See STEPS TO DETERMINE CORRECT LOADS on page 26.
- Are there foreign objects lodged in the tires? Remove any stones, debris, or other foreign object from the tires.
- Do tire valves all have caps? Keep a few extra caps on hand in case you lose one.

TIRE MAINTENANCE

The two most important things to remember about maintaining tires on a trailer are pressure and tread wear.

Tire Pressure. The proper tire pressure for your trailer is listed on the Federal Certification/VIN label on the tongue of your trailer. An example label can be seen on page 25. You can also find the proper tire pressure on the tire itself. The tire pressure must be checked while the tire is “cold” for accuracy.

1. If your tire pressure is higher than recommended, press the tire valve stem inward for 5-10 second intervals until you have reached the proper pressure.
2. If your tire pressure is low, add air pressure by inflating for 5-10 second intervals until you reach the recommended max air pressure.
3. If you have been driving and your tire pressure is low, even though the tire is hot, fill it to the recommended cold tire pressure. ***This is a temporary fix only.*** Recheck and correct pressure when you can acquire a cold reading.



WARNING


Improper tire pressure can cause trailer instability. Tire blowout, loss of control, serious injury or death can ensue. Always check and correct tire pressures before towing your trailer on the road.



CAUTION

Tire pressures are only accurate when tires are cold.



 **WARNING**

A tire with tread lower than recommended will not have good traction and is subject to tire blowout at any time. Loss of control, serious injury and/or death may result.

More Tire Pressure Information:

- Improper tire pressures can overload your tires, causing heat buildup. Too much heat buildup in a tire can cause reduced trailer stability, tire blowout, loss of control or worse. Always keep a tire pressure gauge in your trailer and before each trip make a quick check of all tire pressures. A tire left under-inflated for even a short period of time can suffer interior damage.
- Tires may lose pressure over time due to air molecules that are highly pressurized working their way through the rubber of the tire to the outside. Over a month's time, a tire may lose as much as 1-3 PSI. When storing your trailer, inflate tires to max capacity and top off the pressure before towing again.
- You cannot determine proper tire pressure by visual inspection, although extremely low tire pressures will be clearly visible. Only a tire pressure gauge will accurately tell you what is going on.
- Tire pressures are recorded as PSI (pounds per square inch, in the U.S.) and KPA (kilopascals, the metric, international measurement).
- Recommended tire pressures are normally recorded as "cold" tire pressures. The cold inflation pressure is when the tire has not been in use for more than one mile or subjected to heat from driving within the last three hours. A "hot" tire's pressure may be as much as 6 PSI higher than a cold pressure reading.
- You can find air compressors at most major service stations. Alternatively, portable air compressors powered by 12V car charger outlets or 110V electric are usually available from hardware, automotive or building supply stores. The 12V portable air compressors are generally not very high quality or very speedy but may get the job done just fine.
- Keep a high-quality tire pressure gauge in your camper. Cheap tire gauges are often more inaccurate. You can find good ones at auto parts stores or at professional tire dealer facilities. Ask for recommendations.

Tread Wear. Good tire tread keeps your vehicle from slipping or sliding in cold or rainy weather conditions when ice or hydroplaning hazards are present.







- When tire tread is worn down to $\frac{1}{16}$ " of tread, it is unsafe and must be replaced. By most expert statistics, the average life of a trailer tire under normal use and maintenance is five years regardless of how minimum the use has been.
- Even at three years with adequate tread left, replacing your tires should be considered.
- Tires may look like they have plenty of tread left even though they may be worn out. Have a qualified service technician inspect your tires frequently and evaluate the life of the tire.
- Tires are warranted by the tire supplier. Refer to the flyer enclosed in your owner's packet for Warranty Information or access the Tredit website at www.tredittire.com.



There are two ways to check your tires' tread wear:

1. **Tread Wear Bars.** These are the raised sections in the bottom or beside tire tread grooves. When the tread has become even with the tread wear bars to the point that you cannot distinguish the difference, you need new tires.
2. **The Penny Test.** Insert a penny into the tire tread grooves with the top of Lincoln's head pointing into the tire. If you can see the top of Lincoln's head on the penny, tires must be replaced immediately.

Abnormal or uneven treadwear are signs that your tires give to indicate how they are performing. Below you will see the most common issues, reasons why and how to correct:

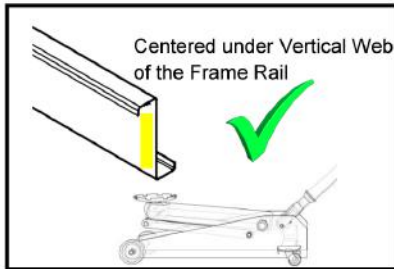
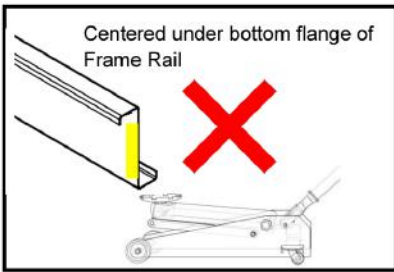
Tire Wear Diagnostic Chart		
WEAR PATTERN	CAUSE	ACTION
 CENTER WEAR	Over Inflation	Adjust pressure to particular load.
 EDGE WEAR	Under Inflation	Adjust pressure to particular load.
 SIDE WEAR	Overloading or loss of camber	Make sure load doesn't exceed axle rating and perform alignment service.
 TOE WEAR	Incorrect toe angle	Perform alignment service.
 CUPPING	Tire out of balance	Check bearing adjustment and balance tires.
 FLAT SPOTS	Wheel lockup and tire skidding	Avoid sudden stops when possible and adjust brakes.

SPARE TIRE

In the case of a flat tire your unit is provided with a spare tire.

How to install the spare tire in an emergency:

1. Find a solid, level surface on which to jack up your trailer. If there is no solid surface available, use the jack pads you use for leveling the trailer or place a heavy rubber mat under the jack. Gravel or unsolid ground can be dangerous to place a jack on as it may give way and cause serious injury if the trailer moves.
2. If you are beside the highway, place reflective cones or road flares fifty feet behind and in front of your vehicle to alert traffic that you need space.
3. If possible, leave the trailer attached to the tow vehicle. Set the park brake on your tow vehicle.
4. If you have weight distribution bars equipped, remove them.
5. Chock the wheel on the opposite side of the delinquent tire.
6. Remove the spare tire from its holder. Grab the jack, stand and 3/4" tire iron.



7. Using your 3/4" tire iron, loosen all lug nuts by one 360° turn, or just enough to loosen slightly.
8. Now you are ready to jack up the trailer. Place the jack on the chassis directly behind the wheel. Lift the trailer, being very careful that the jack does not slip off. Keep all body parts away from the area to avoid serious injury.
9. When the failed tire has cleared the ground, remove the lug nuts on the failed tire. Immediately install the spare tire, start the lug nuts by hand and tighten as much as possible. The wheel will spin when you try to tighten lug nuts. This is normal.
10. Carefully drop the trailer back down, remove the jack and tighten lug nuts according to instructions shown on page 23.
11. Stow the failed tire. Reinstall weight distribution bars, stow all tools, remove chocks, road flare and reflective cones, in that order.
12. Proceed to the nearest tire service center. Have the failed tire repaired or replaced and remounted.
13. Remember to properly re-torque the lug nuts to 110 ft-lb at 10, 25, and 50 miles.

Of all tire maintenance, the spare tire is often the most forgotten. After all, you only need it in a pinch. Properly maintain your spare tire. When the time comes to use your spare tire, you will want it to perform as expected.

1. Check the spare tire pressure monthly.
2. Do not exceed 50 MPH speed or drive more than 100 miles with your spare tire on your trailer.
3. A spare tire is generally only to be used when the normal tire is damaged, flat or cannot hold air pressure. It should not be used for long-term purposes. Use it for temporary and emergency purposes only until you can reach the nearest tire service center.

TIRE INFORMATION

Other essential information concerning tire care:

- Statistically, it is better for a tire to be in use than idle. This is due to lubricants beneficial to tire life that release when the tire is under pressure and being used.
- Frequent use of the trailer tires prevents "flat spots" from forming that are detrimental to the tire's health.
- In hot climates, towing under high speeds significantly degrades trailer tires. The heat a tire operates under in these conditions may be higher than the ideal conditions it is engineered for. The heat buildup can cause internal tire structure failure. Use moderate speeds in higher temperature climates.
- Specialized Trailer (ST) tires are greatly different than passenger (P) car or light truck (LT) tires. Passenger car and light truck tires are designed for traction in driving conditions such as stopping, pulling,



DANGER

Do not attempt to jack up your trailer with the equipped stabilizer jacks. Stabilizer jacks are not engineered to lift the trailer. Serious injury or death could ensue.



CAUTION

Do not leave the spare tire equipped for more than 100 miles. It is intended only as an emergency measure until you can reach the nearest service center.



Spare Tire Tools

TOOLS NEEDED TO CHANGE A SPARE TIRE:

Hydraulic Jack (Two-Ton Capacity)

*3/4" Torque Socket Wrench
or Tire Iron*

Wheel Chocks

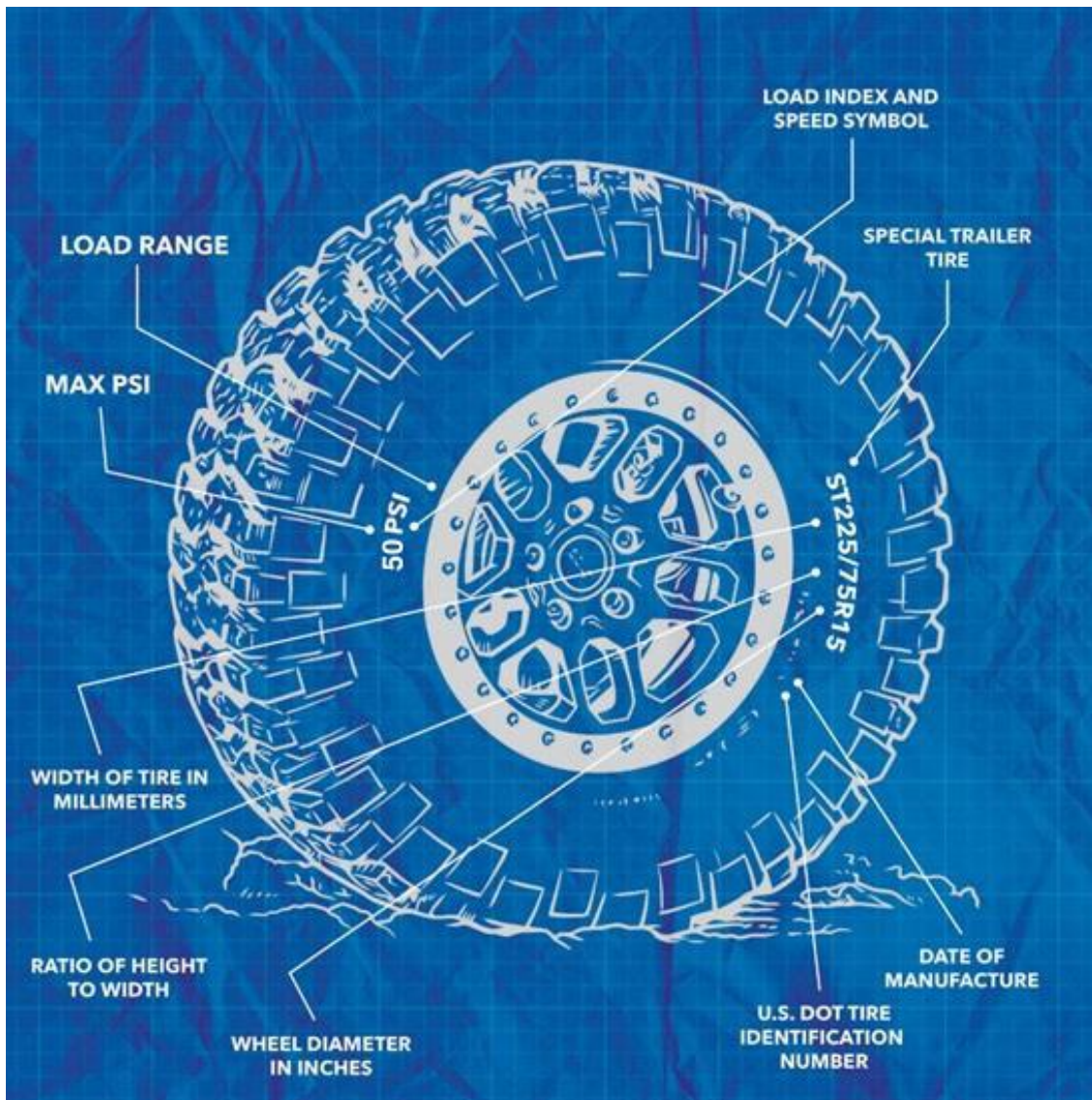
*Flat Jack Pads, Hard Rubber Mat,
or Steel Plate*

*High Visibility Reflective Cones
and Road Flares*



swerving, or turning. They require tires with more flexible sidewalls. Trailers do not have applied driving torque to their axles, but they carry heavy loads and have a higher center of gravity. Trailer tire sidewalls are engineered to reduce sway and handle heavier loads. Use recommended tires with the ST rating for your travel trailer.

- Tire industry standards restrict speeds of "ST" tires to 65 MPH under normal inflation and loads, unless noted differently on the sidewall of the tire.
- Store your trailer in a cool, dry place indoors to minimize the harsh effects of the sun on your tires. If storing outdoors, tire covers will serve the same purpose.
- When replacing tires, you must purchase tires that are the same size as the trailer's factory-installed original tires or another manufacturer-recommended size. To determine the correct size, check the Tire and Loading Information label as shown on page 25 or on the sidewall of the tire you are replacing. Consult your tire dealer for assistance.





Federal Law requires standardized information on the sidewalls of all tires to identify and describe the characteristics of the tire. This also helps provide a tire identification number in case of recalls and for safety standard certifications. The image on page 22 is intended as a demonstration only concerning standardized information on a tire. It is not the actual tire that your trailer is equipped with.

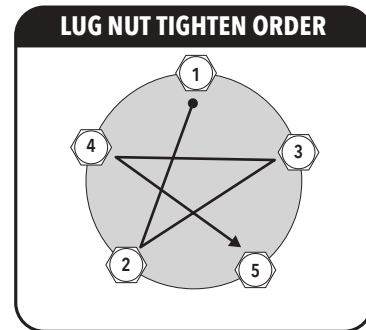
LUG NUTS

To keep wheels properly attached to the hub, lug nuts must be properly tightened. Lug nuts often loosen slightly after first being assembled. Most manufacturers recommend following these basic instructions for tightening lug nuts:

1. To prevent cross-threading, start the lug nut onto the bolt by hand.
2. Tighten in two stages:
 - a. First, snugly tighten the lug nuts in the proper sequence following the lug nut tightening diagram.
 - b. Second, again following the diagram sequence, tighten each lug nut to 110 ft. lbs. using a calibrated torque wrench.
3. After you purchase your trailer (and after remounting wheels at any time), you must tighten the lug nuts at 10 miles, 25 miles, 50 miles, and before each trip you take.

WARNING

Metal creep, inadequate torque and loosening lug nuts after factory installation will cause a rim to loosen or wheel to part from a trailer. Loss of control, serious injury and death may result. Tighten lug nuts after the first 10, 25, and 50 miles after wheel mounting and before every trip.



WEIGHT DEFINITIONS

It is very important to stay within the weight ratings of your trailer and tow vehicle. Learning these definitions will help you safely manage your trailer's weight and balance. Towing vehicle and trailer weight numbers typically fall into these two categories:

- Ratings are maximum limits that under no circumstance should be exceeded. These limits are established by nuCamp and our part manufacturers in the design of the trailer.
- Weight and Load are generally interchangeable terms. Weight is



measured by putting a vehicle, trailer, cargo, or other components on a scale. Vehicles and cargo have weight or mass, which create loads on tires, axles, and hitches.

Common Definitions:

GAWR (Gross Axle Weight Rating): The maximum weight each axle is designed for and rated to carry.

GVWR (Gross Vehicle Weight Rating, also called GTWR or Maximum Loaded Trailer Weight Rating): The maximum operating weight of a trailer as specified by the manufacturer including the vehicle’s chassis, body, fuel, accessories, and any cargo.

GVW (Gross Vehicle Weight, also called GTW for Gross Trailer Weight): The total actual weight of your trailer or tow vehicle plus cargo, as measured on a scale.

TONGUE WEIGHT (or Hitch Weight): The amount of weight that presses down on the hitch when your trailer is connected to a vehicle. On a tow vehicle the tongue/hitch weight is considered cargo and must be less than Payload Capacity of the tow vehicle so as not to cause steering safety hazards of the tow vehicle.

CURB WEIGHT: The actual weight of a trailer with standard equipment, including the maximum capacity of LP gas and fluids, battery(ies), and the factory mounted spare tire. This includes tongue weight on a trailer.

CCC (Cargo Carrying Capacity, also known as Payload Capacity): The maximum weight that persons plus cargo should never exceed. Payload is derived by subtracting Curb Weight from GVWR.

- United States: CCC is equal to GVWR minus Curb Weight. Water is considered cargo weight.
- Canada: CCC is equal to GVWR minus the Curb Weight and a full tank of fresh (or potable) water.


LOAD DISTRIBUTION

The balance of a trailer is a key factor in how a trailer handles when it is being towed. Cargo must be distributed evenly from side to side and front to back. Generally, the way to determine this is to weigh your trailer on a public scale. The weight bearing on either side should be equal or within 200 lbs. difference. More importantly, load the trailer so the tongue weight falls between 10-15% of your gross trailer weight. Instructions on how to determine these weights can be found in STEPS TO DETERMINE CORRECT LOADS on pages 26-27.


CARRYING CARGO

The load on your trailer must never exceed:


1. GVWR (Gross Vehicle/Trailer Weight Rating)

 **WARNING**

An imbalanced trailer can cause excessive sway or adverse tow vehicle handling. This can result in loss of control, serious injury or death.

 **DANGER**

Do not exceed the GAWR (Gross Axle Weight Rating) of your trailer. If you have exceeded the GAWR you must remove or rearrange cargo until you are within the proper load.

 **WARNING**

An overloaded trailer can result in serious injury or death. Never exceed weight ratings of a trailer by over-loading with cargo. If you exceed load ratings, your warranty will be voided, and you could be liable for any accidents that may happen due to negligence.




2. GAWR (Gross Axle Weight Rating)
3. Maximum Load Rating of tires
4. Cargo Carrying Capacity

The GVWR and GAWR can be found on the VIN (Vehicle Identification Number) label located on the front of your chassis near the tongue jack. =Example (not specific to your trailer):

MANUFACTURED BY/FABRIQUE PAR: NUCAMP RV	DATE: 01/2000
GVWR/PNBV 1315 KG (2900 LB)	
GAWR (EACH AXLE) / PNBE (CHAQUE ESSIEU) 1315 KG (2900 LB)	
TIRE/PNEU 205/75R15 RIM/JANTE 15	
COLD INFL. PRESS/PRESS. DE GONFL. A FROID 344.7 KPA (50 PSI/LCP)	SINGLE
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. – CE VEHICULE EST CONFORME A TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SECURITE DDES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION.	
V. I. N./N. I. V.: 57HTT28D2LS000000	TYPE/TYPE: TRAILER/REMORQUE

The TIRE AND LOADING INFORMATION LABEL provides the customer with individual trailer cargo weight limits, tire size and recommended pressure. The label is located on the exterior front passenger side of the trailer body. Example (not specific to your trailer):



TIRE AND LOADING INFORMATION
RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

The weight of the cargo should never exceed 635 kg or 1400 lbs.
 Le poids du chargement ne doit jamais dépasser 635 kg ou 1400 lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS A FROID	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION VOIR LE MANUEL DE L'USAGER POUR PLUS DE RENSEIGNEMENTS <small>FD-339</small>
FRONT AVANT	205/75/15	344 KPA / 50 PSI	
REAR ARRIERE	205/75/15	344 KPA / 50 PSI	
SPARE DE SECOURS	205/75/15	344 KPA / 50 PSI	

57HTT28D2LS000000

The Cargo Carrying Capacity label provides cargo loading information and is located on the jamb of the entry door. Example (not specific to your trailer):

RECREATIONAL VEHICLE TRAILER CARGO CARRYING CAPACITY

VIN: 57HTT15DOMS000000

THE WEIGHT OF CARGO SHOULD NEVER EXCEED

321 kg or 708 lbs.

CAUTION:

A full load of water equals 162 kg or 357 lbs. of cargo @ 1 kg/L (8.3 lb/gal)



When loading your trailer:

- Determine where cargo should be placed to ensure a balanced trailer and document it for future reference.
- Approximately 60% of total cargo weight should be forward of the axles.
- Heavy items should be kept near the floor over the axle to keep center of gravity down on the trailer.
- Don't place heavy items in the upper cabinets to avoid shifting and falling during travel.
- Secure all cargo to keep it from shifting during travel.
- Emergency items should be stored in a waterproof container. Place in an easily accessible compartment.

STEPS TO DETERMINE CORRECT LOADS

To accurately determine correct loads on your trailer, stow all cargo that you will be taking on your camping trip and follow these steps to determine what your trailer's weights are:

Step 1. Locate a public scale. Ensure that the scale reflects accurate weights. All cargo and passengers in the tow vehicle and trailer must be consistent when capturing weights. Always keep the rig level when weighing.

Step 2. With the trailer attached, pull your tow vehicle onto the scales so that all your tow vehicle wheels are on the scale and trailer wheels are off. Record this weight as the Gross Tow Vehicle Weight + Tongue/Hitch Weight:

Step 3. Pull your entire rig onto the scales so that all wheels are on the scales. Record this weight as the Gross Weight of Rig:

Step 4. To find the weight of your tow vehicle without the trailer's added hitch weight unhook your trailer from your tow vehicle and weigh just your tow vehicle. Record this weight as the Gross Tow Vehicle Weight:

Step 5. The hitch weight is considered cargo for your tow vehicle and is not load on your trailer tires. To find the weight load on your tires and axles and determine if you are within the trailer's GVWR and Maximum Load Limits on tires, subtract the weight captured in Step 2 from the weight captured in Step 3 and record the result as the Gross Trailer Weight – Tongue/Hitch Weight:

- If the result is less than the GVWR + Tongue/Hitch Weight recorded on the VIN Label, and less than Maximum Load Limits on one tire multiplied by 4 (tires) you are within acceptable load range.
- If the result is more than the GVWR + Tongue/Hitch Weight, or more than Maximum Load Limits on one tire multiplied by 4 (tires), you must remove cargo and lighten your trailer.

Weight Specs

Labels located in various places have weight specifications recorded for your convenience. Examples are provided in this manual but ultimately the numbers recorded on your unique trailer are what you need to go by. Because of continuous improvement and innovation of the manufacturing process and available products, each trailer may have unique weights. Each trailer is weighed individually when it rolls off the assembly line and the Cargo Carrying Capacity is determined by that weight. Should any of these labels be de-faced, painted over or missing, contact your dealer or nuCamp Customer Service for replacements.



Step 6. Tongue weight of your trailer and the hitch weight bearing on your tow vehicle are one and the same. To determine tongue/hitch weight, subtract the weight captured in Step 4 from the weight captured in Step 2. Record the result as Tongue/Hitch Weight:_____ Be aware, tongue weight should not exceed 330 Lbs

Step 7. To find the gross weight of your trailer, add the results of Step 5 and 6 and record it as the GVWR:

Step 8. To express the tongue weight as a percentage and determine if the tongue weight is within the safe operating margin of 10-15% of gross trailer weight, divide the result of Step 6 by the result of Step 7. Record it as Tongue Weight Percentage:

- a. If the Tongue Weight Percentage is under 10%, move trailer cargo to the front of the trailer. Repeat Steps 2-8 to reweigh.
- b. If the Tongue Weight Percentage is over 15%, move trailer cargo to the rear of the trailer. Repeat Steps 2-8 to reweigh.

Step 9. To determine whether your trailer is balanced side to side you will need to pull your trailer on the scale so that only the two wheels on the same side of the trailer are on the scale. Record this weight as Gross Load on One Side:

Now subtract this weight from the result of Step 5 and record it as Gross Load on Opposite Side:

Total: _____

Compare the two numbers. The difference between the two numbers will tell you how much more weight is on one side versus the other. Move cargo to the side with less weight to balance side to side and repeat this step.

LEVELING


It is important to stabilize and level your trailer when using it because:

- Walking is easier inside when the trailer is stable and level.
- It is easier to prepare food and perform various activities.



CAUTION

Always level your trailer when in use. Failure to level can cause water leaks, refrigerator failure or other damage.



WARNING

Your electric trailer brakes are engineered to work in synchronization with your tow vehicle brake system and a brake controller. Relying on your tow vehicle or trailer brakes alone to stop the rig may result in loss of control, serious injury or death.



STABILIZING & SET UP

Your travel trailer is equipped with a stabilizing system that serves to keep the trailer from bouncing while in use. Follow these procedures when setting up and stabilizing your travel trailer:

1. Pull into a campsite that is level and free of protruding branches and obstacles. Your trailer should be as level as possible.
2. Set your tow vehicle park brake.
3. Block the trailer wheels with wheel chocks.
4. If equipped, remove the weight distribution bars and stow.
5. Remove the pin from the coupler and pull it back to release the ball hitch.
6. Extend the tongue jack to lift the tongue off the hitch.
7. Remove the safety chains, breakaway lanyard, and 7-pin connector plug. Neatly lay them over the front of the chassis.
8. If you have jack pads, place them under the four stabilizer jacks.
9. Place a level on the floor of the camper to determine whether it is level. Adjust the tongue jack and use leveling blocks to level the unit.
10. Once the unit is level, lower the stabilizer jacks using the supplied hand crank. Please note that the stabilizer jacks are not to be used for leveling.
11. At this point, you are ready to connect 120V power, and start enjoying your outdoor experience.

AXLE & BRAKE SYSTEM

Your travel trailer is equipped with an electrically actuated brake system comprised of the following elements:

- Tow vehicle battery
- Brake controller (on tow vehicle)
- 7-pin connector plug
- Trailer battery
- Breakaway switch
- Electric drum brakes

Important Information about your brakes:

- Trailer brakes are designed to work with tow vehicle brakes to maintain proper performance.
- Using either tow vehicle or trailer brakes as separate systems will increase wear and tear and may void warranties. Use them together.
- Brake shoes need to be adjusted after 1,000 miles or after 40 medium-hard brake stops. This process is called "burnishing" and fits or "seats" the brake shoes to the drum. After this break-in period, schedule for service with your dealer or another qualified technician to have the brakes adjusted for proper performance and durability.
- Brakes must be adjusted every 12,000 miles or as routine maintenance requires.
- If you experience brake lock-up, shuddering, or uneven braking, it is quite often due to the lack of synchronization between your vehicle and trailer brake systems, too high threshold



voltage, or improperly adjusted brakes. If the problem persists, contact your dealer or other qualified technician for diagnosis and repair.

- The primary source of power for your trailer's braking system is your tow vehicle battery. Always keep your tow vehicle battery and its charging system properly maintained and serviced.
- If you are installing an aftermarket brake controller, it must be installed according to manufacturer recommendations for proper tow vehicle and trailer brake synchronization. Contact your tow vehicle dealer for assistance in installation.
- Brakes can be manually adjusted at the brake controller in your vehicle to provide the correct braking capability for varying road and load conditions. Depending on load and driving conditions, you will have to make frequent small adjustments to accommodate.
- Your axle and brake system are supplied by Dexter Axle. All information relating to the brakes and axles can be found in the Operation, Maintenance and Service Manual included in your owner's packet. Make sure to read and understand the Manual before you operate the trailer. If you cannot locate a copy of the Manual, it is available on Dexter's website here: <https://www.dexteraxle.com/resources/manuals/-in-tags/tags/Light-Duty>.

HEATING & COOLING



AIR CONDITIONING

Important information about operating air conditioners in your camper:

- Starting an air conditioner early in the day will not only lower temperatures, it will remove excess humidity and help the camper stay cool when the day gets hot.
- The air conditioner assists in ventilating the camper and promoting a healthy air flow by recycling stale air and bringing in fresh air.
- The air conditioner is the largest single load on the electrical system.
- The air conditioner only operates on shore power. When camping without shore power you will need to use an appropriately sized generator to run the air conditioner. Use 30 Amp Shore Power only. Running the system on a 15amp circuit can overload the circuit.
- Generally, RV air conditioners are only designed to cool the inside air approximately 20° F lower than the outside air. This is not a defect. In temperatures of 100°F or higher, such as in the southwest United States, this should be taken into consideration.
- Keep windows and other vents closed when operating the air conditioner.
- Hot air rises and cool air drops. The air conditioner gathers air via the intake and cools it (creating condensation and discharging water through its vents) and then ejects air where it circulates downward due to being cooler.
- Never close or obstruct the air intake or vent. This will cause the air conditioner to malfunction and slow down cooling.

When camping in hot weather, especially during the day, the camper will absorb heat from the sun and the surrounding atmosphere. This is known as heat gain. If you can reduce this, especially in extremely hot weather, you have won half the cooling battle.

To reduce heat gain and increase air conditioner cooling in high temperature weather:

- Seek shaded areas to park your camper, such as beneath trees.
- Close all windows, shades, and curtains. For an extra heat shield, insert an automotive windshield sunshade, cut to size, into each of the windows. Some shades may have a reflective coating on the exterior side already.
- Keep heat emitting appliances turned off.
- Extend any equipped awnings. This will shade the sides of the camper from sun exposure.
- Start the air conditioner early in the morning to give it a head start on the day.
- Turn the air conditioner on its highest setting.

Refer to the air conditioner's operator manual for detailed operating instructions. This is included in your owner's packet.



FAN VENTILATION

The fan vent(s) installed in the roof creates fresh air circulation and removes stale air from the camper. It is powered by 12V or shore power and may be equipped with either manual or remote controls.

- Always ventilate the camper while sleeping.
- The fan will not ventilate well if an air inflow source such as a window is not opened. For best ventilating results, open a window the farthest distance from the fan so air can flow through the entire camper.
- See operating instructions of the fan vent included in the owner's packet.

ELECTRICAL



ELECTRICAL SAFETY & INFORMATION

Two electrical systems are outfitted on your camper – the primary 12V DC and 120V AC shore power. These electrical systems are engineered to efficiently provide power to the various appliances and features in the camper.

Electrical Safety and Information:

- Aftermarket changes made to the electrical system can result in electrical and fire hazards. Never add appliances, features, or other unapproved changes to the electrical system without the assistance of a qualified technician.
- Electricity can pose a hazard if you do not understand how the electrical system works. Only qualified electrical technicians should service the electrical system and make changes to it in any way.
- Install a surge protector in the supplying 120V AC outlet before plugging in your shore power cord. This will protect your camper's electrical system from damage caused by power surges.
- ALWAYS disconnect electrical power at the source when you work with the electrical system.
- Remove rings, wristbands or other metal objects when working with the electrical system.
- Before you connect your shore power cord to an external supply, test the outlet with an outlet-testing device that indicates whether reverse polarity or an open ground is present in the outlet. If the outlet-testing device indicates either of those conditions, have the outlet repaired. Outlet testing devices are available from your dealer or an RV/camping supply center.
- ALWAYS fully extend the power cord. Do not coil up the cord. Excessive heat build-up can cause the wire coating to melt, thereby becoming exposed and leading to an electrical hazard.

120V AC SHORE POWER


When connected to an external 120V outlet or generator via the 120V shore power cord, your camper will be supplied with power. The electrical system will be grounded via shore power if there is no open ground in the supplying outlet or generator. The negative terminal on your battery serves as a ground to your electrical system when shore power is disconnected.

The 120V electrical system provides power for:

- Air Conditioner (If equipped)
- Power Center/Converter
- 120V Receptacles

12V DC SYSTEM

When not connected to 120V AC shore power, the 12V system uses power from the 12V (or dual 6V) battery(ies) onboard the camper and functions much like the 12V system in your tow vehicle. When 120V AC shore power is connected, current runs to the 12V power center via the converter and provides power to the 12V appliances and features. The negative terminal

**WARNING**

120V AC shore power is powerful enough to kill you. Always use a grounded shore power connection and never remove the "third" ground prong from your shore power cord. Both reverse polarity or improper grounding in the 120V AC supply outlet can cause serious injury or death. Do not connect the shore power cord if either or both are present.



on your battery serves as a ground to your electrical system when shore power is disconnected.

These components and appliances work off 12V power:

- Lights
- Vent/Fan
- 12V Outlets

BATTERY(IES)

Battery Maintenance:

- When the 120V AC shore power cord is connected, the converter system automatically charges the trailer battery(ies) if the battery disconnect switch is turned ON.
- When the tow vehicle is not running, the 7-way connector plug is connected to the tow vehicle (depending on tow vehicle make/model) and the 120V AC shore power cord is connected, your tow vehicle battery may charge as well. In a similar scenario when 120V AC shore power cord is not connected, the tow vehicle battery may discharge slowly if left connected for extended periods. Make sure to unplug the 7-way connector plug when the camper is not being towed or the tow vehicle isn't running.
- Battery charging speed depends on the power being used for lights and appliances. Only surplus power goes to charging the battery.
- On extended stays keep your trailer hooked up to a 120V AC shore power if available. This will keep your batteries charged.
- If you have the 7-way connector plug attached to the tow vehicle (depending on the tow vehicle make/model), your battery will be re-charged while driving.
- If a lithium battery is equipped, you must use the VictronConnect app to monitor the battery level.
- Always make sure the battery is secured in place while traveling.
- Battery cables must always be secured tightly to the terminals. Loose connections can cause power loss or arcing power between connections.
- Keep the terminals and cables clean and free of corrosion. Clean periodically with a wire brush.
- Before using your camper in the summer season, have your dealer check your battery life and perform all necessary maintenance on your system. This will avoid unforeseen maintenance issues during your trips and heighten your enjoyment of your experience.

BATTERY DISCONNECT SWITCH

About the battery disconnect switch:



CAUTION

When installing a battery(ies), always observe polarity. Connecting a battery in reverse polarity will blow the power converter main fuses located in the 12-volt DC distribution center.



- The battery disconnect switch separates the battery(ies) from the 12V distribution center and converter charging system.
- When 120V AC shore power is connected and the switch is turned ON, the power center is activated, and the battery(ies) will be re-charged.
- When 120V AC shore power is connected and the switch is turned OFF, the 12V distribution center will still receive power from the converter, but the battery(ies) is disconnected from the system and will not be re-charged.
- The battery will not be discharged or recharged if the switch is OFF.

POWER DISTRIBUTION CENTER

The power distribution center was designed to use a 30 AMP main breaker with branch circuits. Should a breaker become faulty, replace with the same type of breaker only. Only use approved circuit breakers and 12V fuses. In all cases refer to the manufacturer's instructions on proper operation.

automotive style fuse.

- The power converter is equipped with reverse polarity fuses. If these fuses "blow" while connecting the battery, replace with the same type and rating fuse as originally provided with the equipment.
- While appliances and accessories are connected to the 120V receptacle, the wiring is protected by circuit breakers in the power distribution center.
- In the event of a failure of a 120V circuit, first check your trailer circuit breakers and the breaker for the outlet into which your trailer shoreline cord is plugged.
- If a breaker continues to trip after you have reset it several times, your circuit may be overloaded with appliances or there may be a short in the circuit. Try lessening the load on the circuit by shutting off appliances, such as the air conditioner and microwave, that consume high amounts of electricity. If that does not solve the problem, consult an authorized nuCamp dealer.

CONVERTER

The converter is built into the power distribution center where the breakers and fuses are.

About the converter function:

- The converter transforms 120V AC into 12V DC and enables you to use the interior lights, fans, pumps, and 12V appliances, whether operating on 12V battery power or 120V shore power.
- When on 12V battery power only, everything works normally except the 120V outlets and appliances. Some appliances, if connected and equipped, will still work with propane gas supply.
- The converter system is designed to maintain constant output voltages, thus named DC (direct current), regardless of the variances that occur in shore power systems which are AC (alternating current)
- The converter is energized only when the trailer is hooked up to 120V AC shore power.
- The power converter is not weather-resistant. It must be protected from direct contact with water.

GROUND FAULT CIRCUIT INTERRUPTER

The GFCI (ground fault circuit interrupter) breaker provides reliable overload protection, short-circuit protection and protection from ground faults that might result from contact with a HOT load wire and the ground. Each GFCI circuit breaker is calibrated to trip with a ground current of 5 milliamperes or more. Help protect your family from the risk of electric shock by performing the following test each month.



 **WARNING**

A GFCI does not protect you from electrical shock. You will not be protected from shock when you contact hot and neutral sides of circuit connections. Outlet covers must always be installed while electrical current is present.

Testing GFCI receptacles:

1. Push the Reset button located on the GFCI receptacle first to assure normal GFCI operation.
2. Plug a device, such as a night light, with an ON/ OFF switch into the GFCI receptacle and switch ON.
3. Push the Test button located on the GFCI receptacle. The device should turn off.
4. Push the Reset button, again. The device should come on again.
5. If the device remains on when the Test button is pushed, the GFCI is not working properly or has been incorrectly installed.
6. If your GFCI is not working properly, call a qualified, certified electrician who can assess the situation, rewire the GFCI if necessary, or replace the unit.

RECEPTACLES

Receptacles powered by 120V AC power are on breakers connected to the distribution panel and will function much like the receptacles in your home. Do not connect an appliance or other device that will overload the circuit. When an appliance such as a dehumidifier, iron, toaster, or other device is drawing high power from an outlet, it may impede the function of lights (indicated by dimming) and other components in your trailer. Always be aware of your usage. Shut off appliances that you are not using to increase power availability for others.

SAFETY LIGHTS

Your camper is equipped with safety lights and reflectors that comply with federal and state safety regulations. Never alter the lights or remove the reflectors in any way. Replace defective or damaged lights and reflectors immediately upon discovery. Not only you but the safety of other drivers on the road depends on you and your safety compliance. Your dealer can provide you with replacement parts.

INTERIOR LIGHTS

Interior lights are LED to conserve energy and are powered by 12V DC via the 12V battery(ies) or the power converter when connected to 120V AC shore power. Defective light fixtures must be replaced with same type, size and wattage as originally installed. Contact your nuCamp dealer to acquire those parts.

APPLIANCES



AIR CONDITIONER

Each camper may feature air conditioner units that are different in model or brand. Regardless of the model or brand, the air conditioner will function in basic similar fashion. Some models may have a drain, and some may not, depending on its time of production. The drain pan in each unit remains the same, regardless of drain design and will prevent any spill/leak so long as the air conditioner is level, or the front is slightly elevated.



EQUIPMENT & HARDWARE

HARDWARE ADJUSTMENTS

During travel, everything in your camper is subject to movement and cabinets may shift slightly. Over time this can cause misalignment of cabinetry doors. The hinges installed in your camper can be adjusted. A set of screw drivers will come in handy to adjust these. Other hardware may also be adjusted. If you are uncomfortable or inexperienced in making these small adjustments your dealer will be happy to assist you or teach you how. Use of power tools is not recommended in making hardware and other small adjustments.

ROOF RACK (If equipped)

Your camper may be equipped with a roof rack. A user manual along with parts needed to operate the equipment has been included with your trailer. Do not exceed the weight rating of the roof rack. Be sure to follow all manufacturer instructions written in the user manual.

WINDOWS/BLINDS

Windows and blinds are affected by sunlight. When blinds are up and windows are closed, heat can build up between the window and the blind. This trapped heat can damage both window and blind. When camping in direct sunlight with the blinds closed, the window must be vented to release trapped heat. In transit, the blinds must be opened to keep heat from being trapped between the window and closed blind. Be sure to follow all manufacturer instructions and regulations relating to the blinds and windows maintenance and safety. During storage, keep blinds retracted to keep the pleats in good condition.

ELECTRIC LOCKS

Your camper is equipped with Global Link Smart Locks on both entry doors. These locks consist of two manual locks like previous models but the lock closest to the keypad can be locked and unlocked using the keypad. For more information on the programming and use of the Smart Locks refer to the Smart Lock document in the owners packet.

INTERIOR ENVIRONMENT



PROLONGED OCCUPANCY

All nuCamp campers are designed for short-term occupancy and recreational use. If the camper is used as long-term living quarters, the warranty may be voided due to increased abnormal wear and tear since it was not designed for long-term living purpose. Premature degradation of structure and interior materials such as fabrics, drapes, curtains, flooring, carpeting and even finished surfaces can occur. This will be perceived as misuse, neglect, or abuse according to the warranty terms and conditions. Prepare yourself to deal with issues such as condensation and high humidity which can form mold and other damage from moisture-related issues. To protect your new camper and avoid costly repairs, manage moisture saturation within your camper. Practical information to do this is included in the following sections.

AIR QUALITY

Good air quality in your camper can be maintained by:

- Having proper ventilation to carry air pollutants out of the camper and dilute emissions from water vapor and off-gassing from interior sources.
- Avoiding harmful air pollutants such as cigarette smoke, pollen, pet dander, molds, carbon monoxide and household cleaners.
- Cleaning often to remove pet dander and dust.
- Not smoking inside the camper. This can damage your camper and releases formaldehyde along with being a fire hazard.
- Not using bug sprays inside the camper.
- Keeping mold under control.
- Keeping condensation to a minimum.

There are three basic EPA recommended strategies to improve indoor air quality:

1. Control the source.
2. Improve ventilation.
3. Use air cleaners.

Read more at this link: <https://www.epa.gov/indoor-air-quality-iaq/improving-indoor-air-quality>.

Consider using an air purifier or air cleaner to promote clean air in your camper. A few points to note:

- Tabletop air cleaner models are generally less effective than full size models.
- For an air cleaner to be most effective, good air circulation and efficient air collection is a key element.
- Air cleaners generally are not designed to remove gaseous pollutants.

CONDENSATION

When the air temperature cools, it increases the water saturation in the air. Humidity is the amount of water in the air expressed as a percent. Condensation begins when the air has reached 100% humidity. Generally, condensation in a camper is from improper air flow. Most campers are compactly constructed, giving limited air space volume into which moisture can be assimilated. The average person can vaporize up to 1 gallon of water through normal daily activities such as cooking, bathing, washing and even breathing. If water vapor is not controlled and kept to a minimum by ventilation or use of a dehumidifier it will begin to collect on windows, inside walls and ceiling, and on cabinetry. This can lead to mold or mildew development.



To keep condensation to a minimum:

- Monitor the humidity in the camper with a hygrometer device.
- Keep relative humidity to 60% or less in warm weather and 35% or less in cold weather.
- Ventilate the camper when occupied using the exhaust fan.
- Promote air circulation inside the camper with a portable fan.
- Avoid closing cabinets when they are full of stored goods unless the camper is in transit.
- In warm weather start the air conditioner earlier in the day.
- In cold weather, ventilate the cabin to keep humid air moving out.
- Use a dehumidifier to control humidity.

Using a dehumidifier and hygrometer device is the easiest control method to combat condensation. Small dehumidifiers and hygrometers can be purchased at electronics or building supply stores for a fraction of the cost of repairing condensational damage.

During cool, rainy weather, your camper will be more susceptible to condensation due to the higher water saturation in the air. At night, outside air temperature decreases which, in turn, increases humidity and allows condensation to form easier. It is important to ventilate the cabin while sleeping to remove humidity.

MOLD

Mold can grow on virtually any substance. It can have health effects such as allergic reactions, asthma, nasal congestion, coughing, wheezing and other irritations. While there is no way to fully eliminate mold growth there are some measures that can be taken to keep mold and mildew under control in your camper:

- Keep condensation and water vapor to a minimum.
- Ventilate the camper with the installed fans.
- Repair water leaks and liquid spills right away and dry excess moisture.
- Use the air conditioner, dehumidifiers, and a hygrometer to control humidity.
- Use exhaust fans when occupied.
- Clean the camper on a regular basis.
- On surfaces where it is safe, use cleaning products that kill mold and mildew.
- Teach all occupants how to recognize signs of mold.

If you suspect mold is present, have your camper tested by a professional. In the cases where you believe mold may have just started to form, kill it with a water/bleach or detergent solution. The water/bleach ratio is one-gallon water to one cup (or less) of household bleach. **Never mix cleaners together such as ammonia and bleach.** This is dangerous! Be sure to wear gloves and a mask to protect from irritants in the mold. Safely dispose of the rags and gloves. Ventilate or dry the area with a portable fan to remove all moisture.

OUTGASSING

Like most of the RV industry, nuCamp uses innovative products to develop camper product lines to serve the desires and needs of their customers. Carpet, linoleum, insulation, particle board, composites, plywood, and upholstery are some common products that are used in the construction of most campers. These innovative products may outgas (or offgas) various chemicals and formaldehyde that were dissolved, trapped, or absorbed in the materials. You may notice a chemical odor in high temperatures and humidity levels or when you have newly purchased your camper. Outgassing is not a defect or considered abnormal. Outgassing decreases over time.



CHEMICAL SENSITIVITY

Outgassing may arouse chemical sensitivity with various symptoms such as eye, nose or throat irritation, nausea, headache, allergies, coughing or wheezing. Elderly folks, children, and those with previous lung problems are more susceptible to outgassing effects. To reduce the effects of outgassing, ventilate and promote continuous airflow throughout the camper.

FORMALDEHYDE

Most chemical outgassing concerns involve formaldehyde. This colorless, strong-smelling gas is used in many building products such as pressed wood, particle board, fiberboard, paneling, plywoods, and various other products. Formaldehyde is a naturally occurring substance that is present at low levels even in normal fresh air. Low levels of formaldehyde are also released from smoking, cooking and household products, including paints, cleaning agents and cosmetics. nuCamp campers contain composite wood products that follow the California Air Resource Board (CARB) formaldehyde emission standards as outlined by California Code of Regulations § 93120.2(a) Phase 2 (P2).

Reactions to formaldehyde vary. Most people are unaffected but a select few are quite sensitive and may have one or more of these symptoms:

- Watery eyes
- Burning sensations—eyes/nose/throat
- Coughing
- Wheezing
- Skin irritation
- Nausea
- In extreme cases, cancer

To reduce the chances of formaldehyde presence, ventilate and promote continuous airflow throughout the camper. More information on formaldehyde can be found at this link:

<https://www.epa.gov/formaldehyde/facts-about-formaldehyde>.

PETS

Many happy campers love to take their beloved pets with them on excursions. The presence of a pet may affect the air quality in your camper, dependent upon its size, breed, and type. Pets may release pet dander, hair, and allergens from saliva, urine, and feces. Pet dander is the normal culprit for triggering reactions in those who have known pet allergies and occurs mostly from furred or feathered pets. Because of the smaller amount of air space in campers, air quality is affected more than in a normal house. You can limit the impact and presence of pet dander by observing the following:

- Brush furred pets daily, followed by vacuuming the area where you brushed.
- Bathe your pet regularly.
- Vacuum frequently. A vacuum with various attachments will help you reach those tight corners.
- Clean hard surfaces with microfiber cloths.
- Have your pet sleep in a separate area on its own bed.
- Employ the use of an air purifier.
- Have your pet routinely checked by a licensed veterinarian to ensure good health.



MAINTENANCE

CLEANING CARE

Frequent maintenance and cleaning of your camper will contribute to the dependability, reliability, aesthetics, and value of your unit.

Interior Cleaning:

Cabinetry & Finished Wood Products. Remove dust with a damp, clean cloth. Apply a quality furniture polish and buff with a soft dry cloth. DO NOT use ammonia-based products or silicone oils. Avoid extended periods of direct sunlight, high temperatures or high humidity exposures to finished wood products. Warping and finish degradation results from these exposures.

Laminated Tops. Use a soft cloth, mild dishwashing liquid and warm water. Dry with a soft linen cloth. DO NOT use steel wool, scouring pads or abrasive cleaners.

Walls & Paneling. Most surfaces can be cleaned with a soft sponge or cloth with mild liquid detergent in warm water. DO NOT use abrasive cleaners that scratch and mar the surface. Large amounts of water may saturate the material.

Floors. Periodically vacuum or sweep vinyl flooring to remove dirt. Once debris is removed, use a damp mop with water and a mild cleaner. DO NOT soak the flooring.

Stainless Steel Sink. Use a glass cleaner or cleaner made specifically for stainless steel. DO NOT use steel wool, scouring pads or abrasive cleaners. Wipe with a damp soft cloth or sponge in warm water mixed with mild dish soap. Blot dry the surface with a towel to prevent water spots.

Vinyl Components. Do not dry-clean. This can cause shrinking and cracking. It should be cleaned by a qualified professional. If a spill occurs, do not rub it in, but rather blot it up.

Curtains, Blinds, Shades. Dust frequently with a soft brush-tipped vacuum or dust wand. Have them professionally cleaned once a year.

Cleaning Agents. Check with the component manufacturer or ask your dealer for brand recommendations. If you are unsure if a detergent will work, test it in a small inconspicuous area before using in open areas.

Component Manufacturer. The best cleaning instructions for any surface are obtained from the component manufacturer. If you are unsure about a cleaning product, consult the manufacturer whether it is safe to use on that item or surface.



CAUTION

Never use liquids such as lacquer thinner, nail polish remover, gasoline or other flammable compounds to clean your camper. Do not use abrasive materials to clean finished wood, plastic, vinyl, metals, glass, rubber or laminated surfaces. Damage will occur and your warranty may be voided.



Exterior Cleaning:

Road Debris. The exterior of your camper is comprised of many different materials including fiberglass, metal, rubber, plastics, aluminum, glass, and sealant. Road debris from traveling may accumulate on these materials and result in corrosion, staining, or chemical spotting. Frequent washings of the exterior will help protect from damage

Salt Water. Salt water is highly corrosive. When towing in snowy areas in winter, especially where salt is used on roads, spray off the camper after every trip to remove corrosive salt. When traveling by oceans, avoid parking near salt water spray. The air near ocean shores is often laden with salt water. Wash your camper more frequently to reduce corrosion and wear.

Sunlight. Avoid washing the camper in direct sunlight. A shaded area is the best environment to wash your camper.

Washing Frequency. Wash your camper at least once a month. The roof should be cleaned every other month or as debris accumulation demands.

Cleaning Agents. A cleaning solution of mild liquid detergent and water with a pH range 3 to 11 and free of strong solvents, alcohol or other flammable liquid is ideal for most components. Check with the component manufacturer or ask your dealer for recommendations on brands. If you are unsure if a detergent will work, test it in a small inconspicuous area before using in open areas.

Washing. Spray the camper thoroughly from top to bottom with water. Then, using a sponge or car washing mitt, handwash the camper from top to bottom. Once done, rinse thoroughly and wipe dry with a soft linen cloth. Never use abrasive cleaners.

Graphics. Clean with the rest of the trailer. Test detergent solutions on inconspicuous areas before using on large areas.

High Pressure Spray. Use extreme caution when using any type of pressure sprayer around attachments, doors, windows, and appliance vents. Make sure to keep the washing nozzle about 16 inches or more away from the RV and hold the nozzle at right angles when washing around doors, vents, and window areas. Be very careful when cleaning graphics. Never direct the spray nozzle towards edges of graphics. **DO NOT** use automatic car washes.

Waxing. Wax the camper exterior twice a year. The use of automotive waxes or cleaners/polishes that are for use on fiberglass or boats are acceptable. Ask for recommendations from your dealer if you are unsure of what to use. Exterior streaking, corrosion, staining, or chemical spotting can be reduced with frequent waxing. Always wash and dry the camper before waxing it.



CAUTION

There are some types of washing equipment that can apply heat and high pressure to your RV. Excessive heat can cause distortion and excessive pressure can possibly flood the RV's interior. Avoid using hot water with high pressure washing. Damage will occur and your warranty may be voided.



Lubricate Coupler. Periodically oil pivot points and sliding surfaces of the coupler with SAE 30 wt. motor oil.

STORAGE PREPARATION

Unless you live in the sunny south, you will need to prepare your camper each fall to face the cold winter months. It is very important that you follow the instructions in this section to properly care for your camper. The best practice for storing your camper is to store it indoors in a warm controlled climate (above 40°) and lifted off the ground on jack stands to relieve pressure on tires. Indoor storage also lessens the amount of work needing to be done for storage preparation. Two different ways of storing your camper are outlined below.

Outdoor Storage:

1. Clean your RV as outlined in the cleaning care instructions.
2. Turn off electrical switches and all 12V DC/120V/appliances.
3. Cover the external outlets, vents, and windows of your RV to prevent moisture, mice or rodents from entering. Place 7-pin connector into its holder on the A frame of the unit.
4. Check the interior of the RV for leaks or any formed condensation that can cause damage to interior components. To help reduce condensation from the interior, occasionally air out the camper during storage.
5. Disconnect the 120V AC power.
6. Charge batteries to full capacity to avoid freezing and cracking in the case. In storage, a battery will gradually lose charge after 30-45 days. Check the battery once a month and if the charge is at 80% or less, recharge it.
7. Check the tire pressure monthly and keep tires fully inflated.
8. If possible, lift the trailer onto jack stands to relieve pressure on tires.
9. Cover tires with appropriate tire covers.
10. During the storage period, keep the roof of the camper free of snow and ice to prevent damage to the unit's structure.
11. For best results when storing outdoors, cover your entire camper with an RV cover to protect it from the elements.
12. If stored covered or in shade remove the 30A solar controller fuse (located in the front tub) to prevent the solar controller from draining the battery

Indoor Storage:

1. Clean your RV as outlined in the cleaning care instructions.
2. Turn off electrical switches and all 12V DC/120V/appliances.
3. Disconnect the 120V AC power.
4. Charge batteries to full capacity. Check the battery once a month. If the charge is at 80% or less, recharge it.
5. Check tire pressure monthly and keep tires fully inflated.
6. If possible, lift the trailer onto jack stands to relieve pressure on tires.



CAMPING SEASON PREPARATION

Preparation for the camping season (or at any given time):

1. Open vents and windows and air out the camper. Turn on ventilating fans.
2. Check water, gas and any other pipelines or tubes for insects such as spiders and mud dauber wasps that frequently build nests and clog tubes. This can be especially dangerous in gas pipelines as gas can become trapped and carbon monoxide may result and cause death.
3. Clean the camper thoroughly. Inspect the trailer for caulking failure, water damage, and rodent or insect intrusion.
4. De-winterize and sanitize the fresh water system in your camper.
5. Pressurize the water system and check for leaks by operating every faucet and water outlet and observing fittings and connections for leaks.
6. Inspect the electrical system. Check power cords, converter, outlets, and wiring for damage.
7. Check battery terminals for corrosion, turn on battery switch, and check battery charge levels.
8. Check circuit breakers and fuses in the converter box for function.
9. Test all the lights and other accessories for proper function.
10. Turn on appliances one by one and test for proper function.
11. Put a new battery into the smoke alarm. Ensure all safety alarms are working properly.
12. Follow manufacturer instructions for each component's operation.
13. If any issues are found in your trailer and you cannot perform the maintenance yourself, consult your authorized nuCamp dealer for assistance.

Maintenance Schedule

ITEM								PROCEDURE <i>See appropriate sections for specific procedure instructions</i>
	PRE-TRIP	MONTHLY	EVERY 3 MOS.	EVERY 6 MOS.	EVERY 9 MOS.	YEARLY	AS REQUIRED	
Appliances	●							Check for obstruction on exterior vents
Battery		●						Check battery condition
Bearings					●			Repack wheel bearings
Brakes		●				●		Check and adjust
Cabinets			●			●		Apply furniture polish
Carpeting	●							Vacuum
Chassis					●			Lubricate & clean
Electrical System		●				●		Check proper operation and for damage
Exterior Lighting								Verify proper operation of all lighting
Exterior Protection			●					Apply automotive/marine wax
Exterior Roof		●						Wash with mild car wash type soap
Exterior Wall		●						Wash with mild car wash type soap
Doors	●							Check seals, lubricate hinges
Frame		●						Inspect and touch-up paint as needed
Hitch Coupler	●							Check proper operation and for damage
Hitch Jack	●							Check proper operation and for damage
Interior Surfaces		●				●		Clean
Lug Nut Torque	●					●		Check lug nut torque prior to trip
Propane System	●				●			Check for leaks and damage
Safety Chains	●							Verify attachment and free of damage
Safety Equipment	●							Verify operation of all safety detectors
Sealants		●				●		Inspect caulking seals and reseal if needed
Tires	●							Check tire condition/inflation pressure
Upholstery				●		●		Clean
Water System	●					●		Check for leaks and proper operation
Weight Distribution	●							Verify proper weight distribution
Wheel Bearing	●		●			●		Inspect and add grease as required
Drains		●						Verify drains are free of obstruction
Window					●			Lubricate with graphite-based lubricant
Wood Surfaces		●						Clean
Annual Inspection					●			Complete annual inspection by dealer

TROUBLESHOOTING

This section is a collection of tried-and-true answers to the most popular troubleshooting questions posed to the nuCamp Customer Experience team. These are not final answers to any issues you might have since individual product manufacturers are the final authority in determining the cause of issues. They are simply suggestions for steps you may take to resolve your issue easily. If you cannot find what troubleshooting information you need in this section, contact your nearest dealer or other qualified service technician to perform inspection and troubleshooting. Troubleshooting performed by unqualified individuals may not be covered under warranty.

ELECTRICAL SYSTEM

1. **No 12V power**
 - a. Check your battery fuse to make sure it is not blown.
 - b. Check your battery connections to make sure all leads are tight and properly connected.
 - c. Check your battery fuse located in the 25-amp converter.
 - i. If the problem is not found in these locations, call your local dealer or service center to have the problem diagnosed.
2. **No power with 30-amp connection**
 - a. Check your main breaker inside the converter and make sure your 30-amp connection is properly connected.
 - b. Inspect the main power line coming in from the 30-amp connection for any cuts in the line or loose connections to the backend of the converter.
3. **Flickering running lights/brake lights**
 - a. This is most likely a loose connection. Contact your local dealer to have the unit inspected.
4. **Battery charging failure during transport**
 - a. Check your battery circuit breaker.
 - b. Make sure your battery disconnect switch is on the 'ON'/green position.
 - c. Check your battery terminal connections.
5. **Failure of any AC components**
 - a. Check 110V breakers located inside the converter.
6. **Failure of any DC components**
 - a. Check fuses inside converter.

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1 YEAR

CRAFTSMANSHIP

WARRANTY

.....



nuCamp agrees to warrant the integrity of the camper/trailer for up to one (1) year from the date of purchase (Warranty Period). This does not include equipment or parts with separate, stand-alone warranties. This warranty covers nuCamp campers/trailers manufactured on or after April 30, 2018.

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TRANSFERRABLE

3 YEAR

STRUCTURAL

WARRANTY

.....



In addition to our 1-Year Limited Warranty, nuCamp agrees to warrant the structural integrity of the camper/trailer (roof, floors, front walls, rear walls, sidewalls, and hatch door, where applicable) for up to three (3) years from the date of purchase (Warranty Period). This does not include electrical systems, plumbing, or any system components or other items excluded under the warranty provided. 3rd-party components parts may be warranted by their respective manufacturers.

This warranty covers nuCamp campers/trailers manufactured on or after April 30, 2018.

SERVICE & WARRANTY

nuCamp LIMITED WARRANTY

WARRANTY COVERAGE

nuCamp warrants that it will repair or replace defects in material or workmanship of a new nuCamp camper purchased from an authorized nuCamp dealer in the United States or Canada for a period of one year from the date the trailer is first delivered to the original retail purchaser. In order to obtain coverage under this Limited Warranty, you must notify an authorized nuCamp dealership or nuCamp of the warrantable defect no later than ten (10) days following expiration of this Limited Warranty. nuCamp's obligation to repair or replace defective materials or workmanship is the sole obligation of nuCamp under this Limited Warranty. nuCamp reserves the right to use new or remanufactured parts of similar quality to complete any warranty work.

LIMITATION OF IMPLIED WARRANTIES

IMPLIED WARRANTIES ARISING UNDER APPLICABLE LAW, IF ANY, INCLUDING BUT NOT LIMITED TO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY LIMITED IN DURATION TO THE TERM OF THIS LIMITED WARRANTY. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, ARE HEREBY DISCLAIMED BY NUCAMP. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

DISCLAIMER OF INCIDENTAL AND CONSEQUENTIAL DAMAGES

nuCamp hereby disclaims any and all incidental and consequential damages arising out of or relating to the trailer, including expenses such as transportation to and from vehicle dealerships and nuCamp repair facilities, loss of time, loss of pay, loss of use, inconvenience, commercial loss (including lost profits), towing charges, bus fares, vehicle rental, service call charges, gasoline expenses, incidental charges such as telephone calls and facsimile transmissions, and expenses for lodging. This disclaimer is independent of any failure of the essential purpose of any warranties provided with a trailer and shall survive any determination that a warranty failed of its essential purpose. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

REPAIR REMEDY

If within the one (1) year Limited Warranty period a defect in material or workmanship is found to exist that is not excluded from coverage, nuCamp's sole and exclusive obligation shall be to repair the defect. As a limited backup remedy in the event the RV cannot be repaired, to determine in the sole and absolute discretion of nuCamp, after a reasonable opportunity to repair, nuCamp may, at its option, either (1) pay you an amount equal to nuCamp's determination of the diminution in value of the RV that was caused by the defect, or (2) provide a similar replacement RV, less a reasonable allowance for the owner's use of the original RV, to be determined by nuCamp. Please note that any performance of repairs after the coverage period expires or any performance of repairs to those portions of your RV excluded from coverage shall be considered "goodwill" repairs, which shall not alter the express terms of this Limited Warranty.

WARRANTY CLAIM PROCEDURE

Upon discovery of a defect, please contact your dealer within five business days or visit the warranty section of the nuCamp website (nucamprv.com). Please be prepared to provide the VIN number of the trailer along with your name and best mode of contact (along with hours, if necessary).

OBTAINING WARRANTY SERVICE

If you have not registered your warranty, you will be asked to provide your bill of sale, so that the purchase date can be verified. In order to obtain warranty service under this Limited Warranty, the owner must do all of the following:

1. Owner and dealer representative must complete and return the Customer Performance Checkout within 10 days from delivery of the trailer;
2. Notify nuCamp or one of its authorized, independent dealers, of any claimed defect within the warranty period or 10 days thereafter;
3. Provide notification of a defect within 10 days of discovery of that defect;
4. Promptly return the trailer to an authorized nuCamp dealer or nuCamp for repairs.

If you believe a defect covered by this Limited Warranty still exists after an attempted repair by an authorized nuCamp dealer, you must contact nuCamp specifying:

1. The complete serial number of the trailer;
2. The date of original purchase and the date of original delivery;
3. The name of the selling dealer; **DEALER SERVICE CENTER**

nuCamp does not control the scheduling of repairs at its authorized nuCamp dealers, and repairs at the nuCamp factory may not be immediately available. Therefore, you may encounter delays in scheduling repairs and/or completion of repairs. All costs associated with transporting the trailer for any warranty service shall be the sole responsibility of the owner

WHAT IS NOT COVERED BY THIS LIMITED WARRANTY

This Limited Warranty does not provide coverage for any of the following:

1. Tires, batteries, stereo, television, range/stove, furnace, refrigerator, water heater, microwave, generator, and other materials, parts and components warranted by persons or entities other than nuCamp. Please refer to the warranties of component manufacturers for terms and conditions of coverage.
2. Any part or component of the trailer that was not manufactured or installed by nuCamp;
3. Normal deterioration due to wear or exposure, including but not limited to rust, corrosion, oxidation, and cosmetic blemishes;
4. Normal maintenance and service items, including but not limited to light bulbs, fuses, lubricants, sealants and seals, door adjustments, and awning tension;
5. After-market equipment or accessories installed on the trailer after completion of manufacture by nuCamp, or any defects or damage caused by such items;
6. Trailers not purchased through an authorized dealer of nuCamp trailers, and trailers purchased directly or indirectly through auction, salvage, repossession, or other non-customary sale means;
7. Defects or damage caused by, in whole or in part, or in any way related to:
 - a. Accidents, misuse (including off-road use), or negligence.
 - b. Failure to comply with the instructions set forth in any owner's manual provided with the trailer.
 - c. Alteration or modification of the trailer except such alterations or modifications approved in writing by nuCamp.
 - d. Acts of God or other environmental conditions, such as lightning, hail, salt, or other chemicals in the atmosphere.
 - e. De-icing agents or other chemicals applied to the trailer.
 - f. Failure to properly maintain or service the trailer, including but not limited to the maintenance of lubricants, sealants, and seals.
 - g. Condensation and the results of condensation including water damage and the growth of mold or mildew. Mold and mildew are natural growths given certain environmental conditions and are not covered by the terms of this Limited Warranty.
 - h. Use of the trailer other than for temporary recreation purposes, including but not limited to use of the trailer for residential, disaster relief, commercial, or rental purposes.
 - i. The addition of weight to the trailer that causes the trailer's total weight to exceed applicable trailer weight ratings, or addition of weight causing improper distribution of the weight of the trailer.
 - j. Selection, use, and operation of any hitch assembly.
 - k. Failure to seek and obtain repairs in a timely manner.
 - l. Failure to use reasonable efforts to mitigate damage caused by defects.
 - m. Failure to properly ventilate the trailer.
 - n. Improper electric power supply or improper vehicle hookup to other facilities.

EXCLUDED FROM COVERAGE

- Equipment or parts with separate, stand-alone warranties (axles, fans, tires, converters and any appliances):
 - *Fan-Tastic Vents (Dometic)*: 800-544-4881 or warranty@dometicus.com
 - *Dexter Axle*: 574-296-7329
 - *Harris Battery*: 800-367-7670 or sales@harrisbattery.com
 - *Dometic Stoves*: 888-867-4188 or warranty@dometicus.com or techservice@dometic.com
 - *Arterra Distributions (WFCO Converter)*: 877-294-8997 or warranty@wfcoelectronics.com
 - *ASA Electronics*: 877-305-0445 Customer Service Support or 877-845-8750 for technical assistance
- Misuse, abuse, collision, improper repairs, overloading, neglect or lack of maintenance which results in damage.
- Alteration or installation of equipment, not approved by nuCamp, that results in damage. This includes, but is not limited to electrical, gas, plumbing, or structural issues.
- Normal wear, fading or deterioration of fabrics, flooring, graphics or metal components including weathering, discoloration, surface corrosion of unpainted surfaces or minor blemishes due to normal use.
- Any product used outside of the intended scope of its customary purpose.
- Any unregistered product not normally used in the US or Canada.
- Any product used as a rental unit.
- Any promises made by any person beyond what is stated in this document.
- Condensation on any window or other parts or any results of condensation.

nuCamp shall not be liable for incidental or consequential damages, such as expenses for transportation, lodging, damage to

personal property, loss of personal property, loss of use of your product, inconvenience or loss of income. Some states do not allow exclusion or limitation of incidental or consequential damages, so the above limitation may not apply specifically to you.

DEALER REPRESENTATIONS EXCLUDED

The entire Limited Warranty provided by nuCamp is set forth herein. nuCamp will not be responsible for any additional representations or warranties made by any person or entity other than nuCamp, and nuCamp's obligations are solely as set forth in the terms and conditions of this Limited Warranty

STATUTE OF LIMITATION

No action may be brought against nuCamp for breach of this Limited Warranty, any applicable implied warranty, or for any other claim arising out of or relating to a nuCamp trailer, more than thirty (30) days after: (1) expiration of the one year (12) month Limited Warranty period; or (2) expiration of the ten (10) day notice period that follows expiration of the Limited Warranty period, if such notice is given.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

CHANGES IN DESIGN

nuCamp reserves the right to make changes in design and improvements upon its products from time-to-time, without imposing upon itself any obligation to install additional features in your trailer.

LEGAL PROCEDURES

In addition to the provisions of this warranty, the retail purchaser has available the legal remedies provided by the Magnuson-Moss Warranty Act and any applicable State statutes. Implied warranties, including any warranty of merchantability or fitness of a product for a particular purpose, are limited in duration to the term of this written warranty. Some states do not allow limitation on how long such a warranty lasts, so the above limitation may not apply. You may have rights, outside of what this warranty states, which is on a state-by-state basis.

REPLACEMENT PARTS

While most parts of your camper are replaceable, some may not be. This is due to the availability of products or supply and demand of the markets and manufacturers outside of nuCamp. Should you need a replacement part, your dealer will be able to get it for you. All OEM (Original Equipment Manufacturer) part replacements must be acquired from your dealer since nuCamp does not support direct part sales. If OEM parts are unavailable, your dealer will try to offer an alternative solution or substitute according to their abilities.

AFTERMARKET ALTERATIONS

Many owners in the nuCamp family love to personalize and make their camper unique through various accessories, additions, and aftermarket alterations. nuCamp encourages and enjoys seeing their customers fully enjoy their experience with their products.

Important information to know and understand **BEFORE** you install aftermarket parts and personalize your camper:

1. Important safety items can be damaged by the installation of aftermarket parts. Even driving fasteners into a component, depending on where it is, can damage the functionality of items that contribute to safety
2. **ALWAYS** consult your dealer to discuss the eligibility of installing the aftermarket part and make sure your plan is safe
3. Make sure water sealing is not compromised by the aftermarket part, component, accessory, or other equipment you are installing and will not impede function of previously installed components by nuCamp
4. Any parts and components of the camper affected by and along with the aftermarket part, component, accessory, or other equipment installed may lose warranty coverage as outlined in the nuCamp warranty terms and conditions. It is the sole responsibility of the owner, supplier, or installer of the product

Always call ahead for a service appointment unless you have a true emergency. Monday and Friday are usually the busiest days for dealer service departments, as well as just before a holiday. Allow ample time to schedule your camper for service.

When you call to schedule your appointment, have the following information available:

1. VIN (Vehicle Identification Number) containing 17 letters and digits
2. Brand, model, and floorplan of unit (ex. nuCamp TAB 320)
3. Date of purchase
4. Description of problem
5. Photos of damage
6. Service Record from page 54 (or repair history)
7. Service dates that fit your schedule

For safety reasons, most insurance policies prohibit non-employee personnel to be in the work area. If it is necessary for you to wait until the repairs are completed, most dealers provide you with a safe, comfortable customer lounge.

nuCamp does not offer warranty coverage on equipment or accessories installed at any dealership, other place of business, or by any other party than nuCamp.

NUCAMP SERVICE CENTER

Service will be performed by appointment only. When you require service or repair for your trailer from the nuCamp Service Center, contact the service manager for an appointment.

Have the following information available:

1. VIN (Vehicle Identification Number) containing 17 letters and digits
2. Type of unit (ex. TAB 320)
3. Date of purchase
4. Description of problem
5. Photos of damage
6. Service Record from page 54 (or repair history)
7. Service dates that fit your schedule

CONTACTING US

As a general policy, nuCamp prefers customers bring questions to their dealer first and foremost. nuCamp strives to provide excellence in customer service for the nuCamp Family. It may be tempting to take advantage of the convenience; however, your dealer is equipped to answer all your questions and offers vast experience in the field. nuCamp desires that you only contact the nuCamp Customer Service, Warranty and Repair Departments for necessary issues such as warranty service, repairs and for cases where your dealer is unable to provide the information you need.

E-mail: help@nucamprv.com
warranty@nucamprv.com
service@nucamprv.com

Mailing Address: P.O. Box 395
Sugarcreek, OH 44681

Phone: [330-852-4811](tel:330-852-4811)
Fax: [330-556-4415](tel:330-556-4415)

Physical Address: 661 Belden Parkway
Sugarcreek, OH 44681

Website: nucamprv.com

REPORTING SAFETY DEFECTS

If you believe that your camper has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying nuCamp.

Customer Experience: 330-852-4811 ext: 834
help@nucamprv.com

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or nuCamp.

To contact NHTSA, you may call the Vehicle Safety Hotline

Toll-free at [1-888-327-4236](tel:1-888-327-4236) (TTY: [1-800-424-9153](tel:1-800-424-9153));
Go to <http://www.safercar.gov>;
Or write to: Administrator, NHTSA
400 Seventh Street, SW
Washington, DC 20590

You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

In the U.S:

If you find that your camper has a safety defect that could cause an injury, accident or death, immediately inform the National Highway Traffic Safety Administration (NHTSA) and Customer Service. If the NHTSA receives multiple complaints of similar defects, they may open an investigation and a recall and remedy solution may be launched. The NHTSA will not become involved in your individual case. Individual cases will be negotiated between you, your dealer and nuCamp.

NHTSA Contact Information:

Website: www.safercar.gov Toll-free: [1-888-327-4236](tel:1-888-327-4236)
Address: NHTSA Headquarters TTY: [1-800-424-9153](tel:1-800-424-9153)

Attn: Administrator
1200 New Jersey Avenue, SE
Washington DC 20590

In Canada:

If you find that your camper has a safety defect that could cause an injury, accident or death, immediately inform Transport Canada and nuCamp Customer Service.

Transport Canada Contact Information:

Website: www.tc.gc.ca Toll-free: [1-800-333-0510](tel:1-800-333-0510)
Address: Transport Canada International: [1-819-420-4300](tel:1-819-420-4300)

Defect Investigations & Recalls Division
330 Sparks Street
Ottawa ON K1A 0N5
Canada

GLOSSARY

BALL HEIGHT: Height to top of tongue coupler when unit is leveled and on level surface. Calculated to the nearest whole inch, the very top of the ball hitch on your towing vehicle should be at this height as well to tow your trailer on a level.

BALL SIZE: The exact diameter size in inches of the hitch ball needed to tow the trailer.

BLACK WATER TANK CAPACITY: The amount of water in gallons held by the black water tank, measured to the nearest whole gallon. Some models may have cassette toilets installed in which the cassette pod is considered the black tank since it serves the same purpose.

CABIN HEIGHT: Measured from the level ground to the highest point of the roof, not taking trim or roof components into account. To the nearest whole inch, rounded up.

CABIN LENGTH: Measured front to back of exterior walls or rounded roof as the length of the actual cabin to the nearest whole inch, rounded up.

CABIN WIDTH: Measured sidewall to sidewall outside the unit as the width of the actual cabin to the nearest whole inch, rounded up.

CAB-OVER HEIGHT: In truck campers, measured from the inside to inside of the cabover floor to the ceiling.

CAB-OVER LENGTH: In truck campers, measured from the interior of the front roof to the edge of the interior of the front wall.

CAB-OVER WIDTH: In truck campers, measured from wall to wall of the cabover area.

DEPARTURE ANGLE: Also called a rear ramp angle, it is the maximum ramp angle from which the trailer/vehicle can descend to a level surface without damage. To the nearest whole degree, rounded down.

DRY COG: Center of Gravity on a truck camper. This is the point measured from the exterior front wall to the point where the camper is balanced- the center, when the unit has weights defined as dry.

DRY TONGUE WEIGHT: The actual weight pressing down on the hitch ball by a trailer containing all standard equipment without fuel, fluids, cargo, passengers, or optional equipment. The spare tire, battery(ies) and empty propane cylinder(s) are considered standard equipment.

DRY WEIGHT: Dry Weight is the actual weight of the camper containing all standard equipment without fuel, fluids, cargo, passengers, or optional equipment. The spare tire (on trailers), battery(ies) and empty propane cylinder(s) are considered standard equipment.

FLOOR PLAN: The Camper's cabinetry layout and design name.

FLOOR WIDTH: On truck campers the width of the floor from side to side of the lowest inner wall as the available floor space width, not considering the floor bumper protrusion in the rear of the camper floor. On trailer campers the floor width is the same as the interior width.

FRESH WATER TANK CAPACITY: The amount of water in gallons held by the fresh water tank, measured to the nearest whole gallon.

GREY WATER TANK CAPACITY: The amount of water in gallons held by the grey water tank, measured to the nearest whole gallon.

GAWR: Gross Axle Weight Rating is how much weight each axle can hold safely.

GTWR/GVWR: Gross Vehicle Weight Rating (GVWR) is the maximum number of pounds that the Gross Trailer/Vehicle Weight should never exceed.

INTERIOR HEIGHT: Measured from the interior of the floor to the highest interior point of the roof in the camper, regardless of protruding components.

INTERIOR LENGTH: Measured front wall to rear wall of interior inhabitable space, regardless of protruding components.

INTERIOR WIDTH: Measured from wall to wall inside the unit as the width of interior living space; regardless of protruding components.

MODEL: The brand name of the trailer/camper.

OVERALL HEIGHT: Measured from the level ground to the top of the trailer, accounting for all protrusions; rounded up to the nearest whole inch as the minimum height required to fit into an opening.

OVERALL LENGTH: Measured from tip of the camper equipped with standard equipment, to the rear of the camper, accounting for all protrusions; rounded up to the nearest whole inch as the minimum length required to fit into a space.

OVERALL WIDTH: Measured from side to side of a camper equipped with standard equipment, as the minimum clearance needed to fit into an opening's width; rounded up to the nearest whole inch.

PAYLOAD CAPACITY: The maximum weight that persons plus cargo should never exceed. Payload is derived by subtracting Curb Weight from GTWR/GVWR.

PRIMARY BED AREA: Main bed sleeping area size in inches; to the whole inch, rounded down.

RIDE HEIGHT: Measured from the base of the tire to the lowest point (typically the axle); or the lowest part of those parts designed to contact the ground; rounded down to the nearest whole inch.

SECOND BED AREA: Secondary bed sleeping area size in inches; rounded down to the nearest whole inch.

STORAGE SPACE: The amount of storage space in cabinetry and storage compartments that can be secured during transport: measured to the nearest tenth of a cubic foot.

TIRE SIZE: The size and specification of the tire by industry standard.

TRIM PACKAGE: The specific standard trim and accessories option selected for the model.

USABLE FRESH WATER TANK CAPACITY: The amount of water that can be drawn out of the fresh water tank, measured to the nearest whole gallon.

WET COG: Center of Gravity on a truck camper; this is the point measured from the exterior front wall to the point where the camper is balanced- the center, when the unit has weights defined as wet.

WET TONGUE WEIGHT: The actual weight pressing down on the hitch ball by a trailer containing all standard equipment with fuel and fluids, but before adding passengers or cargo, passengers, or optional equipment. The spare tire, battery(s), full propane cylinder(s) and a full fresh water tank are considered standard wet weight equipment.

WET WEIGHT: The actual weight of a camper containing all standard equipment with fuel and fluids, but before adding passengers or cargo, passengers, or optional equipment. The spare tire installed, battery(s), full propane cylinder(s) and a full fresh water tank are considered standard wet weight equipment. (Note: nuCamp defines wet weight as different from Curb weight. nuCamp's wet weight takes a full fresh water tank into consideration, while federal regulation defines water in tanks as cargo and curb weight is "the weight of a trailer/motor vehicle with standard equipment, including the maximum capacity of fuel, oil and coolant.")



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