

---

## Escapod Essentials

---

### TONGUE

- Trailer comes standard with a 2” ball coupler unit with a 5/8” hitch pin which connects the coupler to the open receiver. Additionally, you can opt to add an [anti-rattle tightener](#) to your setup to ensure a secure and quiet tow. There’s also a 1/4” pin for the coupler latch. You may want to thread the trailer wiring harness through this 1/4” pin to keep it from dragging on the ground when connecting to your tow vehicle. For optimal maintenance, wipe any debris off your hitch ball and [grease](#) the hitch ball before every trip.
- Chains are attached to the tongue of the trailer now instead of just to the coupler so it is easier to remove the coupler for security purposes and ensure that if any trailer disconnect happens you have a safety backup that is securely attached to the trailer body. For increased security, you may opt for a locking hitch pin: [CURT 23518 Black Trailer Hitch Lock](#), [Master Lock 377KA Trailer Hitch Lock](#).
- Trailer comes standard with a 10” jack stand, and a 15” version for those with our Freeride Suspension Upgrade. You can add blocks underneath the foot of the jack if necessary, based on the terrain of your campsite.
- VIN & info plates are on the A-frame arms of the tongue for reference. One plate lists the gross vehicle weight rating (GVWR), rim size, tire size, and suggested cold PSI for your tires. The other plate lists the VIN and date of manufacture.
- The tongue box and storage deck are firmly bolted to the frame with galvanized hardware and lock washers, which should be torqued occasionally (hand tighten bolts and ensure that the lock washer is fully compressed) to ensure a properly secured load. Both storage options sit atop an A-frame tongue construction made out of 3/16” square steel tube. The base weight of one battery is ~75 lbs. Additional batteries or storage can be added until you reach the maximum recommended load capacity of 250 lbs.
- Older frames are powder-coated and reinforced with Raptor bed liner in high-impact areas, which you can touch up with a [two-part Raptor aerosol](#) as needed. Newer frames are galvanized, which coats the inside and outside of the frame with molten zinc to protect from rust.

## Batteries

- Interstate Lead Acid Batteries
  - Single: 12V battery (88 AmpHours)
  - Double: two 6V batteries (225 AmpHours)
  - Avoid storing the battery at a low charge (re-charge after each trip)
  - Charge fully at least every two months
  - Charge fully a few days prior to a trip in case you need a replacement battery
  - Take the battery off charge for at least half an hour, then check the voltage. 12.7+ and you're good to go with a full charge!
- Prior to fully disconnecting and removing the batteries for maintenance or replacement, please unplug the solar panel to prevent a solar panel controller error.
- On/Off disconnect switch is located in the battery area of the tongue box, or on top of the plastic battery box - turn to green when in use, can turn to red to leave off while in transit to save power (charge from solar will still flow into the battery during transit)
- Cables: positive, negative, & grey duplex (solar). The solar panel is wired separately and charges the battery. The solar controller is behind the cutting board in the galley. Check battery terminals for secure fit before each trip, and ensure no corrosion is forming at the site of the connection.

## Air compressor

- Our Air compressor is a low-maintenance unit that comes with a simple on/off switch, a ½ gallon tank (used for things that require a blast of air, like seating tubeless mountain bike tires). Max pressure on the unit is 150 PSI, and when in the on position the compressor will shut off once fully pressurized. The fuse for this unit is an on-wire fuse located under the black cap on the rope wire. If the unit isn't working, check for a blown fuse, and replace if necessary.

# EXTERIOR ELEMENTS

- Keys - Doors - Purple keys for both the handle lock (on the handle) and the dead bolt (on the handle frame).
- Keys - Tongue Box - 21
- Keys - Galley T-Handle - CH751
- Keys - Rhino Rack cross bars - Number varies
- Windows have weep holes at the bottom as a water management system. If water runs down outside of the window and gets behind the gasket, it fills up the channel that is pitched toward the weep hole to exit. If you're in heavy rain or snow, it is helpful to drive slower and/or add towels behind the doors for any excess water that may overwhelm the system.
- Fenders are coated with LINE-X, which is a more durable coating than powder for areas like this that experience high exposure to road debris

- Regularly Inspect your tires for damage, uneven wear, and adequate tire pressure. If you have the Dick Cepek Trail Country EXP tires, you'll want them at 35 PSI (pounds per square inch). If not, check the sidewall of your tire for the manufacturer recommendations, and use this setting as the max pressure. With the lighter weight of the trailer you can choose to run the tires at a lower PSI if desired.
- Grease wheel bearings once a season:
  - To do this yourself you'll need an allen wrench to remove the hubcap and a grease gun. Pick these up at your local hardware or auto parts store.
  - YouTube - How to Get Your Escapod Adventure Ready:  
<https://www.youtube.com/watch?v=TCZWDp7WitM&feature=youtu.be>
- It is important to tighten the lug nuts in a star pattern (12 o'clock then 6 o'clock, 2 o'clock then 8 o'clock, 10 o'clock then 4 o'clock) with a 19 mm, thin-walled socket and a [torque wrench](#) set to 100 ft.lbs. after the first 200 miles and/or the first drive, and then at least every 2,000 miles and at least once per season.
- Rear stabilizers
  - Make sure to put them up before travel
  - Hand-crank comes with your trailer and can be found in the cabin or tongue box. A 19 mm impact driver is faster than the 3/4" hand crank, if you're looking for an optimal solution.
  - 24" of extension giving you an available 4" of trailer lift on each side
  - Adding blocks below the feet offer a wider, more stable base
  - Each jack is rated to 3,000 lbs
  - May want to use [wheel chocks](#) in addition to stabilizers for extra security

## FREERIDE SUSPENSION

- Steel trailing arm style suspension with a pre-loaded spring and integrated shock
- Shock dampened travel of up to 4.5" which moves independently on each side
- See below for the maintenance schedule required for suspension. *This suspension system performs incredibly well when maintained, but neglect can lead to serious performance and safety issues.*

<b>Suspension Maintenance Schedule</b>				
Item	Function Required	Every Use	3 Months or 3,000 Miles	6 Months or 6,000 Miles
Suspension Alignment	Visually inspect for wheel straightness	X		

Brakes	Test that they are operational	X		
Trailer Brake Wiring	Inspect wiring for bare spots, fray, etc	X		
Tire Inflation Pressure	Inflate tires to mfg's specifications	X		
Tire Condition	Inspect for cuts, wear, bulging, screws/nails, etc	X		
Wheel Nuts and Bolts	Tighten to specified torque values		X	
Suspension Parts	Inspect for bending and wear		X	
Suspension Bolts	Inspect for loose fasteners		X	
Extreme Duty Bushings	Pump grease into zerk fitting		X	
Brake Magnets	Inspect for wear and current draw			X
Brake Linings	Inspect for wear or contamination			X
Hub / Drum	Inspect for abnormal wear or scoring			X
Wheel Bearings and Cups	Inspect for corrosion or wear. Clean and repack			X
Seals	Inspect for leakage. Replace if removed			X
Springs	Inspect for wear, loss of ride height (measure distance to bump stop)			X
Hangers	Inspect welds			X
Wheels	Inspect for cracks, dents, or distortion			X

<b>Suspension Torque Specifications</b>	
Fastener	Torque Spec.
Axle Bolts (Torsion)	150 foot-pounds
Upper Shock Bolt	60 foot-pounds
Lower Shock Bolt	60 foot-pounds
Control Arm Hanger Bolt	60 foot-pounds
Spindle Bolt	150 foot-pounds

Wheel Lug Nuts	100 foot-pounds
----------------	-----------------

## CABIN INTERIOR

- Always have the exhaust fan at least cracked open for ventilation when inside even when it's cold or the weather is bad. When it's cold out, you may want to keep a towel handy for condensation that develops around the stargazer window. Leaving the fan on a low exhaust setting will help manage condensation as well (note: all trailers in 2020 and beyond are unidirectional and only operate as exhaust fans). If you hear squeaking from the fan, we recommend running it on high for 12 hours to loosen the bearings, (even the highest setting won't solely run down your battery overnight).
- Angled headboard for ergonomic recline includes:
  - o Four standard USB ports
  - o One 12V cigarette style charger
  - o Fuse block (Standard ATO Fuses):
    - Error alerts - check for a broken fuse if there are electrical issues
    - To replace a fuse, just pop off the front, remove the fuse, and replace
    - 12V/USB are the most common to blow if overloaded
    - Fuse block layout:



- Interior lighting is controlled by the wall-mounted remote, which has settings ranging from 10% - 100% brightness. Low settings of 2% light can be achieved by hitting the

10% button, then continuing to hit the minus button until the lowest setting is achieved.

- Wall-mounted light switch controls both porch lights in a single on/off position.
- When storing items in the cabin interior It's best to pack your gear tightly in one place at a time to reduce rattling in transit. Then you can always reorganize at base camp!

## Heater

- [Propex Manual](#) is included with your trailer
- [Propex HS2000 Fault Guide](#) shows the red error button codes
- Operates as fan alone or on heat setting (blue flame icon)
- Blue/red gauge sets desired temperature - turn to full red when starting
- Air starts first while it checks the temperature
- Green light illuminates when heater is activated
- Red = error (flashes are code for the type of error)
- To reset the device to dismiss an error code, start the dial at 12 o'clock and rotate clockwise as far as you can, then back to 12 o'clock, then repeat this cycle one more time. After two cycles the red error button should stop flashing and you can re-start.

## Inverter

- [Xantrex Manual](#) is included with your trailer
- The display of the Xantrex offers a LCD screen with navigation buttons to the right
- There are three dot lights to the right of the screen: 2 green and 1 red
- Top green dot light indicates shore power is being pulled from the exterior plug
- Middle green dot light indicates power is being pulled from your on-board battery
- Bottom red light indicates an error
- There are four buttons to the right of the screen (*note: these rectangular buttons are unrelated to the dot lights to the left of them*)
- Top button is 'ESC' which will default the LCD back to the home screen
- Mid button is '^' arrow that allows you to navigate options
- Bottom button is 'OK' selector button
- Lowest circular button is your ON/OFF button
- Breaker switches are installed to the left of the unit, and can always be left in the ON position, even when the unit is off. If you see one of the breakers in the OFF position, check your system for errors, reset, and try again.
- *Turn off the unit when not in use. This is useful for power conservation as well as to limit the noise of the unit when it's function is not needed.*

## Air Conditioning

- [Fresair Manual](#) is included with your trailer
- 4 buttons on the unit are as follows:
  - o Fan ON/OFF - This turns on the fan only
  - o Water ON/OFF - This activates the pump to add cooling water to the system. If this button is turned off, your unit simply operates as a fan to circulate air.

- o Dome light ON/OFF
- o Change fan speed (5 speeds)
- Indicator lights illuminate when the water is low, when the pump is ON, and when the fan is ON
- Water fill/drain opposite of the water system. Right = OUT, Left = IN - opposite of the main water system
- To winterize this system you must plan ahead, and simply run the unit at its highest setting with the pump on until you see the LOW WATER indicator turn on. Any temperatures that are sustained below freezing risk damage to the unit if the tank is full.

### **NOCO Battery Charger**

- [NOCO Genius Manual](#) is included with your trailer
- Just plug your trailer in to the shore power port on the driver's side using a standard extension cord.
- The unit has a display that shows when it is charging
- A graduated bar chart lights up according to battery level
- All standard batteries that come with the Escapod should be charged on 12V mode (our single and double battery systems are wet/flooded)
- If you upgrade after market to an AGM, Lithium, or other battery type, please consult the manual for the proper settings

## **GALLEY**

### **Hatch**

- check that cam latches are parallel to trim prior to closing, and that there are no items on the counter too tall or long for the hatch to clear. This protects your locks, trim, personal items, and the Baltic birch that composes the ceiling of the hatch
- These cam latches are the locking mechanism of the t-handles on each corner of the hatch. Should these get bent or loosen with time adjustment or replacement may be necessary. To adjust, simply loosen the screw, adjust position, and tighten the screw into place. Overtightening may strip the fitting. Additionally, using a small drill bit to pilot a hole for the screw once the proper adjustments have been made can ensure no future movement of the latch.
- 90 pound gas struts assist with opening the hatch and provide a soft close (after a few years grease, may need to replace)

### **Table**

- The large cabinet face in the galley doubles as an adjustable table, easily removed from the galley and set up on either side of the trailer.

- The table mounts at a 45 degree angle into the mounted channel and is then lowered into position (do not attempt to mount the table into the channel by sliding in any direction)
- The table has two mounting positions
  - One standing height off the fender on the driver side (better for prep work and dishwashing)
  - One sitting height off the rear passenger wall
- The mounting channel is made of Aluminum, which won't rust, but is a soft metal, and if anything is forced in the mounting process you may bend it. As a general rule, if it doesn't mount easily then it's not properly aligned. Abort, and try again.

### **Cabinet construction**

- All cabinet dividers feature a mortise & tenon construction, using additional fasteners only as reinforcements. This makes for an incredibly durable structure.

### **Stove**

- One 6,000 BTU (British Thermal Unit) burner & one 8,500 BTU burner
- To ignite, make sure the propane tank is fully open. Press & hold knob down, turn to the flame icon on the left, then click the ignitor button until the flame ignites (may need to hold the knob down for a few seconds to ensure the flame holds)
- Always turn the propane tank off when not in use, and if you smell propane gas at any time, check for leaks and discontinue use until the leak is resolved.
- The ignitor is powered by a AA battery which is located behind the drawers, and will need to be replaced if you do not hear an audible \*click, click, click\* upon pressing the button (see 'Drawers' below to access this area)

### **YETI**

- Bear-resistant, Yeti Tundra 65L cooler included
- Drain on the right side should be hand tightened before loading
- If melt water accumulates, cooler should be removed from galley and drained
- Locking drawer slides can support up to 500 pounds
  - Depress yellow levers to release the lock and slide the cooler drawer out.
  - Make sure yellow levers are fully depressed as you guide the drawer back in so it doesn't slam the lock closed, which can lead to broken componry over time.

### **Drawers**

- To remove drawers, and access the ignitor battery for the stove you'll need to locate a small black lever on the middle exterior of each slide. Pull up on the left side and push the right side down to unlock and remove the drawer.
- The ignitor battery will either be mounted to the floorboard or on top of the heating unit (if you have one). If the ignition switch on your stove is not \*clicking\* when pressed, you'll need to replace this battery with a new AA.



### **Packing the Galley**

- It's best to pack your gear tightly in one place at a time to reduce rattling in transit. Then you can always reorganize at base camp! Also consider purchasing some bins for galley storage or surface protectors to limit scuffing or scratching from harder materials.

## **SOLAR PANEL & CONTROLLER**

- [Renogy Wanderer Manual](#) is included in your trailer
- Customer can add a [mini padlock](#) to the center toggle latch for security
- Extension cord allows you to park in the shade and use the kickstand to set the solar panel up in the sun up to 12 feet away
- Controller:
  - o Behind the cutting board in the galley
  - o Built-in voltage meter (ranges from 11.6V-12.8V)
    - 12.6+ = 100%
    - 11.9V ~ 20-30%
    - 11.6V = dead battery
  - o The display cycles between your voltage meter and how many amps the solar is charging the battery with, also shows errors
  - o If you need to remove the gray wire from the batteries on the tongue, be sure to unplug the panel prior to doing this for risk of triggering an error code on the solar controller

## **WATER SYSTEM & SHOWER**

- “Come right on in, don’t be left out!” - R side is water in; L side is water out
- Valves:
  - o Perpendicular to the PEX pipe is the OFF position
  - o Parallel to the PEX pipe is the ON position
  - o Be sure these are closed when not in use, especially before travel
- Switch - this is only needed when using water output (left side), and not when filling up. Be sure you know where the water will come out before flipping this on!
- BPA-free hose comes with the trailer
  - o Quick connect on both sides
  - o Can remove the quick connect on the end with the thicker silver end to connect to standard hose bib on house/building/campground

- Overflow tube is located under the fender. When filling, the tank is full when water begins to flow out of this tube - simply turn off the flow, close the valve, and remove the hose.
- If cold water is needed connect the hose to the output (left) side, open the valve, and turn on the pump. Hose will pressurize and then you can use the spray nozzle.
- If hot water is needed connect the hose to the output (left) side and then the other quick connect end to the water heater 'elbow' quick connect fitting.

### **Water Heater**

- On/OFF function can be via shower head push button and/or water system pump switch
  - Propane tank needs to be open to utilize hot water function
  - Flame knob adjusts water temperature
  - Water drop knob adjust water pressure
  - For hottest setting turn flame all the way up, and keep pressure low
  - Snowflake/sun knob - while a bit counterintuitive, this is a seasonal setting. The snowflake will give hotter water as this is the "winter" setting, but keep in mind you will not use this during the winter and need to winterize the system annually.  
*Takeaway: If you want hotter water, keep it set to the snowflake.*
  - Temperature reading at the bottom - stay safe!
- 
- Door Handle is a compression latch. To loosen, turn counter clockwise. When closing the handle keep it in a vertical position and push in while rotating the handle 90 degrees clockwise. Once the handle has latched the door closed you can continue to rotate the handle clockwise to compress the door against the gasket, firmly sealing the compartment.
  - Don't forget to fully empty the hose before storing by holding vertically and letting gravity drain the contents.
  - Always empty the water on cold nights to prevent freezing, which can expand and crack the housing of your pump. You can use the passenger side rear stabilizer to jack up the trailer to get all of the water out. This also works in warmer weather to get full use of the 21 gallon tank by pushing the water towards the output pipes!
  - You can fill the tank more fully by jacking up the trailer with the driver's side stabilizer as well, making full use of the tank capacity that exists above the fill pipe.

### **Winterization**

- If you live in a 4-season climate, you'll want to prepare your trailer for winter annually, and de-winterize it for seasonal use in the spring, summer, and fall. In Utah, we keep our trailers winterized from October through April.
  - o Blog: <https://escapod.us/blog/how-to-winterize-your-teardrop-trailer/>
  - o Video: <https://www.youtube.com/watch?v=HoSgar3tFjE>

# AWNING & ANNEX ROOM

## Awning

- [Roam Manual](#) is found here only as a digital version
- Care:
  - When zipping up, place your index finger behind the zipper (with non-zipping hand) to prevent fabric from catching in the zipper.
  - Use [zipper lube](#) a few times per season to ensure smooth movement
  - WD40 can be used to clean the zipper when debris builds up
- Setting up:
  - This is best done as a two-person job
  - Unroll the awning with one person holding each end
  - Unfold the poles tucked into the end of the awning for vertical support. Extend to desired height and give them a twist to lock in place (twist the bars themselves, not the connection piece where the bars join).
  - Unfold the horizontal poles on the trailer side and insert into the hole near the outside hinge. Extend until the awning is pulled tight, then twist to lock. (be sure to support the poles while extending into place, and don't let them hang unsupported. This could risk a break at the hinge point).
  - Secure the upper arms to the awning with velcro straps.
  - Stake down the awning to the ground using integrated guy-lines.
- Packing away the awning:
  - Position one person to support the awning while poles are collapsed and folded into the awning housing
  - Once poles are packed away, have one person at each side to role the awning back up and into the vinyl case. Straps hold the awning in place while you zip the case closed.
  - Note: when rolling, be sure to keep consistent speed so as to maintain alignment of the fabric with the awning ends, and keep black plastic pieces at the end of the guy lines parallel with the end to avoid straining the fabric when rolling up

## Annex room

- Remove the zippered front top portion of the annex and install onto the awning housing (into the circular channel).
- Install the rear top insert into the circular channel on the trailer side housing of the awning
- Extend annex towards front of awning and attach via zipper component, then use the integrated straps to secure to the awning poles
- A separate rubberized floor attachment can be attached to the base of the annex room via a zipper on all sides

- When mounting additional aftermarket products to the roof bars, simply pop off the end caps and slide mounting hardware into the channel of the bar. Once the new product is securely mounted (be sure to keep clearance for the fan to open!) simply pop the cap of the bar back on and you're good to go.

## TENT

- Setup video: [https://www.youtube.com/watch?v=QA7Vk5\\_x0gs](https://www.youtube.com/watch?v=QA7Vk5_x0gs)
- Stowing away video: <https://www.youtube.com/watch?v=-H8rUX9F0Y4&t=44s>
- Setup:
  - Unbuckle and remove the tent cover. Fold and store away from the tent area
  - Grab the feet of the ladder and extend fully out and away from the tent (standing on the fender step for the first part of this step is helpful)
  - Pull down on the ladder, swinging it 90 degrees in towards the trailer door, so the tent is now ½ unfolded
  - Bring your hands up a couple of rungs, and then walk backward until the ladder feet hit the ground, and the tent is fully unfolded
  - Press the black buttons toward each other to drop the ladder rungs down until the tent base is parallel with the ground, and micro-adjust as needed
  - Climb the ladder and hinge outward the tent awning and secure it by raising the side extender arm(s), and locking in with the top tension pole
- To close, simply reverse the steps:
  - Close the awning, and stow away the tension pole
  - Lift the ladder and walk toward the trailer until the ladder is vertical and pressed onto the tent base
  - Then allow ladder to raise parallel to the ground as you slowly fold the tent back into the collapsed position
  - Shorten the ladder and secure it with the red rubber strap
  - Add the cover and secure - reflectors should point forward and backward for travel safety

## HOOKING UP

- Video: <https://www.youtube.com/watch?v=yrg4m0uoS24>

### Hitch height

- Standard Suspension: 23" to top of ball (vehicle side)
- Freeride Suspension System: 26" to the top of the ball (vehicle side)

- With each tow vehicle being a bit different in terms of squat, and the trailer weight and tongue weight varying so much, it's impossible to get an exact measurement in advance. We recommend adjustable options for this reason, and here are a couple of examples that will be compatible with your fully articulating hitch since they have a removable ball:
  - [MaxxHaul 70067 8-Position Adjustable Ball Mount](#)
  - [CURT 45901 Adjustable Trailer Hitch Ball Mount](#)
- Please note that it's also fine to be within an inch or two in either direction - you'll still get a great tow!
- After setting up, step back and eyeball it: the bottom trim should be parallel to the ground

### **Steps for hooking up**

- Grease the hitch ball to ensure a smooth ride. Use a thin film of wheel bearing grease to prevent wear. Doing this each time you tow will keep things running smoothly.
- Lower the coupler onto the ball hitch by cranking the jack. Check to ensure proper fit to your hitch ball. You want to make sure it's latching securely on the underside of the ball (not sitting on top) and that there isn't too much play.
- Ensure a few inches of clearance, then pull the jack stand pin, rotate the jack stand 90 degrees forward, then drop pin all the way through the top and bottom holes
- Clamp down the latch on top of the coupler (pull up first if it resists), and secure with ¼" safety pin through the latch handle
- Cross the chains under the hitch (twist to shorten if needed - aim for about 6" clearance)
- Connect the wiring: 4 flat / 7 blade - wrap cable if necessary (you want some wiggle room but no drag) and put it through the ¼" pin for added security
- Triple check pins
  - Vehicle hitch receiver to the ball hitch
  - On top of the coupler latch
  - Coupler to the trailer tongue
  - Jack stand pin - be sure it's through the bottom as well
- Check the left & right turn signals, brakes, running lights, and hazards. If something isn't working, check the connection between the trailer and tow vehicle for corrosion.

## **ELECTRIC BRAKES**

- These are self-adjusting brakes with the following process:
  - Go in reverse at 5 mph
  - Hit the brakes firmly

- The mechanism inside self-adjusts
- Do this once per season
- Controller will check on its own and give alerts for any wiring issues

## PRE-TRAVEL CHECKLIST

- Do a 360° around the trailer to ensure everything is secure & ready
- Lock:
  - Doors
  - Hatch
  - Tongue Box
  - Optional: Solar panel, Roam box, Propane
- Close:
  - Windows
  - Fan
  - Propane
- Water system is off & red valves are perpendicular to PEX pipe (closed position)
- Rear stabilizers are up
- It is important to tighten the lug nuts in a star pattern (12 o'clock then 6 o'clock, 2 o'clock then 8 o'clock, 10 o'clock then 4 o'clock) with a 19 mm thin-walled socket and [torque wrench](#) set to 100 foot pounds after the first 200 miles and/or the first drive, and then at least every 2,000 miles and at least once per season.
- Visual check for wheel/tire alignment, adequate air pressure, and damage
- Secure gear in:
  - Cabin
  - Galley
  - Tongue box
  - Roam box
- Connection - check running lights, brakes, blinkers, and hazards. If something isn't working, check the connection between the trailer and tow vehicle for corrosion.
- For optimal maintenance, wipe any debris off your hitch ball and [grease](#) the hitch ball before every trip to ensure a smooth ride. Use a thin film of wheel bearing grease to prevent wear. Doing this each time you tow will keep things running smoothly.
- Jack is up, pin is all the way through
- Chains are crossed, secure, and about 6 inches above the ground
- Three locks from tow vehicle to trailer
  - Vehicle hitch receiver to the ball hitch
  - On top of the coupler latch
  - Coupler to the trailer tongue

## KEY TAKEAWAYS

- Always go through the pre-travel checklist before a trip
- Torque lug nuts regularly (after first 200 miles, every 2,000 miles, and before every trip)
- Suspension maintenance - Visual check for wheel/tire alignment and see “Suspension Maintenance Schedule” for recommended frequency of additional checks
- Ventilation - always have the fan and/or windows open when inside the pod
- Winterize & de-winterize annually
- Check ahead for low temperatures during shoulder months, and empty tank if necessary
- Battery care - Do not store at low charge or cold temperatures for extended periods
- Always unplug the solar panel before removing batteries
- Purchase additional security options - mini padlocks for Roam & solar panel, wheel lock, hitch lock, anti-rattle hitch lock, locking  $\frac{5}{8}$  hitch pin
- Check all locks, pins and electrical when hitching up