

**DRIVING & SAFETY**  
**TOWING**  
**ADDENDUM**

**ALUMA LITE**  
BY HOLIDAY RAMBLER

**2001**  
**TRAVEL TRAILER**



## **Driving & Safety Towing Addendum**

The following information contains new, revised and/or undated text to be incorporated into the Driving & Safety Section (2) of the Aluma-Lite Travel Trailer 2001 Owner's Manual by Holiday Rambler Corporation.

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### **TOW VEHICLE**

#### **1. Tow Vehicle - Section 2, page 21 has been revised to the following:**

It is important that the tow vehicle is matched with gross vehicle weight rating (GVWR) of the travel trailer. A tow vehicle with an inadequate gross combined weight rating (GCWR) and/or a hitch with an insufficient rating for the tongue and trailer weight may result in mechanical failures and/or towing instability. Further the tow vehicle hitch receiver rating must match, meet or exceed the units hitch weight. Consult the dealer for help in selecting the vehicle hitch and related hitching accessories. After loading your trailer and before each use, you should determine the trailer and tongue weight and verify that you are within the GCWR and hitch rating respectfully. Further, commercial cargo trucks, such as parcel delivery vans, are not recommended for towing a travel trailer. Commercial trucks incorporate suspensions that are stiff and rigid, and they create stress on the trailer frame for which it was not designed. Towing a trailer under such conditions can result in premature wear, fractures and/or breaks in the trailer frame.

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### **SAFETY CHAINS**

#### **2. Section 2, page 22, (prior to Frame Equalization Hitch), the following information has been added:**

Safety chains are on the trailer to provide added insurance that the trailer will not detach from the tow vehicle when under way. It is highly recommend that the chains be crisscrossed under the trailer tongue. Attach the chain on the left side of the trailer tongue to the hole or ring on the right side of the hitch ball. Attach the chain on the right side of the trailer tongue to the hole or ring on the left side of the hitch ball. This prevents the tongue from dropping to the road if the trailer coupler separates from the hitch ball. Rig the chains with just enough slack to permit tight turns.

Trailer Class	Trailer Weight	Minimum Breaking Weight
Class I	To 2,000 lbs. GVWR	2,000 lbs.
Class II	2,000 to 3,500 lbs. GVWR	3,500 lbs.
Class III	3,500 to 5,000 lbs. GVWR	5,000 lbs.
Class IV	5,000 to 10,000 lbs. GVWR	The GVWR of the trailer

*The Society of Automotive Engineers uses the above chart as its standard for safety chains.*

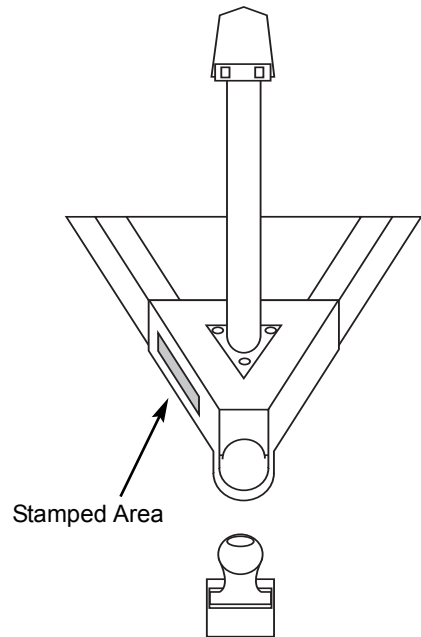
**3. Section 2, page 22, (after Frame Equalization Hitch), the following information has been added:**

**COUPLERS**

The couplers are stamped with the gross weight ratings and tongue loads respectively. Couplers are regulated by both the Society of Automotive Engineers (SAE) and by the Department of Transportation (DOT), hence the dual markings.

The lower ratings (SAE) are intended for repetitive towing, as installed on a recreation vehicle with the intent of repeated highway travel and relocation.

The higher ratings (DOT) are intended for single-time use, as installed on a mobile home with the intent of limited towing for locating the trailer semi-permanently in a mobile home park. Understanding and operating within the intended limits along with proper maintenance should provide years of trouble-free service.



**4. Section 2, page 43, after Net Carry Capacity, the following information has been added:**

After loading and prior to each use of the trailer, determine the trailer and tongue weight and verify the GCWR and hitch rating are not exceeded.



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