

# Here are **five reasons** why you need supplemental brakes...

## 1. Safety

Supplemental brakes...

- ...take the load off the motorhome so that both vehicles brake in tandem, taking significantly less time and distance to come to a controlled stop.
- ...relieve stress on the tow bar and the mounting brackets — a panic stop without supplemental brakes is a leading cause of tow system failure.
- ...reduce the chance of catastrophic brake failure at the motorhome, as a result of sustained braking.

## 2. It's required

According to the American Automobile Association, most states, plus many Canadian provinces, now require supplemental brakes if the towed weight exceeds 3,000 pounds (see reverse).

## 3. Chassis warranty

Workhorse/Chevrolet will void your chassis warranty if you tow more than 1,000 pounds without supplemental brakes; Ford stipulates 1,500 pounds.

## 4. Wear and tear

Because they aren't braking for two vehicles, your motorhome brakes last longer.

## 5. It just makes good sense

Every other trailer on the road today — a fifth wheel, travel trailer, boat trailer or a semi-trailer — has its own braking system. When you're towing two or three extra tons, shouldn't you have a supplemental braking system to stop it?

### 'Set-it-and-forget-it' braking



Zip. Zero. Zilch. Nothing. Nada. Nil.

That's what you have to do to connect and disconnect InvisiBrake®. There's nothing to take in and out of your towed vehicle and there's nothing to push, pull, set, adjust, activate or deactivate.

What could be easier than nothing at all?

Features include...

- Out of sight — InvisiBrake is so small (8¾" x 8¾" x 2¾") it can usually be mounted under the driver's seat, behind interior panels or in the trunk, without sacrificing any of the vehicle's usable space.
- 'Set-it-and-forget-it' braking — once it's installed, InvisiBrake just works. There's nothing for you to remember — not even an 'on' switch.
- Charges your battery while towing — InvisiBrake connects directly to the towed vehicle's battery and trickle-charges the battery during towing — InvisiBrake will never drain the battery.
- Two-stage motorhome monitor
- Works in virtually any towed vehicle with vacuum-powered brakes — including hybrids and those with full-time ('active') power brakes
- Includes an emergency break away system

### Portable proportional braking

# EVEN BRAKE

Portable Proportional Braking System

Even Brake® is the ultimate portable, proportional towed vehicle braking system. It automatically increases or decreases braking pressure in direct proportion to the motorhome.

If you tow multiple vehicles or trade in your towed vehicle every few years, Even Brake is the ideal choice.

Features include...

- Full-time proportional braking
- 'Power Save' low battery protection
- Automatic towed vehicle brake protection
- Automatically delivers maximum braking pressure in an emergency.
- Includes an emergency break away system
- Motorhome monitor gives you complete, continuous braking information



### Direct proportional braking

# BRAKEMASTER™

by ROADMASTER  
PROPORTIONATE TOWED CAR BRAKING SYSTEM

BrakeMaster™ is the ideal system for motorhomes with air brakes. It connects directly to the motorhome's air or hydraulic braking system and brakes the towed vehicle in response to changes in brake line pressure — for as long as the motorhome brakes, and with the same intensity.

Because it connects directly to what powers your motorhome's brakes, BrakeMaster is a truly proportional, truly synchronized braking system.

Features include...

- Works in virtually any motorhome
- Works in virtually any towed vehicle
- Motorhome monitor provides a visual reference of braking activity
- Easily disconnects from the brake pedal — from towed car to road car in seconds!
- Emergency break away system included



Time Tested • Time Proven

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# Weight limits for towing without supplemental brakes

## It's required!

The states in **red** require supplemental brakes if the towed weight exceeds 3,000 pounds.







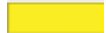

The color key for the other states, as well as state-by-state weight limits, is listed below.

Source:

American Automobile Association Digest of Motor Laws as viewed at [www.drivinglaws.aaa.com](http://www.drivinglaws.aaa.com) (October, 2015)

### SPECIFIC WEIGHT LIMITS — UNITED STATES

If the towed weight exceeds the following, a supplemental braking device is required.

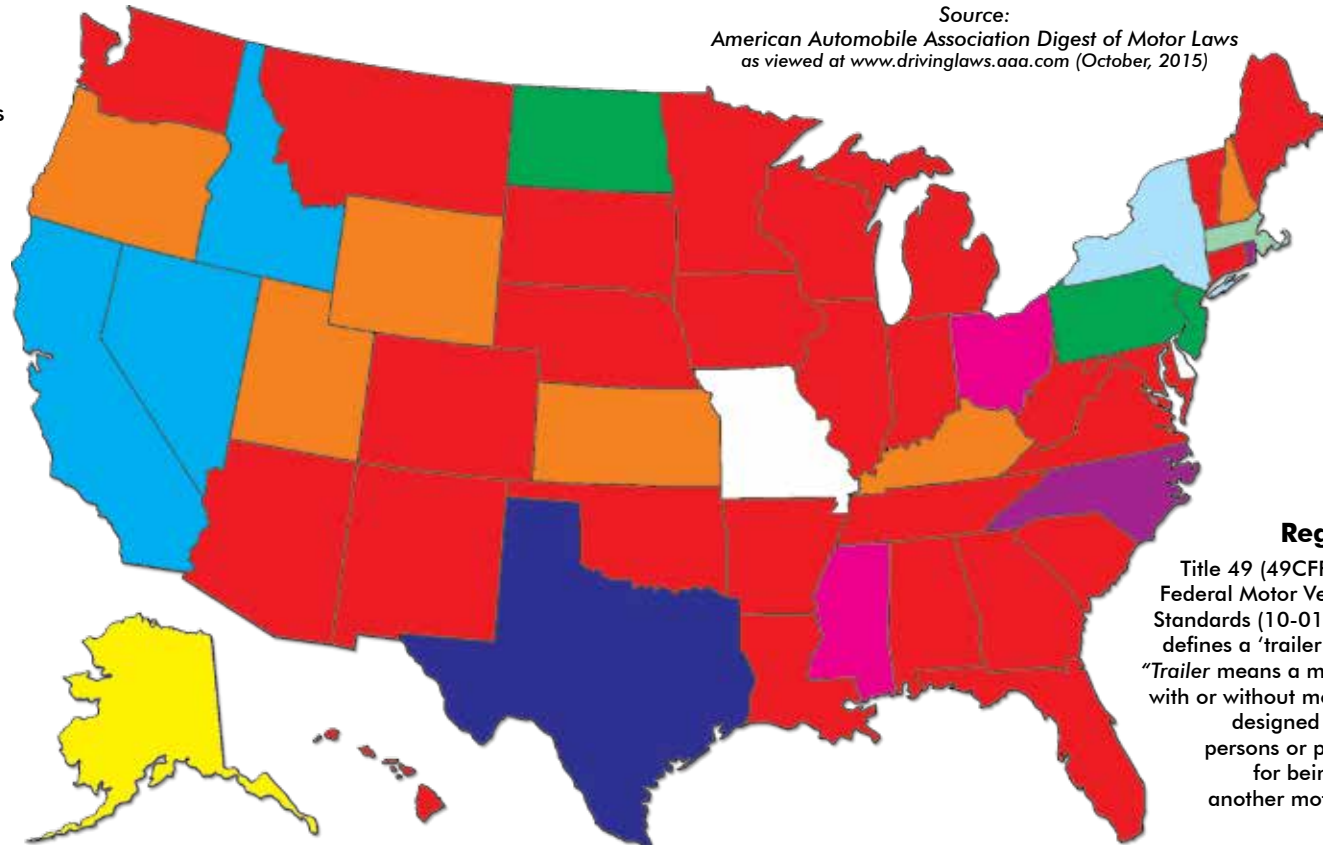
	1,000 pounds (New York)
	1,500 pounds (Cal., ID, NV)
	2,000 pounds (Miss., Ohio)
	3,000 pounds (28 states & DC)
	4,000 pounds (NC, RI)
	4,500 pounds (Texas)
	5,000 pounds (Alaska)
	10,000 pounds (Massachusetts)

### OTHER CATEGORIES

	Must stop within a specified distance
	Not stated or no requirement
	Supplemental brakes always required

### KEY

- 'A' Must stop within a specified distance (varies by state)
- 'B' Not stated or no requirement
- 'C' Supplemental brakes always required



### Federal Regulations

Title 49 (49CFR571) of the Federal Motor Vehicle Safety Standards (10-01-08 edition) defines a 'trailer' as follows: "Trailer means a motor vehicle with or without motive power, designed for carrying persons or property and for being drawn by another motor vehicle."

### United States

WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Alabama ..... 3,000
Alaska ..... 5,000
Arizona ..... 3,000
Arkansas ..... 3,000
California ..... 1,500
Colorado ..... 3,000
Connecticut ..... 3,000
Delaware ..... 'B'
District of Columbia ..... 3,000
Florida ..... 3,000
Georgia ..... 3,000
Hawaii ..... 3,000
Idaho ..... 1,500
Illinois ..... 3,000
Indiana ..... 3,000
Iowa ..... 3,000
Kansas ..... 'A'

WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Kentucky ..... 'A'
Louisiana ..... 3,000
Maine ..... 3,000
Maryland ..... 3,000
Massachusetts ..... 10,000
Michigan ..... 3,000
Minnesota ..... 3,000
Mississippi ..... 2,000
Missouri ..... 'B'
Montana ..... 3,000
Nebraska ..... 3,000
Nevada ..... 1,500
New Hampshire ..... 'A'
New Jersey ..... 'C'
New Mexico ..... 3,000
New York ..... 1,000
North Carolina ..... 4,000

WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
North Dakota ..... 'C'
Ohio ..... 2,000
Oklahoma ..... 3,000
Oregon ..... 'A'
Pennsylvania ..... 'C'
Rhode Island ..... 4,000
South Carolina ..... 3,000
South Dakota ..... 3,000
Tennessee ..... 3,000
Texas ..... 4,500
Utah ..... 'A'
Vermont ..... 3,000
Virginia ..... 3,000
Washington ..... 3,000
West Virginia ..... 3,000
Wisconsin ..... 3,000
Wyoming ..... 'A'

### Canada

WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Alberta ..... 2,000
British Columbia ..... 4,400
Manitoba ..... 'A'
New Brunswick ..... 3,000
Newfoundland ..... 'A'
Northwest Territories ..... 'C'
Nova Scotia ..... 4,000
Nunavut ..... 'A'
Ontario ..... 3,000
Prince Edward Island ..... 3,300
Quebec ..... 2,860
Saskatchewan ..... 3,000
Yukon Territory ..... 2,000

Important! Every reasonable effort was made to verify the accuracy of this information; however, ROADMASTER, Inc. does not warrant its accuracy and disclaims all liability for any claims or damages which may result from errors or omissions.



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