

Which system is right for me?

(see reverse for expanded system descriptions)

A 'direct' system?

— BrakeMaster is recommended if you don't frequently change motorhomes or towed vehicles. Because it connects directly to the motorhome's braking system, the initial installation is longer than a portable system. But once installed, it's a truly trouble-free and easy-to-use braking system.



BrakeMaster™
Proportional braking system



InvisiBrake®
'Set-it-and-forget-it' braking system



Even Brake®
Portable proportional braking system



9700
Portable pre-set braking system

Or a portable?

— Even Brake and the 9700 are recommended if you change towed vehicles or motorhomes often. Both are portable systems, with no installed components in the motorhome except for a dashboard monitor.

Even Brake is a sophisticated system with proportional braking; the 9700 is a basic system which applies a pre-set braking pressure.

All four braking systems...

- ...will bring your towed vehicle into compliance with U.S. and Canadian requirements.
- ...include an emergency break away system, to stop your towed vehicle should it ever separate from the motorhome.
- ...work in virtually any towed vehicle with power brakes.
- ...work in virtually any motorhome.
- ...greatly decrease your stopping distance, helping you avoid the danger and hassle of accidents.



Time Tested • Time Proven

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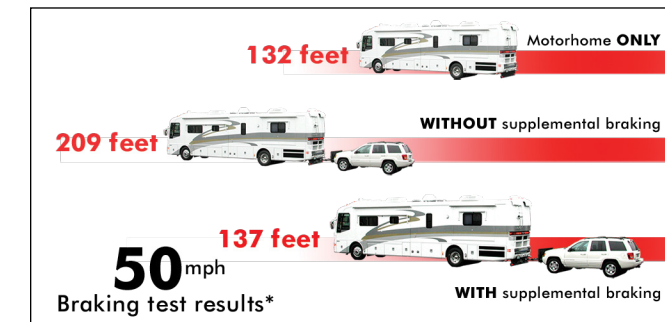
Why do I need supplemental braking?

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

1. Safety first!

Supplemental brakes...

- ...take the load off the motorhome. When the motorhome and towed vehicle brake in tandem, it takes 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 a 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 — fifth wheels, travel trailers, boat trailers or semi-trailers — 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?

* Test results available at www.roadmasterinc.com



Time Tested • Time Proven

InvisiBrake® '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?

- Out of sight — InvisiBrake is so small (8¾" x 8¾" x 2¾") it can usually be mounted under the driver's seat, under the rear 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 will never drain the battery.

9700

Portable pre-set braking

Efficient, effective and EASY! The 9700 is a pre-set system with three braking preferences — light, medium or heavy braking. Or, the 9700 may be set to activate only in an emergency break away.

The 9700 uses the electrical connections already in place on your towed vehicle (the towed vehicle's electrical harness) to brake when you brake the motorhome — the same electrical signal that activates the towed vehicle's brake lights also activates the 9700.

What do you need in a supplemental braking system?

If you...	BrakeMaster	Even Brake	the 9700	InvisiBrake
✓ ...have a motorhome with air or air over hydraulic brakes	✓			✓
✓ ...want convenience more than anything else	✓			✓
✓ ...have a towed vehicle with an 'active' braking system	✓*			✓
✓ ...want a proportional system	✓	✓		
✓ ...plan to change motorhomes in a year or two	✓	✓	✓	✓
✓ ...change towed vehicles every year or two		✓	✓	
✓ ...want a portable system		✓	✓	
✓ ...want to set a heavier or lighter braking force		✓	✓	✓
✓ ...like communications/features/technology		✓		
✓ ...have a Class C motorhome		✓	✓	✓

* with a Brake Pressure Reducer (part number 900002)

BrakeMaster™ Direct proportional braking

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...

- Motorhome monitor provides a visual reference of braking activity
- Easily disconnects from the brake pedal — from towed car to road car in seconds!

Even Brake®

Portable proportional braking

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.
- Motorhome monitor gives you complete, continuous braking information

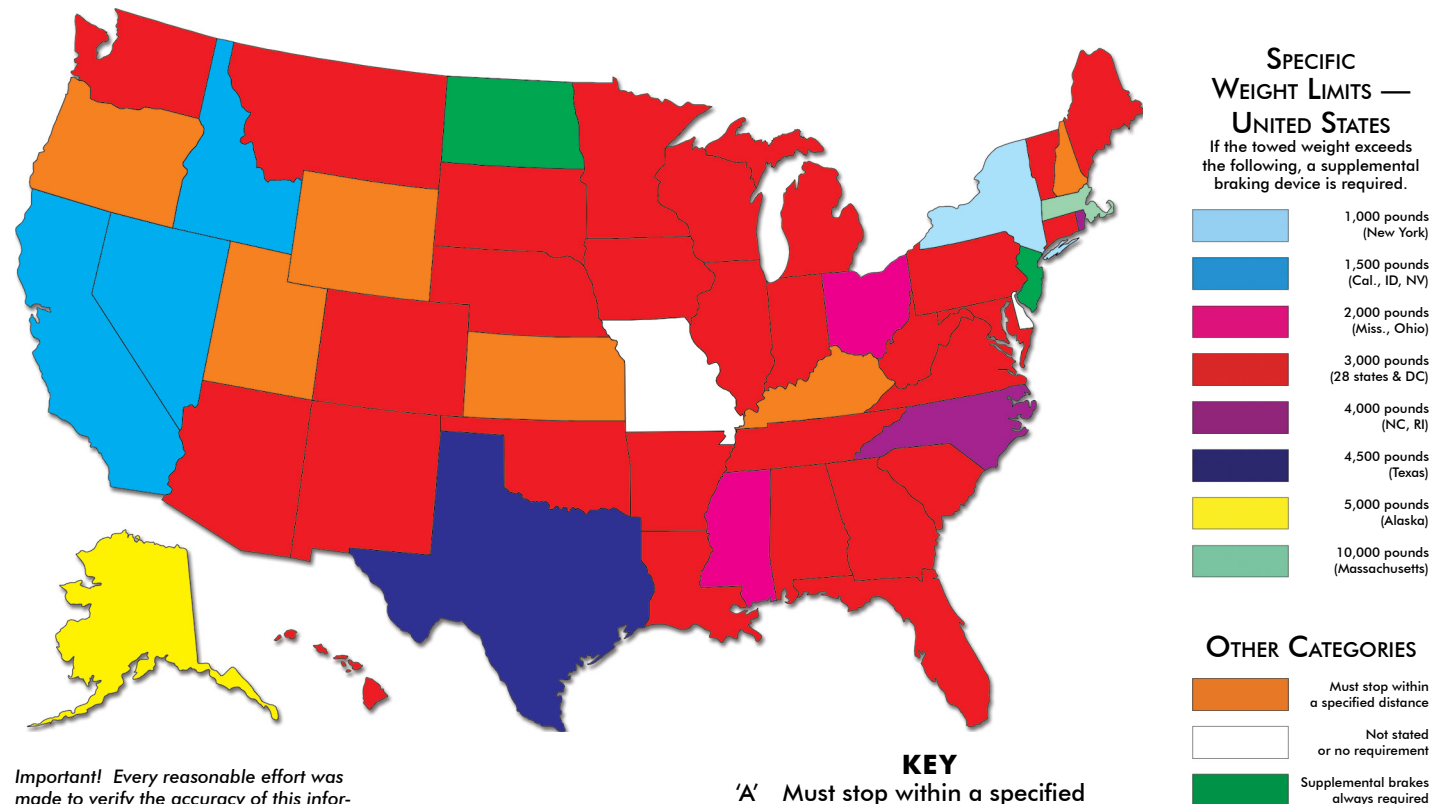
Weight limits for towing without supplemental brakes

Source: American Automobile Association Digest of Motor Laws as viewed at www.drivinglaws.aaa.com (January, 2015)

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.



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.

KEY

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

United States		Canada	
WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Alabama 'A'	Kentucky 3,000	North Dakota 'C'	Alberta 2,000
Alaska 5,000	Louisiana 3,000	Ohio 2,000	British Columbia 4,400
Arizona 3,000	Maine 3,000	Oklahoma 3,000	Manitoba 'A'
Arkansas 3,000	Maryland 3,000	Oregon 'A'	New Brunswick 3,000
California 1,500	Massachusetts 10,000	Pennsylvania 'B'	Newfoundland 'C'
Colorado 3,000	Michigan 3,000	Rhode Island 4,000	Northwest Territories 'C'
Connecticut 3,000	Minnesota 3,000	South Carolina 3,000	Nova Scotia 4,000
Delaware 'B'	Mississippi 2,000	South Dakota 3,000	Nunavut 'A'
District of Columbia 3,000	Missouri 'B'	Tennessee 3,000	Ontario 3,000
Florida 3,000	Montana 3,000	Texas 4,500	Prince Edward Island 3,300
Georgia 3,000	Nebraska 3,000	Utah 'A'	Quebec 2,860
Hawaii 3,000	Nevada 1,500	Vermont 3,000	Saskatchewan 3,000
Idaho 1,500	New Hampshire 'A'	Virginia 3,000	Yukon Territory 2,000
Illinois 3,000	New Jersey 'C'	Washington 3,000	
Indiana 3,000	New Mexico 3,000	West Virginia 3,000	
Iowa 3,000	New York 1,000	Wisconsin 3,000	
Kansas 'A'	North Carolina 4,000	Wyoming 'A'	