

EXTERIOR - UNDERBELLY		Notes
	<p>Fluid leaks</p> <p>Inspect the entire undercarriage for signs of leaks or areas that appear to be repaired, new panels or paint. If found, further inspect the area to determine the cause. Leaks are not uncommon in RV plumbing so signs of repairs should not necessarily be considered a red-flag or problematic.</p>	
	<p>Frame condition</p> <p>Inspect the frame, end to end, for signs of damage, stress or repair. Check for excessive rust or evidence of repairs made to the frame. Be suspect of areas freshly painted with rubberized undercoating. Carefully inspect areas that appear to have repairs of any kind, especially if these repairs include welds. Improper welding can be dangerous. If new welds are discovered, consider having the welds inspected.</p>	
	<p>Axles</p> <p>Check axles carefully for damage or lack of routine maintenance. Check for large nicks and dents that would suggest substantial impact to the axel. Check attachment points for signs of stress or repair. Be cautious of new welds.</p>	
	<p>Brake wiring</p> <p>Where exposed, inspect the wiring to the brakes. It should not be hanging loose but should be neatly routed along the frame and axles. Make sure the cable is not broken, stretched, have splices or other signs of damage.</p>	
	<p>Plumbing</p> <p>Carefully inspect the plumbing exposed on the bottom of the RV. Generally, the sections of pipe on the bottom of the RV underbelly are the last sections before terminating to a sewer hose connection. If there is a blade valve, inspect its operation. Make sure the exposed plumbing is properly mounted and secure. Pipes should not move freely. Make sure there is a functional sewer pipe end cap that properly seals.</p>	

	<p>Insulation</p> <p>For areas where insulation can be inspected like basement walls, access panels or interior access doors, check for signs of damage, water infiltration and rodents.</p>	
	<p>Tanks</p> <p>If it is possible, inspect the enclosed tanks. This will likely be a difficult task as the tanks are usually covered from the bottom by either the motorhome chassis or trailer belly pan. If an inspection is possible, look carefully for debris, signs of leaks, or odors. The UTILITES section includes exercising the tanks and checking their actual operation and condition.</p>	
	<p>Bottom skirt or belly pan</p> <p>Motorized RV frames have material that is often attached to the actual chassis rails that forms a barrier to the subfloor of the RV. In motorized RVs, inspect the underbelly of the unit checking for holes, cracks or damage. Make sure the belly pan is tight against the bottom of the aft body. For RV trailers, many RV manufacturers use a material called “Coroplast”. This material looks like plastic coated cardboard sheets and can run the length of the trailer forming a nice, reliable water resistant barrier. Regardless of the material, inspect that it is intact and in good condition. There should be no damage, cuts, holes or missing sections. The material should run from side to side and should be sealed where seams meet. Look for areas that seem to sag as this is potential evidence of a water leak. Remember, this is your protection while driving down the road in the rain. The better the material is positioned and attached, the better protected the bottom of the RV will be.</p>	
	<p>Leveling jacks – electric, hydraulic or manual</p> <p>Inspect the RV leveling jacks and pads. Using the manual, exercise the leveling jacks to ensure proper operations. When extended, inspect them for damage. Are they straight? Are the consistently mounted meaning all assemblies are fastened at the same angle? For hydraulic units, check the hoses and reservoir. For mechanical and electric, ensure the units are properly lubricated. For electric and hydraulic units, ensure you understand the back-up operating method in case of failure.</p>	

	<p>Straps, rods, attachment points</p> <p>Underneath the RV, inspect straps connecting sewer pipes, exhaust pipes, wire bundles, hoses, etc. Make sure these straps and attachment points are solid and secure. Give them a tug. There should be little movement.</p>	
	<p>Suspension</p> <p>Visually inspect the suspension and suspension attachment points. Check bolt and weld condition. Check for excessive rust or indications of replacement components.</p>	
	<p>Wire bundles</p> <p>Ensure wire bundles are properly covered and run neatly. They should be attached at regular intervals and should not have enough slack to allow debris to catch on or damage one. Where wire bundles articulate and move back and forth to support a RV slide room, make sure the bundle is secure and that there is sufficient room for the bundle to be protected from damage when the slide room retracts. Manufactures have a number of methods for accomplishing this. These attachments should be inspected regularly.</p>	