

## **Road Glides comply fully and are the best value for money**

1) Roadglides are designed and built in New Zealand for our conditions and tow vehicles. Being able to tow your fifth wheel with a Japanese ute and on a WoF saves \$50,000 - \$70,000 on your tow vehicle and thousands of dollars a year on fuel, maintenance and RUC charges.

2) A trailer must be 3,500kg or less to be on a WoF, our Panache comparing in size to an American trailer weighs hundreds of kg's less. We utilize a very strong and rust free aluminium chassis and proper polyurethane foam insulation in our walls, floor and roof instead of inexpensive and poorly insulated polystyrene. We use more aluminium framing in our walls than any other fifth wheel available in NZ. Instead of less durable wood framing for walls, floors, cabinetry etc we use welded aluminium. It is much lighter, won't rot, won't break and won't fall to pieces at the joints held by staples.

3) Weights and widths are paramount. They determine whether or not you are breaking the law, how much stress you feel each time you go for a WoF or when you see a police car following you down the road. Weights determine whether or not your ute is covered by its warranty and how much water, luggage and camping gear you can take with you on holiday.

4) From our past experience of importing, unfortunately, it is a fact of life, that much of the purchase cost of an USA import in NZ is the shipping and taxes. With the "Road Glide" that money and much more, that would normally go into shipping and taxes is used on better products to produce a superior 5th wheel.

5) There a lot of extra costs with a fifth wheel other than just the units its self. That is why our prices include all on-road costs. That includes the auto-sliding hitch (fitted), brake controller (fitted), full LPG bottles, battery, sewer hose, awning, Registration, & WoF (from the AA testing station).

6) When people come to our factory to view our units they are always very impressed with the build quality, amazed by the amount of framing in our walls and surprised by the standard features and finish.

7) We are proud that we have always, and still are producing a product that is "green". Our vacuum bonding time is six hours not 20 minutes so that the glue adheres properly, we use a lot more aluminium framing and our insulation is considerably better. This means less LPG burnt to stay warm. As for recyclable composite material, we are proud to use timber for our floors and roof instead, as it is a renewable resource and also recyclable. We also use appropriately treated ply. Our aluminium construction is also far more recyclable than a heavy rust-prone painted steel chassis.

8) We are a New Zealand owned company, that manufactures in New Zealand using New Zealand employees and we support the economy by using as much as we can of locally resourced materials.

9) Most of our sales are due to word of mouth. We are the largest manufacture of fifth wheels in New Zealand. We always advertise our fifth wheel's weights and measurements; we don't need to nor want to hide them. We are proud of our uniquely Kiwi product and the freedom, joy and peace of mind it brings our customers. Nobody ever regrets buying quality.

/An Article of Concern/

There was an article in the Motorhomes, Caravans & Destinations magazine (May 2010, pg64-65) about tow vehicles for fifth wheels. It is a long muddled article about utes, their payloads, towing weights etc. A lot of it is true when it comes to the manufactures warranty on your ute and your driver's licence class but it has nothing to do with the law and whether or not the unit is a WoF or a CoF. It is completely irrelevant as to whether a Japanese ute such as a Navara, Ranger etc can legally tow a certain trailer.

To have a trailer on a WoF it needs to have a manufacturer specified GVM of 3,500kg's or less. If not stated specifically by the manufacturer it is the Tare weight of the trailer and the payload of the trailer combined. American trailers use different terms such as "Shipping weight" and "Dry weight". These weights are not Tare weights as they do not include the fitted extras such as gas bottles, awnings, microwaves, some furniture, A/C etc. Most Americans add an extra 250kg to this shipping weight to account for these items. So say, a unit with an American shipping weight of say 6279lbs or 2848kg actually has a tare weight closer to 3098kg. If in doubt, ask to have it taken over a weight bridge with all the fittings attached. This 3098kg weight leaves a little over 400kg for your trailer to be less than the 3500kg limit. By the time you fill the fresh water tank with 220 odd litres you have less than 180kg for food, clothes, camping equipment etc. It is just not practical. In our vast experience our customers tend to take 300kg or more when going away and far more for our full-timer's. Going back to the calculation to get the GVM we will use the lower shipping weight figure of 2848kg (6279lbs) for our tare weight and a

payload (or carrying capacity) of 828kg (1826lbs). The two combined have a manufacturer's GVM of 3676kg. That means this trailer must go on a CoF and be towed by a truck or pickup truck with a CoF.

So you may ask how do these heavy units with advertised manufacturer GVM's of greater than 3500kg get given a WoF?

It is up to the importer to be honest and import the fifth wheel as a CoF trailer. As a CoF trailer it requires the VIN to be recorded etc. By miss-quoting and stating that the trailer has a manufacturer's GVM of less than 3500kg it can be slipped through as a WoF and does not require the VIN to be recorded so it is untraceable. It is not up to customs to check this information, and the testing stations used are not going to make a call to the USA to find out. It is a dangerous move as it results in trailers that are far too heavy for the Japanese units to be towed by them. It is also devastating for the purchaser of the trailer to have to pay for a new truck and the CoF charges when they get caught by the police for being overweight or when the NZTA finally catches up with them. If you have been told otherwise the following is an excerpt from the NZTA and can be viewed online by following the link below.

*"The standards that apply to your vehicle*

Technical standards set out the requirements vehicles must meet when manufactured. To apply the standards, we group vehicles into two categories - light and heavy. We measure this in terms of a vehicle's gross vehicle mass (GVM), which the manufacturer specifies as the maximum allowed weight of the vehicle when loaded. Light vehicles have a GVM of 3500 kilograms or less. Heavy vehicles have a GVM of more than 3500 kilograms."

<http://www.nzta.govt.nz/vehicle/classes-standards/standards/index.html>

You cannot import a heavy trailer and make up a fictional GVM to put it in the light trailer category.

American trailers are also over width. They are built 8' wide so are greater than 2.5m once the wheel arches etc are fitted. This means they require a flashing light at night and flags during the day. The other requirements are in the articles below.

I have attached the relevant links to the NZTA for weights and widths for light trailers below. Feel free to peruse them and use them to calculate other trailers you may be interested in.

As a comparison a Roadglide Panache has a Tare weight of 2580kg and a payload of 900kg. This is 500kg more as the unit is 500kg less in weight. It is also less than 2.5m wide with everything attached.

Widths:

<http://www.nzta.govt.nz/resources/factsheets/13d/loading-and-towing.html>

Weights:

<http://www.nzta.govt.nz/resources/factsheets/13d/trailers-light-simple.html>

**The only sure way not to be caught out on weight is to ask for the 5<sup>th</sup> Wheel to be weighed as "stand alone" on a weigh bridge. This will enable you to do**

**the calculations for yourself to satisfy that you have enough cargo capacity for your dreamed of holiday.**