

# Driving Tips

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## Entering a High-speed Highway

In the interest of safety, use your unit's maximum power if you have to pull on to a high-speed highway. This is the only time it's worth sacrificing mileage and putting the extra strain on your power train.

### Backing

Backing is as easy as going forward if you put one hand at the bottom of the steering wheel. The direction the hand moves is the direction the trailer will go. Always use a spotter when backing up. Recreation vehicles have blind spots that

can only be covered by a spotter. Remember: If the spotter can see the driver's face in the outside mirrors, then the driver can see the spotter. If the driver loses sight of the spotter, the driver should stop and wait until the spotter comes into view.

### Downhill Driving

Never go down a hill faster than you can go up a similar grade. To reduce the risk of brake fade, gear down and use your engine and transmission to slow your vehicle rather than relying only on your brakes. If you over-use your brakes, they could heat up and fail. If you do have to use

your brakes, use them intermittently and for only a short time to give them a chance to cool off.

### Uphill Driving

On uphill grades, downshift to avoid overheating or straining your engine. Do not exceed the recommendations for maximum allowable speeds for each gear in your owner's manual.

### Gravel and Rough Roads

If you find your recreation vehicle is hard to handle on a rough road — **slow down**. Take your foot off the brake pedal before you hit a pothole or other obstruction

to reduce damage to your tires and brake system. Slow down on gravel roads to reduce the possibility of stones being thrown up and damaging your recreation vehicle.