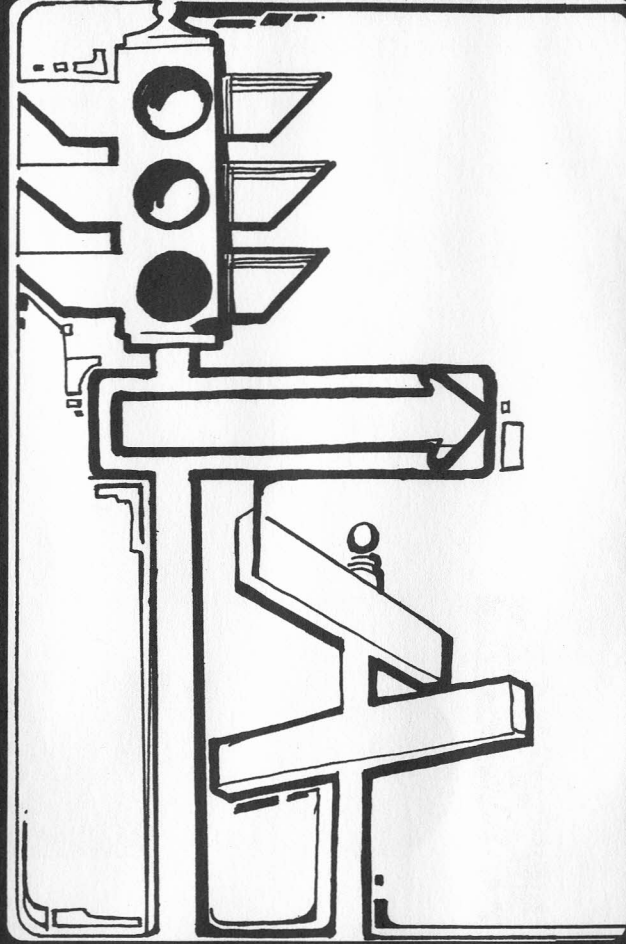


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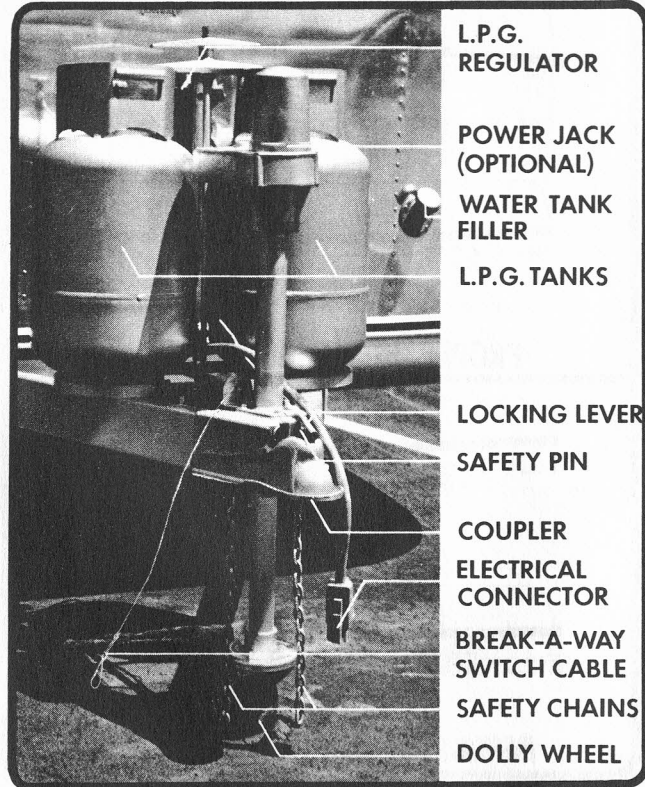
**TOWING TIPS**





## HITCHING UP.

In most cases by the time you read this manual you will already have a hitch installed on your towing vehicle. In any case we recommend you read in chapter 13 the information on the different types of hitches and their proper installation and adjustments.

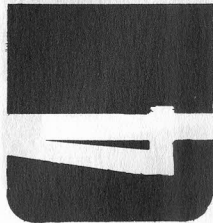


Hitching your Airstream to your car is something that will become almost second nature to you. You will develop your own technique with practice but there are a few tips, learned from experience, which will help you.

- a. The first thing to do is to jack up the trailer hitch until there is clearance for the hitch ball to slide under. Raise the locking lever on the hitch.
- b. The car now should be backed, straight back, to the hitch connection. This can be made easier by placing a strip of tape on the rear window of your car and another on the front window of your trailer. By sighting over these two strips of tape you will be able to line up the ball under the hitch by yourself. Of course, the job is much easier if you have the help of another person and use prearranged hand signals.
- d. If you have a leveling type hitch on your car, jack up the trailer to the full height of the jack before pulling up the leveling bars. A little practice with your hitch will teach you how far to pull up the leveling bars to get the car and trailer level. Always do this on level ground. Proper and improper hitch installations are shown in illustration on page 30. As shown in the hitch installation diagrams, Airstream suggests that the tension on the load equalizing hitch be adjusted so that the hitch and car rear are slightly high. This will give you the best towing characteristics, especially on tandem axle trailers.
- e. Plug in the electrical connector. Check connectors at both ends, check running, directional and stop lights. Should there be any need to check out wiring on your electrical connector, refer to chapter for wiring diagram.
- f. Attach breakaway brake cable to car. Attach safety chain to car. Note: In many states it is illegal to attach the

hitching up

TOWING TIPS



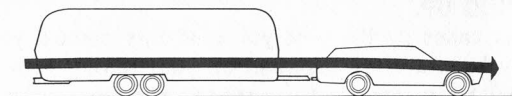
safety chain to the hitch in front of the ball and for good reason. If there ever is an accident, the most logical failure would be at the ball. Always attach the safety chain to your car's frame or to the hitch at some other point.

- g. Retract the hitch jack to its full height for maximum ground clearance. Remove the dolly wheel or jack pad and stow it in your car's trunk or some other safe place. **Never tow your trailer with the jack down and the dolly wheel on.** The dolly wheel is not designed to be left on the jack and may fall off and become lost during travel. Move the car ahead slowly and test the trailer brakes. Have someone verify the operation of your trailer's running and stop lights.

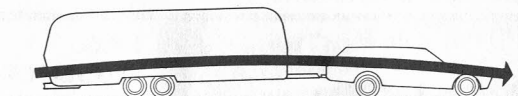
### STARTING OUT CHECK-LIST.

Before you start out, always make it a practice to go through the following check-list:

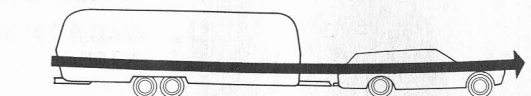
1. Disconnect and stow the electrical hook-up cord.
2. Disconnect and stow sewer hook-up hose.
3. Disconnect and stow water hook-up hose.
4. Turn off gas line shut-off valve (under top of range), and oven shut-off valve (International models only).
5. Remove and stow leveling jacks and wheel chocks.
6. Check hitch to make certain it is properly attached by cranking down the hitch jack until the rear bumper of the car is raised about 6 inches above normal.
7. Raise jack to full height, remove and stow dolly wheel.
8. Turn off all interior lights.
9. Lock all interior cabinet doors and place locking pin in refrigerator door. On all folding and foldette doors, be sure to use fastener to hold door open.



RECOMMENDED  
HITCH SLIGHTLY HIGH REAR SLIGHTLY HIGH

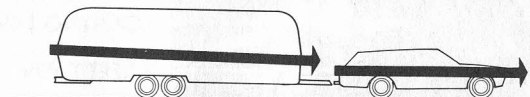


TRAILER HITCH HIGH — CAR REAR HIGH  
HOOKUP IMPROPER, TOO MUCH TENSION ON LOAD EQUALIZING BARS

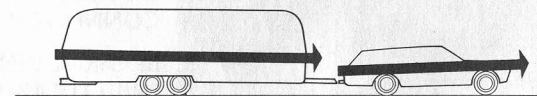


TRAILER HITCH LOW — CAR REAR LOW  
HOOKUP IMPROPER, NEED MORE TENSION ON LOAD EQUALIZING BARS

## PROPER HITCH INSTALLATION



TRAILER HITCH LOW — CAR LEVEL  
HITCH BALL TOO LOW



TRAILER LEVEL — CAR REAR LOW  
HITCH BALL TOO HIGH

## IMPROPER HITCH INSTALLATION

10. Close windows and vents, lock door (see paragraph at end of this chapter, "Securing the Main Door").
11. Pull up the step.
12. Check clearance, tail and stop lights.

Experienced trailer travelers make it a habit to move their rig ahead about 50 feet, stop, get out and walk back and check the ground where the trailer has been standing. This practice can save you countless dollars and annoyances from lost tools and other gear.

**Get into the habit of regularly checking the lug nuts on your tires and the tire pressure.** Traveling over bumpy, rough roads can loosen lug nuts and if the wheel should come off it could cause severe damage to your Airstream. Experienced trailer travelers always check the condition of their tires, the tightness of the lug nuts and the tire pressure before "hitting the road."

### LOADING YOUR AIRSTREAM.

When you took delivery of your Airstream, you received a trailer that was the result of millions of miles of road testing and towing in every climate and terrain. The center of gravity and weight placed on your car's hitch has been precisely calculated to provide the easiest possible towing. You can maintain this easy-towing by following two basic rules.

1. **Keep your trailer as light as possible.**
2. **Distribute the weight as evenly as possible.**

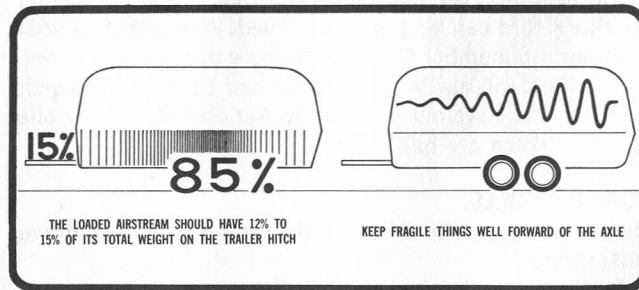
The amount of baggage and personal gear that you take is determined by how you like to travel and where you will be traveling. The vast majority of new trailerists carry considerably more items and food supplies than they really need. After several trips you'll learn to keep the list down to only what you really need in order to conserve weight and space.

However, every item that you take along is one more thing that you will have to stow before going on the road and will add just that much more weight which your car must pull. Regardless of what weight of personal belongings you take with you, always make certain that you maintain the perfect balance that has been built-in your Airstream. **The loaded Airstream should have 12% to 15% of its total weight on the trailer hitch.**

A hitch that is too light can cause the front end to float and the trailer to weave at higher speeds. When it is too heavy it may prove too much for your car.

Your Airstream is designed with storage space arranged in such a way that if ordinary things are put in ordinary places the weight will come out about right. Heavy items such as canned goods, cooking utensils, books, etc. should be placed in lower storage areas near or forward of the wheels. Stowing items in this way will help to maintain your low center of gravity. Light and bulky items such as blankets, clothing and some packaged foods should be placed in upper storage areas.

**Keep fragile things well forward of the axle as the front of the trailer is stabilized by the hitch, while the back will tend to bounce more.**





Secure loose items left out in the open to prevent them from sliding around while you are towing. Stack loose material such as chairs on the floor. Lash down smaller objects that are not put into a cabinet.

Items like leveling jacks, blocks and other items related to hitching and unhitching should be stored in the trunk of car, not in baggage trunk of trailer.

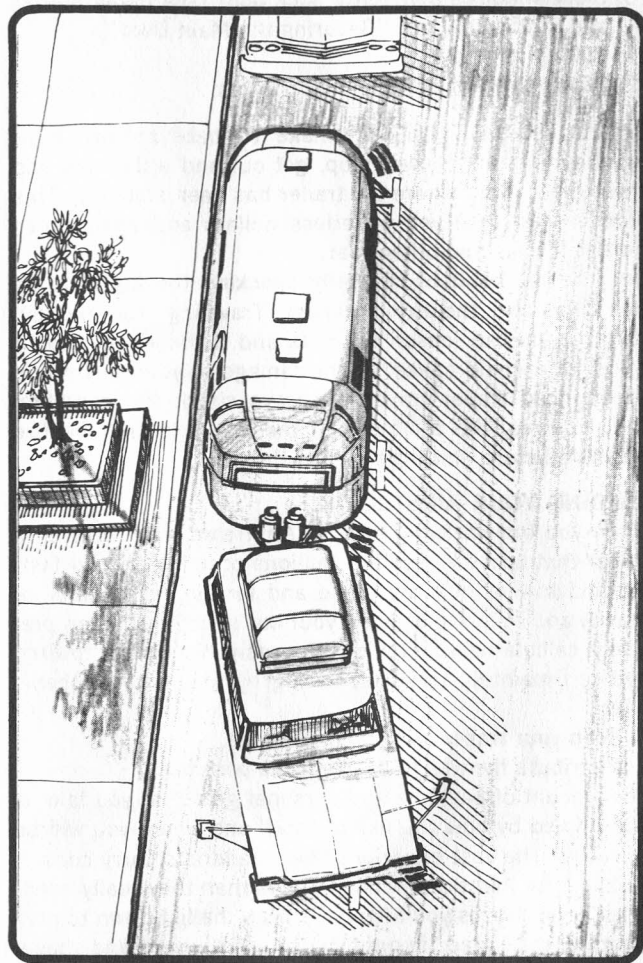
Never carry pierced containers of liquid in the refrigerator; always make certain that all containers are tightly sealed. Liquids such as milk and juices should always be transferred to plastic containers with tight fitting caps. If you must carry paper cartons, place a sheet of heavy cardboard between the carton and wire shelf to prevent the wires from wearing through the carton.

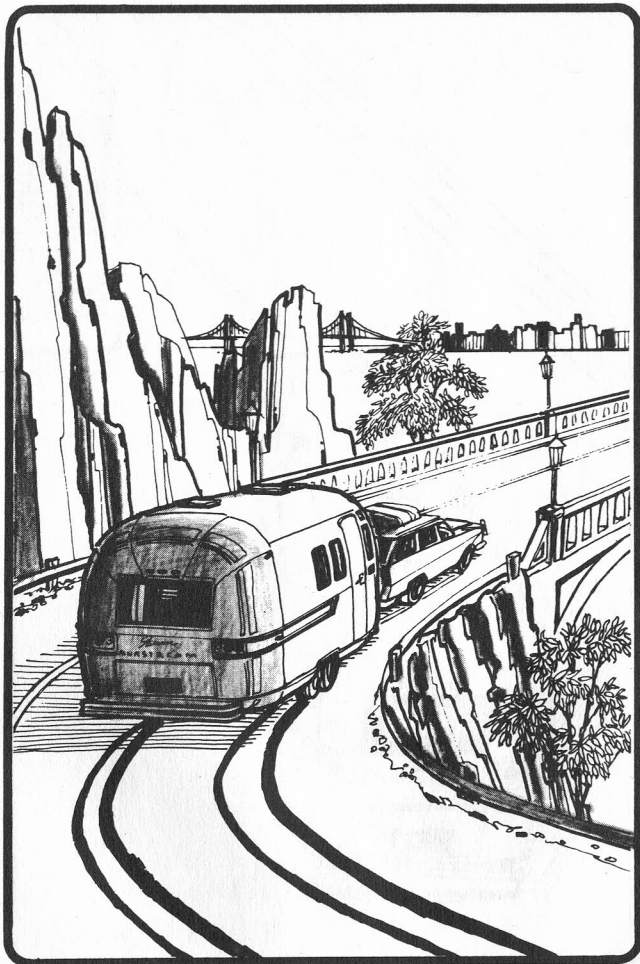
The extra care that you take while you are loading your trailer will pay off in reduced strain on your car's engine and springs. This may not be too important on super highways, but a few hundred miles of rutty country road will prove the wisdom of loading your trailer properly. As you become a more experienced trailer traveler, you will undoubtedly pick up tricks such as using aircraft shock cord to lash down radios and other objects you don't want to put in cabinets; placing hooks in strategic places so that the shock cord can be quickly attached. When packing your cupboards remember that a partially empty cupboard will permit the contents to move about and become damaged; it is better to have one full roof locker and one empty one than two which are half filled.

#### TOWING SKILLS.

There are six specific driving skills the trailer-towing driver must master:

##### 1. Getting Under Way





## 2. Turning Corners and Rounding Road Curves

### 3. Overtaking and Passing

### 4. Being Overtaken and Passed

### 5. Slowing and Stopping

### 6. Backing

These skills should be practiced out of traffic, and it is a good idea to have someone along with you to watch the right side of the car and trailer while you are learning these skills.

#### 1. Getting Under Way.

Start the car slowly; after having checked the traffic and signaling, you are going to pull into the traffic lane. Accelerate slowly and evenly. Check the mirrors frequently to observe the traffic behind you and the action of the trailer and then move carefully into the proper traffic lane.

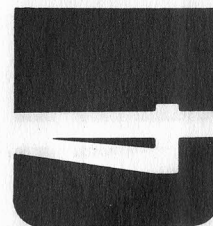
#### 2. Turning Corners and Rounding Road Curves.

This is where you will encounter one of the first basic differences with a trailer. The trailer wheels will not follow the path of your car's wheels. The trailer will make a closer turn than the car. This is called trailer "off-track."

In order to compensate for off-track when making turns, pull the car out further than you would normally at the intersection. In case of a right turn, pull the car deep into the intersection so that the trailer clears the curb or any parked vehicles along the curb.

A good way to practice this is by lining out a corner in a large supermarket lot on a Sunday, if it is permissible. The next step is to move to an intersection with very light traffic.

Making a left turn requires the same technique, with a wide swing into the new lane of traffic in order to keep the trailer from edging into the opposing lane.



On sharply curving roads, keep well toward the center of your lane, away from the pavement edge. This procedure allows the trailer to clear the edge of the pavement with enough room so the wheels won't drop off onto the shoulder. Cutting it too close can cause dangerous trailer sway. Care must be taken, also, not to overcrowd or cross the center line, and all turns should be taken at low speed. Take a tip from professional drivers when rounding turns; instead of staying at full speed and then putting on the brakes, slow down well in advance of the turn, enter it at reduced speed, then accelerate smoothly as you come out again onto the straight-away.

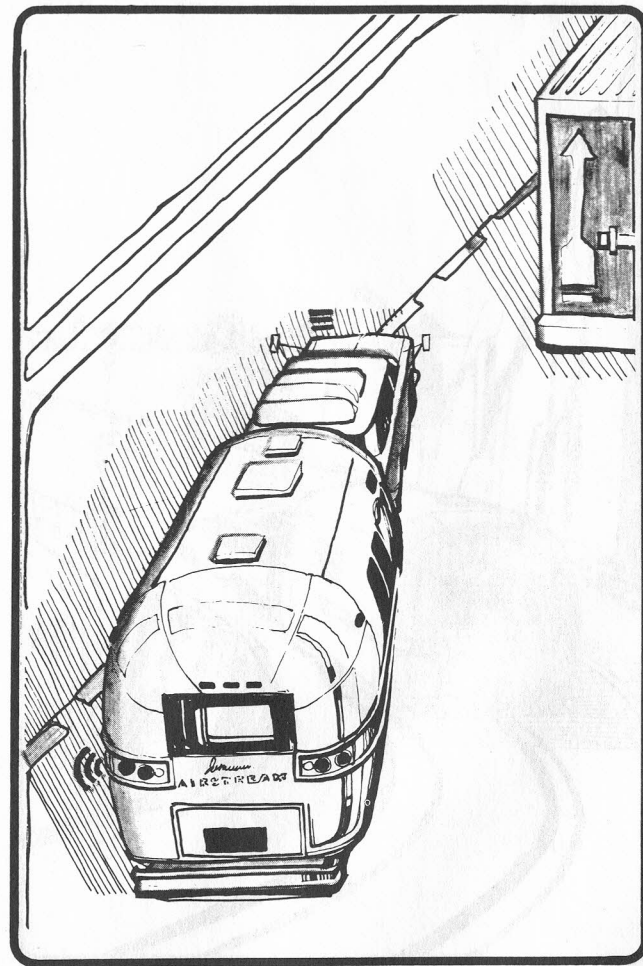
### 3. Overtaking and Passing.

Remember that when you pass another vehicle, you will require longer than usual to accelerate and that you must allow for the length of the trailer when returning to your lane. On freeways and expressways, try to pick the lane in which you want to travel and stay in it.

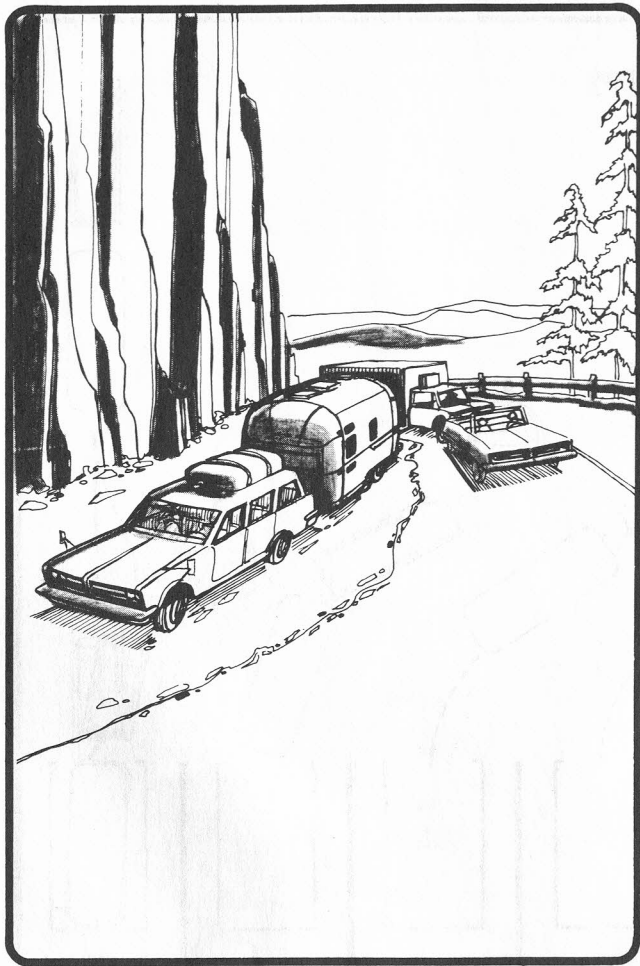
### 4. Being overtaken and Passed.

When a large bus or truck overtakes your rig, you will note, despite the best hitch, a reaction from the trailer as the larger vehicle rushes by. The displaced air will tend to push the rear of the trailer quickly to the right and will affect the front of the trailer the same way. Ever so slightly, steer your car to the left into the rush of air. Do not apply brakes, or you may make things worse. Accelerating **slightly** may also help.

Frequently you will note that because of your slower speed cars will be lining up behind you on a two-lane road. It is both courteous and sensible to signal, pull onto the shoulder, and let them pass. It reduces passing hazards, saves







tempers, and allows time to check your whole rig.

### 5. Slowing and Stopping.

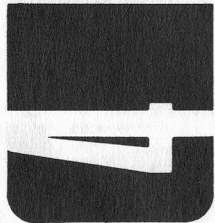
When stopping on dry and normal pavement, applying your Airstream brakes simultaneously with your car's brakes will stop your entire rig in approximately the same distance that your car's brakes will stop your car alone. When stopping on a hill or slight grade, if leaving the car in gear is not sufficient to keep the outfit at a standstill safely, chock the wheels with a block of wood. Whenever you park your Airstream on a hill or slight grade and unhitch the car, always block the wheels of your Airstream. Do not use break-away switch as a parking brake since it will burn out the brake magnet and discharge the trailer battery if left on for a sustained period.

When you are stopping on slippery pavement, never use engine drag to help you slow down because the drag on the rear wheels may cause skidding and jackknifing. When stopping on slippery pavement, using your trailer brakes slightly in advance of your car's brakes will prevent any tendency to skid and jackknife. When driving on icy roads take it slowly and if it feels that the car is skidding, gently apply the trailer brakes to keep the trailer and the car in a straight line. Chains do not do any good on trailers.

Make certain that your brake resistor is properly adjusted so that your trailer brakes operate smoothly and in timing with your car brakes. See the directions included with the brake kit for proper adjustment of the resistor.

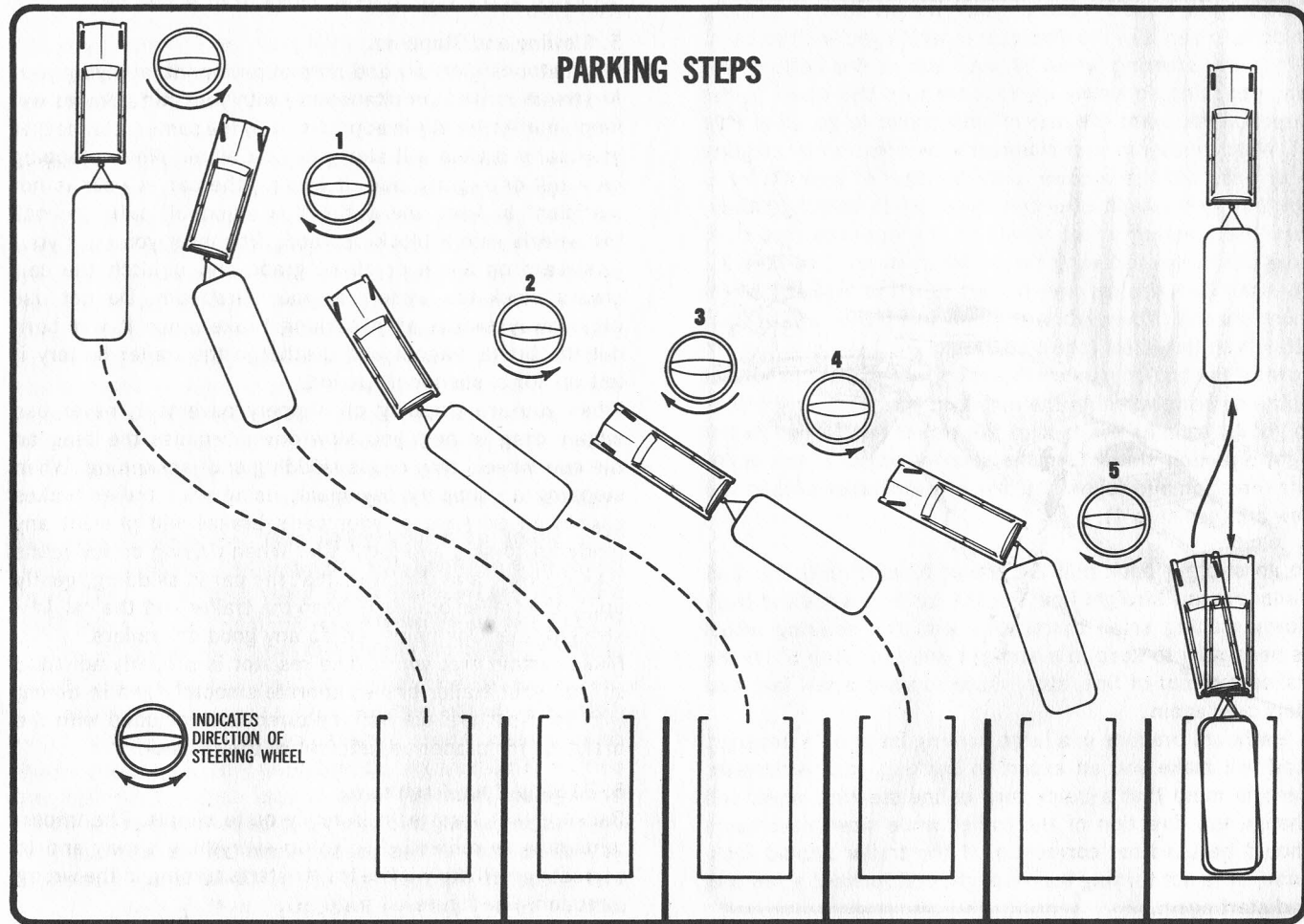
### 6. Backing Your Airstream.

Backing your Airstream is really quite simple. The important thing to remember is to do everything slowly and to correct immediately if the trailer starts turning in the wrong direction. See figure on page 36.



## TOWING TIPS

## parking steps



Concentrate on the rear of your trailer. The first thing to do is to aim it in the direction in which you wish to back. Grasp the steering wheel of your car at the bottom and while backing as slowly as possible turn the wheel in the direction you want the rear of your trailer to go. (See step 1). Watch, either in your side rear view mirror or by sticking your head out the window, until the rear of your trailer is pointing in the right direction. Next, while backing slowly, turn the steering wheel slowly in the opposite direction. Your car is now following the trailer in an arc (see step 2). To straighten the car and trailer, turn the steering wheel more sharply. Then, when the car and trailer are in line, straighten the wheel (see step 3).

To start the trailer in a new direction, again turn the bottom of the steering wheel in the direction you want your trailer to go. As soon as the rear of the trailer has turned in the right direction slowly turn the steering wheel in the opposite direction and follow the rear of your trailer around the new arc (see step 4).

To go straight back pull the trailer forward until car and trailer are in a straight line. Put the car in reverse and back slowly making small corrections with the steering wheel as necessary to keep in a straight line (see step 5). If the trailer gets out of line, stop, move forward a few feet and start over again.

A few hours practice in a large parking lot or on a deserted road will make you an expert in backing your Airstream. Keep in mind that a quick turn of the steering wheel will change the direction of the trailer while slow movements should be used for correction. If the trailer should jack-knife, or is not turning fast enough, pull forward a few feet and start again.

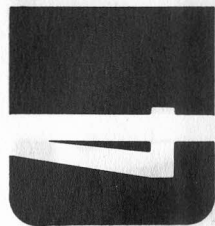
## GENERAL TOWING TIPS.

You will substantially increase your gas mileage if you can avoid unnecessary starting and stopping. Before you come to stop signals, slow down and time it so that you will not have to stop completely.

The key to towing any trailer is to do it smoothly. Starting and stopping slowly and smoothly saves gas, wear on your car and prevents damage to the items stowed in your trailer. Your Airstream is designed to be towed at any legal speed that is safe for your car alone, and you will find that your Airstream tows and follows your car so effortlessly you may soon forget it is behind you. Never permit yourself to do this. When you are towing the trailer you should always maintain an interval with the car in front of you of at least a car and trailer length for every 10 miles of speed. This gives you ample time to stop in the event of an emergency. Refer to page 40 for state regulations in regards to trailer towing speeds.

When going up a long grade, shift into a lower gear well in advance of when your engine labors. When going down a hill (in dry weather) use a lower gear, or a lower range if you have an automatic transmission, so that the compression of the car engine will slow your whole rig.

One of the hardest things on any trailer is a sharp dip or depression in the highway such as you may encounter on cross streets where gutters continue through the intersection. This straight up-and-down thrust can very easily damage any item left loose in your trailer. Take dips and depressions slowly and easily and be certain that the trailer as well as the car has passed them before resuming normal speed. If the rear end of the trailer drags bottom, it will not do any damage if you are traveling slowly.



**OVERHEATING.**

To prevent overheating when driving in the mountains, never let your car labor. Shift to a lower gear, or range if you have an automatic transmission, before it becomes absolutely necessary. Your car's ability to pull without becoming overheated depends on the engine, the cooling system, the transmission, the weight of your trailer when loaded and the type of terrain over which you are traveling. A little practice will teach you your car's limits and it will pay you in time and money to stay within those limits to prevent heat damage to the engine and transmission. Whenever possible, try to anticipate a potential overheating condition and correct it before it gets out of hand. One tip is to turn off your air conditioner if your car is so equipped. Even though you may get uncomfortable, the air conditioner requires considerable power and is a major factor in overheating your car engine.

If your car has a tendency to overheat, see that (if it's not already installed) a direct drive radiator fan is installed in place of the usual clutch type radiator fan.

Another tip when climbing a steep grade is to turn on your heater as high as possible until the crisis is over. This can get rather uncomfortable but in many cases it means the difference between going over the top of the grade and pulling off to the side to cool off. You will be surprised at how much this will keep your engine from overheating. If you ever do overheat, pull off to the side and keep your engine running at a fast idle. Never turn your engine off if the red indicator light is on. Keep it running until the light goes out and stays out for at least five minutes. If you plan to do much mountain driving where overheating is possible it is suggested that you have a temperature gauge installed

in addition to the indicator light. With a gauge installed you can see when the engine starts to get hot; whereas with the indicator light you do not know it until it is already hot.

In addition if your car is equipped with an automatic transmission we recommend that you install a transmission oil radiator such as the Hayden Trans-Cooler. This will enable the transmission to run cooler and prevent possible damage to it.

When traveling through sand or mud, always keep rolling; let your momentum carry the tow car and trailer through. Do not depend too much on the drive wheels. Stay in the rut of the car ahead, if possible, and keep your car in the highest possible gear. The easiest way to get a stuck outfit out of the sand or mud is by towing it out. Carry a length of rope or chain to attach to a passing car or truck for this purpose. If you tow long distances over unimproved roads, the stones and gravel picked up by your tires and thrown back can dent and scratch the beautiful aluminum finish of your Airstream. To prevent this, experienced trailer travelers use masking tape to secure heavy sheets of paper or plastic onto the lower front of their trailers.

**SECURING THE MAIN DOOR.**

It is very important that the main door of your trailer be completely closed and locked during towing. If it is not properly secured the constant vibration of travel can cause it to fly open and possibly cause damage.

**CAUTION:** The door latch acts as a deadbolt when it is locked. DO NOT slam the door with the door latch in the locked position. Should you find it difficult to unlock the door, push in to release the pressure on the door latch.

As a convenience to you, we have included this Pre-Trip Check List to help ease those worries about your home and making the driving portion of your trip more relaxing.

#### Home Check List.

- ☐ Leave an extra key with your neighbor.
- ☐ Store valuables and important papers in a safe place. (Your bank will do this for a small fee).
- ☐ Discontinue newspaper, milk and other deliveries.
- ☐ Ask the Post Office to hold all your mail for you.
- ☐ Arrange with your telephone company for temporary discontinuance or "Vacation Service."
- ☐ Arrange for the necessary care of your pets.
- ☐ See that your lawn, garden and house plants will be properly cared for.
- ☐ Lock all windows and doors securely. Keep shades open for a "lived-in" look.
- ☐ Cover all food to keep out mice and insects.
- ☐ Eliminate all fire hazards. Place matches in a tin box or glass jar. Store oil, gasoline and other inflammables properly. Destroy newspapers, magazines and oily rags.
- ☐ Notify police.

#### Last Minute Items.

- ☐ Pay your automobile insurance to fully cover you and your family throughout the trip.
- ☐ Avoid carrying large amounts of cash. Use travelers checks and your Credit Cards.
- ☐ Confirm reservations if you have definite overnight stops scheduled.

- ☐ Have sunglasses for everyone, especially drivers.
- ☐ Pack cameras and film for your post-tour showings.
- ☐ Make a check list of clothing and toilet articles for each member of the family.

#### Motoring Essentials.

- ☐ Display car and trailer registration properly. Carry drivers license. In Canada, you will need a non-resident liability insurance card. Obtain special auto insurance before traveling in Mexico.
- ☐ Carry an extra set of ignition and trunk keys in a separate pocket . . . or in your wallet.
- ☐ Keep an operating flashlight with fresh batteries in the glove compartment.
- ☐ Pack the trunk so that you can reach the tools and spare tire without completely unpacking.

**Save Room For Yourselves.** Avoid packing luggage in the passenger area.

**Sharp and Hard Articles.** Keep such items where they will not be thrown about in case of a sudden stop. **Wash-and-Wear Traveling Clothes.** Wash out, hang up and they're ready for another day of traveling next morning. **Traveling With Pets.** Carry his dish, water, food, leash and certification papers. **First-Aid Kits.** Include a complete first-aid kit. Car sickness preventatives are a good idea also. **Rest Frequently On Long Trips.** Avoid making your vacation trip a mileage marathon. Make each day's drive relaxing with frequent stops and limited distances.



**ALABAMA**

MSL: 70 mph days, 60 mph nights on open highway.

OS: Parking off highway is permitted.

DOG: Not allowed.

**ALASKA**

MSL: 50 mph.

OS: Permitted off highway.

DOG: Permitted in state parks at night.

**ARIZONA**

MSL: As posted.

OS: Permitted at roadside rest areas unless otherwise posted.

DOG: Permitted if leashed in state and county parks.

**ARKANSAS**

MSL: 50 mph.

OS: Permitted off highway unless posted.

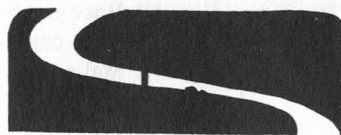
DOG: Permitted if leashed in state and county parks.

**CALIFORNIA**

MSL: 55 mph.

OS: Not permitted.

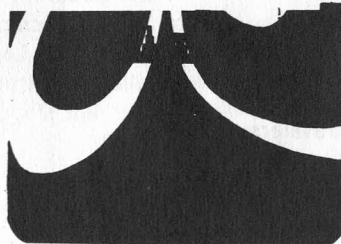
DOG: Not permitted in state park system. Permitted in most county parks, and country-run state parks if leashed.



Trailer traveling through our United States requires a knowledge of many state regulations. Here through the cooperation of Trailer Life Magazine, North Hollywood, California is a brief summary of three of these regulations.

(1) **Maximum Speed Limit** of vehicles towing a trailer. (2) **Permissibility of making Overnight Stops** on highways or roadside rest areas. (3) **Permissibility of keeping a DOG** overnight in State or County parks.

**NOTE:** State laws may change after the printing of this manual. Watch carefully for posted signs.

**COLORADO**

MSL: 60 mph open highway, 40 mph open mountain highway.

OS: Permitted off highway.

DOG: Permitted if leashed in state and county parks.

**CONNECTICUT**

MSL: 60 mph, 70 mph on interstate or limited access highways.

OS: Generally not permitted.

DOG: Permitted if leashed in state and county parks, one pet per campsite. Not permitted on beaches at any time.

**DELAWARE**

MSL: 50 mph.

OS: Permitted off highway.

DOG: Not allowed.

**DISTRICT OF COLUMBIA**

MSL: 25 mph or as posted.

OS: Permitted off highway.

**FLORIDA**

MSL: On turnpikes, 70 mph. On interstate highways, 65 mph days, 60 mph nights. Other highways, 50 mph days, 45 mph nights.

**GEORGIA**

MSL: 60 mph days, 50 mph nights.

OS: Permitted at roadside park or rest area if not posted otherwise.

DOG: Permitted in state and county

parks .

### **HAWAII**

MSL: Set by local ordinance.

OS: Permitted off highway.

### **IDAHO**

MSL: 60 mph, 55 mph nights.

OS: Permitted in roadside parks or rest areas unless posted otherwise.

DOG: Permitted in state and county parks if leashed.

### **ILLINOIS:**

MSL: 55 mph. Pickups over 8000 lbs. towing trailer, 50 mph.

OS: Not permitted.

DOG: Permitted in state parks if leashed.

### **INDIANA**

MSL: 65 mph. 70 mph on interstate highways.

OS: Not permitted.

DOG: Permitted if licensed and attended.

### **IOWA**

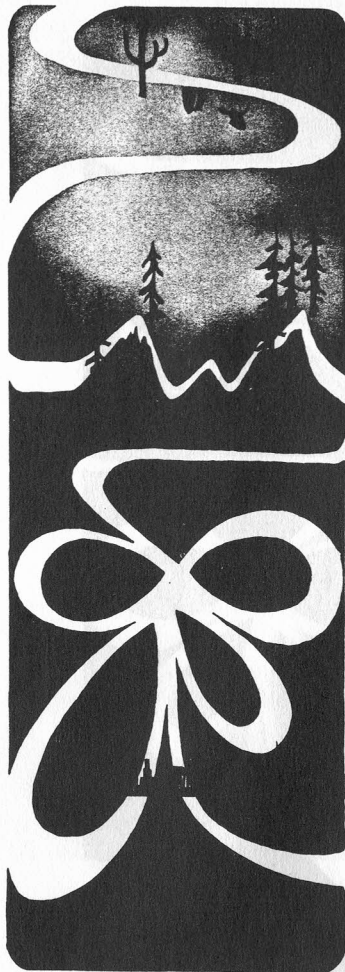
MSL: Trailer under 4500 lbs., 55 mph. Trailer over 4500 lbs., 40 mph.

OS: Permitted off highways.

DOG: Permitted on 6 foot leash.

### **KANSAS**

MSL: On turnpike, 80 mph. In interstate highway, 75 mph days,



60 mph nights.

OS: Permitted off highway.

DOG: Permitted if leashed.

### **KENTUCKY**

MSL: 60 mph days, 50 mph nights.

OS: Permitted off highway.

DOG: Permitted in state and county parks if leashed.

### **LOUISIANA**

MSL: 35 mph.

OS: Permitted off highway.

DOG: Permitted in state parks if leashed.

### **MAINE**

MSL: 45 mph.

OS: Permitted off highway.

DOG: Permitted if leashed.

### **MARYLAND**

MSL: 50 mph.

DOG: Permitted in state forests, but not state parks.

### **MASSACHUSETTS**

MSL: Divided highways, 50 mph.

Other highways, 40 mph.

OS: Determined by local regulations.

DOG: Permitted on 10 foot leash.

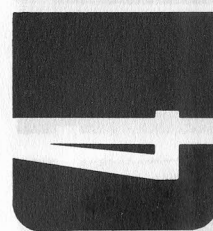
Not allowed on beaches.

### **MICHIGAN**

MSL: 50 mph.

state laws

TOWING TIPS



## **NORTH DAKOTA**

MSL: 60 mph days, 50 mph nights.

OS: Permitted off highway.

DOG: Permitted on leash.

## **OHIO**

MSL: 60 mph days, 50 mph nights.

OS: Not permitted.

DOG: Not permitted.

## **OKLAHOMA**

MSL: Passenger car/trailer

50 mph. Pickup/trailer 65 mph

days, 55 mph nights. 1000 lb.

load, 50 mph.

50 mph.

OS: Permitted unless posted  
otherwise.

DOG: Permitted if leashed.

## **OREGON**

MSL: 55 mph. If not posted,

"reasonable and prudent."

OS: Permitted at roadside  
rest areas.

DOG: Permitted if leashed.

## **PENNSYLVANIA**

MSL: 50 mph.

OS: Permitted off highway.

DOG: Permitted if leashed.

## **RHODE ISLAND**

MSL: 35 mph.

OS: Permitted off highway.



DOG: Permitted.

## **SOUTH CAROLINA**

MSL: 55 mph.

OS: Permitted off highway.

DOG: Check at each park.

## **SOUTH DAKOTA**

MSL: 70 mph days, 60 mph nights.

OS: Permitted off highway.

DOG: Check at parks.

## **TENNESSEE**

MSL: Interstate highways, 65 mph.

Other highways 50 mph or as  
posted.

OS: Permitted at roadside parks  
or rest areas.

DOG: Permitted in state parks  
if leashed.

## **TEXAS**

MSL: 60 mph days, 55 mph nights.

OS: Permitted off highways.

DOG: Permitted if leashed.

## **UTAH**

MSL: As posted.

OS: Permitted off highway.

DOG: Permitted if leashed.

## **VERMONT**

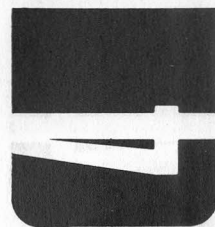
MSL: 50 mph or as posted.

OS: Permitted off highway.

DOG: Permitted in state parks on

state laws

TOWING TIPS



7 foot leash if there is no beach.

### **VIRGINIA**

MSL: Interstate or four lane divided highways, 50 mph. Other highways, 45 mph.

OS: Permitted off highway.

DOG: Permitted if leashed.

### **WASHINGTON**

MSL: Days, 60 mph in 70 mph zone, 50 mph in 60 mph zone.

Nights use posted truck speed.

OS: Permitted off open highways only, not at roadside rest areas.

DOG: Permitted if leashed.

### **WEST VIRGINIA**

MSL: 55 mph.

OS: Permitted off highway.

DOG: Permitted if leashed.

### **WISCONSIN**

MSL: 65 mph days, 55 mph nights.

OS: Not permitted.

DOG: Permitted at state parks if leashed. Check at county parks.

### **WYOMING**

MSL: Four lane divided highway, 70 mph. Other highways, 65 mph.

OS: Not permitted.

DOG: Permitted in state parks if leashed.