

Roadtrek™

The Motorhome That...
Drives Like a Van!



The Motorhome



On some models, the counter top is molded fiberglass with a solid surface. It offers more clearance above, an under mounted sink with single lever faucet and flush cover/cutting board, and a recessed stove with flush cover.



For more storage on vacations, remove the seat behind the driver and install our removable wardrobe. Just as easily, remove the wardrobe, return the lounge seat, and you have front seating for four again.

You've got it ALL!

It's all yours with Roadtrek: the comfort of a large motorhome, the driving convenience of a van. Whether you're heading cross-country or cross-town, why not enjoy all the comforts of home: the convenience of your own bathroom, change room, kitchen, living room and bedroom. Add to that the fuel economy, driving and parking ease of a van, and you'll see why Roadtrek continues to be the #1 selling class B motorhome (*camper van*) in North America - since 1990!

Comfort First - Always!

Why shouldn't you enjoy the drive as much as those long lingering stops? Check out our power lumbar supports (*most models*), abundant leg room, large panoramic windows, and superior driving performance. Then, after a day of cruising the highways, you and your travelling companions can bed down in home-style comfort. Roadtreks sleep up to four - with 1 or 2 single beds up front, and up to a king-size bed in the rear. In the rear - no uncomfortable electric sofa/beds - you'll enjoy sweet dreams on high-grade dual-density foam cushions - with no bumps, sags or gaps.

Go Ahead - Stretch Out!

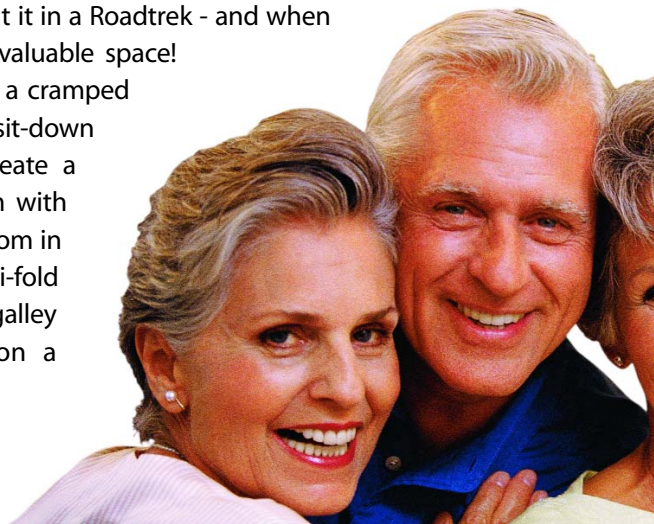
After your day's drive, just swivel the captain's seats around to open up a comfy and roomy seating area. Even if it's just the two of you, four seats at the front (*on some models*) provide space to eat, entertain or relax with another couple. A third seat (*on all models*) and one of the captain's seats provide an eating area for two at the front that's much easier to use than the two captain's seats. Separate eating and sleeping sections are conveniences normally found only in larger motorhomes. The two of you can not only wake up and retire at different times, but you don't have to set up a lounge or dinette to eat every morning, or make up a bed every night. Extra seating also increases openness at the front. (*If you prefer more storage, the passenger seats can be replaced with an armoire and/or a removable wardrobe.*)

Hold Your Head High!

By lowering the floor, there's plenty of headroom for people up to 6 feet tall or more without requiring such a high roof (*a lower roof provides better fuel economy, handling, overall height and appearance*). The lowered floor also allows for easier entry and exit, as well as a more comfortable counter height. The aisle is 30" wide, so 2 people can pass each other with ease.

Privacy on Call!

Privacy is yours when you want it in a Roadtrek - and when you don't, it doesn't take up valuable space! Instead of squeezing you into a cramped permanent bathroom with a sit-down shower, Roadtrek lets you create a spacious temporary bathroom with stand-up shower or change room in a matter of seconds using bi-fold privacy doors. By utilizing the galley sink, space is not wasted on a





By swiveling both captains' seats, the cab is also a living area for eating, entertaining or just relaxing. Our cloverleaf table with extendible leaves combines the large surface area of a kitchen table with the compact convenience of a smaller table.

second sink. Using the hygienic sink liner while performing personal hygiene keeps the galley sink clean for food preparation. When not needed, the toilet and shower are concealed behind the privacy doors - leaving you more room to move about. These same doors can also be used to separate sleeping quarters at night. Since it is centrally located, the bathroom is accessible from either sleeping compartment. Private *and* convenient!

Pack Up & Pack It In!

There's no shortage of storage space in a Roadtrek - up to 114 cubic feet - so you never have to leave those important extras behind. This is achieved in part by placing most of the water tanks below the floor... and by not using electric sofa/beds whose framing and mechanisms result in limited space for storage and equipment below.

There's also cavernous storage integrated into the running boards and the rear quarters (*on 200 models*), creating more livable space. *And* with Roadtrek's light weight, you get industry-leading cargo carrying capacity. When it comes to storage capacity, Roadtrek takes you to the MAX! - in volume *and* payload!

Our three section floor plan provides many advantages over other camper van designs: forward facing seating for up to 6 while driving; private sleeping sections; aisle maintained when beds are set up; all beds at floor level; easy access to central bathroom privacy area; 30" wide aisle where 2 people can pass with ease; separate eating/sleeping section for 2; possible permanent sleeping area at rear; and choice of front or rear seating areas.



Every Roadtrek offers a 7 cu. ft. lighted storage compartment integrated into the running boards. For added convenience, there's even an exterior shower. The 200 models have an additional 12 cu. ft. of storage in the rear quarters (*accessible from both sides*) making an ideal area for long objects like skis or fishing poles.



You can never have too much storage space, so Roadtrek's "across the rear" storage area gives you a lot more.



The Van



On Chevrolet 190 models, 40/60 split side doors provide easy entry using one door and feature a low entrance floor and higher standing height.



Vehicle on cover shown with optional ground effects that improve handling and appearance. Above are standard running boards without ground effects. Larger windows all around increase visibility.

More FLASH for your CASH!

Go ahead - add a few more miles to your trip! You can do more for the same fuel cost you'd budget for with *other* motorhomes. Roadtrek offers exceptional fuel efficiency due to its streamlined aerodynamics and low overall weight, showing up larger Class A & Class C cousins, as well as higher roof Class B's.

Let's talk aerodynamics! The lowered floor allows a low, sweeping roof profile that raises the wind up over the highest point. The roof then swoops effortlessly along the rearward slope and down the tapered rear of the vehicle. Drag is minimized as all hoses, connections, power cords and valves are located inside the exterior storage areas. You won't find a roof-mounted air conditioner cooling down your gas mileage - that's because the air conditioner is built into the rear, with only the flush-mounted grills visible from the rear.

All Roadtreks are built using either a Dodge or Chevrolet chassis. In each case, the engine will meet all demands placed on it while delivering great performance and peak efficiency.

The look will grab you, the comfort will seduce you, just one drive will convince you - how effortless, efficient and economical the Roadtrek experience truly is!

Unique... Innovative... Exceptional!

Roadtreks are a testament to original thinking - nothing is left to chance - and there are 15 Canadian and American patents (*more pending*) to prove it!

Go Ahead. Check out our 'Integrated Venting System' - it not only works well, but looks good doing it! The refrigerator vent is disguised and integrated into a black louvered grill in the galley window. The fresh water fill is securely located inside a



passenger side or rear door to prevent tampering. Large frameless awning windows provide superior ventilation, remain functional in the rain, reduce wind noise, look better, *and* provide superior views.

We didn't stop there: there's a patented 'Dura-Drain' sewage hose system; patented cloverleaf dining table; patented temporary bathroom/privacy area; patented stand-up aisle shower; lowered floor; built-in air conditioner; running boards with integrated storage; under-floor tanks; dual layer foam beds... and we're constantly improving for more!

Get a Handle on This!

Roadtreks are nimble, responsive and a real pleasure to drive whether it be on the highway, trekking through back roads, or maneuvering in and out of congested traffic, and finally sliding into that parking spot. By locating the water tanks close to the axles for better weight distribution, handling is greatly improved.

Another plus for the Roadtrek - it's more than just a family camper. Use it as your second vehicle. With up to 6 forward facing seats, you can pack in that little league team, squire the garden club to the next meeting, or carpool your bowling buddies in style. The Roadtrek is safe, roomy, easy to drive and economical to operate. Use it every day!

ALL FOR YOU!

The Roadtrek Motorhome Van: all the comforts of a larger motorhome, plus all the ease and efficiency of driving a van. It adds up to fun, adventure and peace-of-mind - making *every* day, a winner!



Roadtrek is one of the most aerodynamically efficient camper vans there is. Sleek lines, low profile and light weight optimize fuel efficiency and handling.



On Chevrolet 190 models, wide swing dual rear doors allow for easy rear loading or egress.





[We] sold our home... Six months and [25,000 miles] later we returned [home]. The Roadtrek was phenomenal. Its layout and features allowed us great flexibility in our travels... The Roadtrek went everywhere and anywhere, with ease. It was comfortable, easy to drive, great mileage, great sleeping comfort and was spacious enough that even our 80 pound Lab was no trouble. In 6 months we spent all of 5 days in a motel!! ...we were completely inexperienced, but with the Roadtrek's extensive and user-friendly systems, RVing was a treat right from day one. Lest I forget, talk about holding its value: we sold our Roadtrek two years after we bought it for within \$1200 of what we paid for it!! What more can I say. The Roadtrek is one beautiful machine.

Lynda & David MacMahon, North York, Ontario

This is my fourth motor home RV and it is the only one that has been trouble free. Not a single problem---and good gas mileage to boot.

James Wylly, Savannah, Georgia

The 190-Versatile

The perfect companion for any vacation or weekend adventures - the 190-Versatile! Challenge the wilderness in comfort, whether it's the whole family or just the two of you!

Check this out! Two captain's seats and 2 forward facing lounge seats make up comfortable seating for 4 as you wend your way down winding trails. At night, tuck into 3 comfortable beds. The rear dinette or L-shaped lounge turns into a large double bed. The privacy doors let you catch some TV or curl up with a book without disturbing the sleepers up front.

With the 190-Versatile, roughing it at a campground or soaking up the rays at the beach takes on new meaning with the comfort of a standard galley and a bathroom - and not just *any* bathroom! Wash off that sand and sun-screen with the exterior shower or stand-up aisle shower.

When you're not off blazing new trails, the 190-Versatile is the perfect second family vehicle. Remember - convenient seating

for up to 6 in forward facing. How better to take on the challenge of everyday living? The 190-Versatile, your roving answer to the call of the wild!

190 models are available on the lower priced Dodge Maxivan or the superior Chevy Express extended van, compare below:

Interior	Chevy	Dodge
sub-freezing water system use	✓	
heat pump w/ducts to rear bed	✓	
molded fiberglass counter top	✓	
recessed stove w/flush cover	✓	
under mounted sink w/flush cover	✓	
Exterior	Chevy	Dodge
optional ground effects package	✓	
40/60 split side doors	✓	
wide swing dual rear doors	✓	
aux. LP gas BBQ connection	✓	
Automotive	Chevy	Dodge
larger windshield & windows	✓	
more driver & pass. leg room	✓	
power lumbar supports	✓	
body on frame construction	✓	
outstanding handling	✓	
4 wheel anti-lock brakes	✓	
more power & torque	✓	
rear window defroster	✓	



The galley is equipped with 3.0 cu. ft. refrigerator, microwave oven, LP gas stove, exhaust fan, and sink. At the rear, choose a dinette, or L-shaped lounge with cabinet for TV and video cassette player.



Large double bed (up to 6'2" x 5'2") of 5" thick dual density foam provides firm, comfortable support. The sliding and swiveling TV shelf in most models allows you to watch TV in bed or slide it into the aisle to watch in comfort from the front captain's seats.

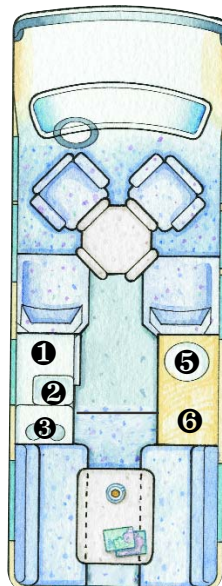
190-Versatile



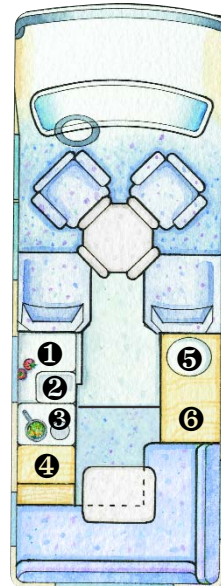
LEGEND

- ❶ Fridge
- ❷ Sink
- ❸ Stove
- ❹ TV/VCP
- ❺ Toilet
- ❻ Wardrobe
- ❼ Privacy door
- ❽ Shower

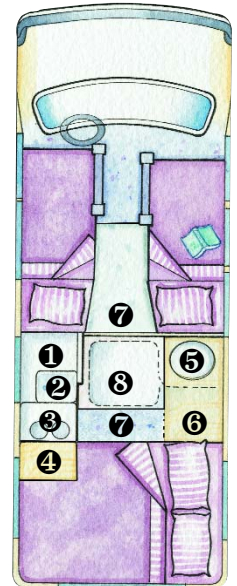
190-Versatile Living Arrangement (dINETTE)



190-Versatile Living Arrangement ("L" lounge)



190-Versatile Sleeping Arrangement





From its clever, compact and quality use of every inch of space to its sleek look, from the back roads of the Northwest to the busy streets of DC and the narrow lanes of New England, the Roadtrek accommodated our needs for comfort, charm, performance and economy. We love it!... RV shows led me to believe I needed more than 19 or 21 feet for fulltiming. We ended up with a larger motorhome for awhile... Then... we down sized to the 19 foot Roadtrek. It has served us well for over a year now. We are able to travel easily with no tow vehicle. Our mileage is better, our insurance lower, and best of all, I can and do drive it. It takes us to beautiful places, to visit lots of wonderful family, and to the local supermarket...

Gael P. Mustapha, Green Valley, Arizona

I would like to let everyone know that my 190-Popular is the finest equipment that I have ever owned. Thanks again.

Jerry Archer

The 190-Popular

An ideal way to leave the rest of the world behind - just the two of you - without sacrificing comfort or convenience. The 190-Popular sets the mood whether you're lazing down endless back country roads, or searching out the right restaurant for a romantic candlelight dinner.

When it's cruising for two, you'll be cheerful and rested in the captain's seats up front. Even nicer when you watch dusk silhouette the road ahead, and you're seeking that perfect spot. When it's time to turn in, the rear dinette converts to a sumptuous king-size bed (up to 6'4" long) or into 2 comfy twin beds (up to 6'4" long) with a night table between.

Round that off with a full-length wardrobe, cloverleaf dining table and a well equipped galley - just pack up and you can hit the road for weeks! Now that's romance!

190 models are available on the lower priced Dodge Maxivan or the superior Chevy Express extended van, compare below:

Interior	Chevy	Dodge
sub-freezing water system use	✓	
heat pump w/ducts to rear bed	✓	
molded fiberglass counter top	✓	
recessed stove w/flush cover	✓	
under mounted sink w/flush cover	✓	
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optional ground effects package	✓	
40/60 split side doors	✓	
wide swing dual rear doors	✓	
aux. LP gas BBQ connection	✓	
Automotive	Chevy	Dodge
larger windshield & windows	✓	
more driver & pass. leg room	✓	
power lumbar supports	✓	
body on frame construction	✓	
outstanding handling	✓	
4 wheel anti-lock brakes	✓	
more power & torque	✓	
rear window defroster	✓	



The 190-Popular offers the flexibility of separate twin beds (up to 6'4" x 27")...



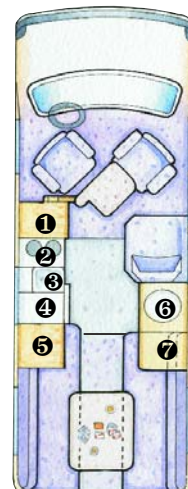
or an enormous king-size bed (up to 6'4" x 6'1"). The sliding and swiveling TV shelf allows you to watch TV in bed or slide it into the aisle to watch in comfort from the front captain's seats.



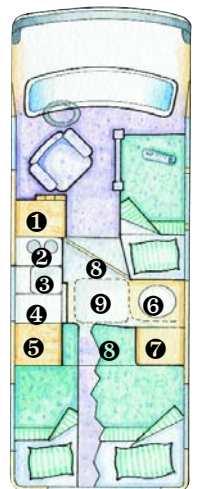
LEGEND

- ① Wardrobe
- ② Stove
- ③ Sink
- ④ Fridge
- ⑤ TV/VCP
- ⑥ Toilet
- ⑦ Cupboard
- ⑧ Privacy door
- ⑨ Shower

190-Popular Living Arrangement



190-Popular Sleeping Arrangement





Just thought I'd drop you a line to say that we traded our 190 on the new 200. We were most positive about our 190 but are ecstatic about our 200. Could heap a lot more praise on Home & Park for the excellent quality of materials and workmanship of your Roadtreks but it is getting late and I turn into a pumpkin if I don't get to bed on time!

Tom Williams

Having owned a variety of trailers, Class B and A motorhomes, we can definitely say that the Roadtrek 200 has exceeded our expectations. There was really no choice but to go with the best. This decision was further enhanced by the sterling customer relations and product support provided by Home & Park Motorhomes. Exemplary, to say the least, and indeed "above and beyond" industry norm. It is easy to see why Roadtreks are #1 in North America.

CC Carruthers, Calgary, Alberta

The 200-Versatile & 200-Popular

Thanks to the Roadtrek widebody van, your hunt for the perfect RV is over! Whether you're taking in the latest auction, or searching out that secret paradise, you'll have all the room you'll ever need!

The sleek one-piece fiberglass body is 7" wider than regular vans - but talk about style! It bears the streamlined automotive lines of the Chevrolet van. The body flows gradually wider from just behind the cab doors to the rear axle, then gently tapers to the rear. A one-piece body means no seams or joints to leak, and no fiberglass or plastic extensions to fill the gaps between original and widened body panels.

With its maximum width in the middle, the 200 sports a 30" wide aisle where two adults can pass with ease. Add an impressive standing height of 6'3" and you have a van with roominess untouched in its class! When it's time for culinary creations, you'll appreciate the galley's expanded counter space, additional work surfaces and a generous

4 cubic foot refrigerator (*raised for easier access in the 200-Versatile*).

Bed-time in the 200-Versatile means the exquisite comfort of a 6'6" permanent bed made with a quilted one-piece mattress - no more joints due to conversion from a dinette, lounge or electric sofa - and additional storage below. Or enjoy an equal size bed that transforms into a spacious L-shaped lounge by day. 200-Popular owners will enjoy a dinette that converts to either 6'4" twin beds with a removable night table, or a 6'4" by 6'5" king-size bed. With either model, your dreams have finally been realized!

Enjoy the drive! The 200 is the only widebody to use the superior Chevrolet chassis. Its spacious cab has lots of legroom for easier swiveling of the captain's seats and effortless movement to the rear. The panoramic windows make sure you don't miss any of Mother Nature's glory. Go ahead, experience the Roadtrek lifestyle - *you've earned it!*



Use the 200-Popular's cab area as living space by swiveling the front captain's seats. Leave the rear bed made up all the time and you still have a great area up front where the table accommodates three. If you want more space for your friends, the rear dinette seats another two for dinner, or four for games.



The 200-Versatile's standard 6'6" permanent double bed allows a one-piece quilted mattress and provides abundant unobstructed storage below.

200-Versatile & 200-Popular

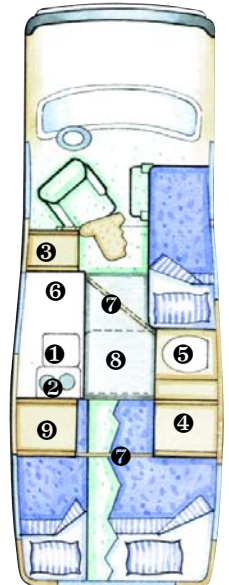
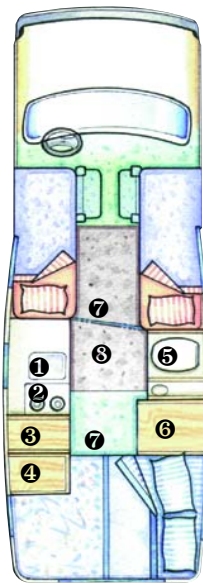
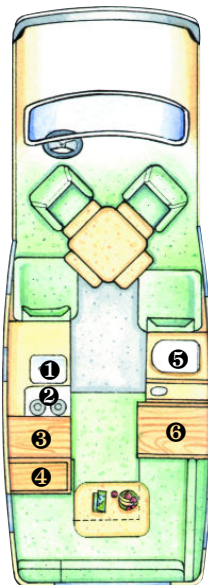


200-Versatile Living Arrangement (L-lounge)

200-Versatile Sleeping Arrangement

200-Popular Living Arrangement

200-Popular Sleeping Arrangement



LEGEND

- ① Sink
- ② Stove
- ③ Wardrobe
- ④ TV/VCP
- ⑤ Toilet
- ⑥ Fridge
- ⑦ Privacy door
- ⑧ Shower
- ⑨ Cupboard



We covered a total of 7000 miles in 20 days and thoroughly enjoyed every mile... The Roadtrek performed admirably throughout the trip, and at no time did we wish we were traveling in any other type of RV. We are convinced that for 2 or 3 people the Roadtrek 170 is the perfect vehicle, combining all the best features of a large camping rig with the worry-free maneuverability of a van... Camping in the Roadtrek was so simple and convenient. No jacks to struggle with, and so easy to park and level. The primitive campsites were the simplest of all. Just pull in and the fully self-contained unit is all set. ...the bed was far better than we had dared hope for in a camping unit.

My wife and I highly recommend the Roadtrek 170 as a money saving combined camping rig/second car option to anyone interested in part-time excursions into the great outdoors... Thank you all for building such a fine and attractive motorhome as the Roadtrek 170. Keep up the good work and HAPPY TREKKING to all.

James & Julie Mager, Ishpeming, Michigan

The 170-Popular

Meet the 170-Popular - at 18' it's the easiest of all Roadtreks to maneuver through traffic, always getting you where you're going on time, and fitting neatly into those car sized parking spots. Just don't mistake this for a typical van conversion. The 170 gives you a lot of the features you take for granted in a car - like better fuel economy than most camper vans. To this, add the specialized features that make it a Roadtrek, and now you've got it. The 170-Popular seats 5 and sleeps 3 in comfort. The rear L-shaped lounge converts easily to a double bed while offering 'across the rear' storage below. The 110-volt air conditioner is ducted to the rear to maximize comfort. The front cloverleaf dining table stores neatly out of the way creating even more room to stretch out and relax. Enjoy your style of entertainment, with a cabinet designed for a 13" television and video cassette player *and* a sliding, swiveling shelf, so you can view the screen from the front captain's chairs. Pop in a TV set and

video cassette player and you've got it all (*in the style and comfort you deserve*).

With the 170-Popular you've got the best when it comes to convenience, comfort, quality and value - all in one affordable package!

Being a lone traveling woman of 80 years of age, I wanted you to know what real pleasure this van has given me. I am the owner and sole driver of this vehicle and I now have over 88,000 miles on it. It is still my greatest pleasure and I plan many more miles to come.

Lorraine L Caffey

We decided to trade our 1989 Roadtrek for a larger motorhome to have more room; we kept it two months, took it back and bought another Roadtrek!! My wife can and does drive the Roadtrek where she wouldn't the larger motorhome.

Maurice & Muriel Baker



Our rear L-shaped lounge provides a comfortable place to eat, watch TV, play games, or just relax with a good book. And it converts to a 6' double bed.

I suffered a stroke at the age of 55 and was devastated that my traveling days were over. Little did we know that a vehicle such as the Roadtrek would be available to us. It changed our life. We bought the 170 and just love it. It fits our needs to a tee. Just right for the two of us and our cat. We go... every summer for about 2 months and... for one month every winter. It is wonderful being alive and part of the camper's world.

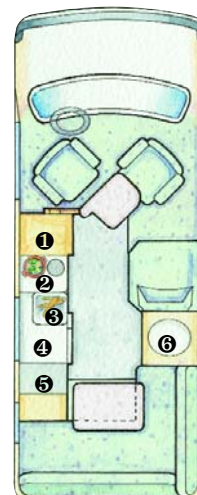
Mr & Mrs Coffeys, Annapolis, Maryland



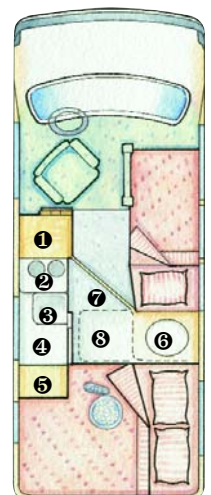
LEGEND

- ① Wardrobe
- ② Stove
- ③ Sink
- ④ Fridge
- ⑤ TV/VCP
- ⑥ Toilet
- ⑦ Privacy door
- ⑧ Shower

170-Popular Living Arrangement



170-Popular Sleeping Arrangement



A Commitment to Safety



These 2 photos show the rear impact test on the 200 Chevrolet. The test vehicle was impacted by a moving barrier at 30-mph (48 km/h). The entire fuel system was then inspected for leakage. Our test vehicle did not leak any fuel.



For frontal impact testing of the 190 Chevy, the test vehicle impacted a fixed barrier at 30-mph (48 km/h). Again our test vehicle did not leak any fuel.

The following has been prepared to help you gain a better understanding of some of the testing successfully conducted by independent engineering firms for the safe and durable design of our Roadtrek Motorhome Van.

TESTING RELATED TO FUEL SYSTEM MODIFICATION TO ACCOMMODATE LOWERED FLOOR

When GM completely redesigned the Chevrolet van cab and chassis in 1996, they relocated the fuel tank - on some models - from behind the rear axle to between the axles (*mid-ship*). To enjoy the benefits of a lowered floor on the Roadtrek 200 (*improved fuel economy, handling, appearance, overall height, galley counter height and ease of entry and exit from the vehicle*), the original mid-ship fuel tank was removed and replaced by a custom tank located behind the rear axles - as located on cab and chassis with higher GVWRs and much larger tanks. The exhaust system was also modified.

For the 1998 model year, Chrysler also relocated the fuel tank on the Dodge van from behind the rear axle to between the axles. To lower the floor, we simply lowered the original tank by 5". The road clearance of a Roadtrek 190's fuel tank is reduced from 14.5" to 9.5" with the motorhome portion installed but unloaded, and to 8.5" loaded with 1500 lb. ...more than an unloaded Chrysler mini van at 8.25" or a Neon at 7". The tank's clearance is still higher

than the sewer discharge, which has proved to be adequate for years. Although you won't enjoy the "off road" clearance of a truck, you will be fine if you simply don't drive a Roadtrek anywhere you wouldn't drive a car. (*The exhaust system wasn't modified.*)

To modify the fuel system, GM and Chrysler required that we meet very stringent safety and engineering standards, or they would have prohibited us from doing so. This mandatory testing includes:

Fuel System Integrity Crash Testing

The purpose of this series of tests is to reduce deaths and injuries occurring from fires resulting from fuel spillage during and after crashes. The testing consists of 3 impacts: frontal, side and rear. For the frontal impact, the test vehicle impacts a fixed barrier at 30 mph (48 km/h). For the rear and side impacts, the test vehicle is stationary and impacted by a moving barrier at 30 mph (48 km/h) and 20 mph (32 km/h) respectively, simulating being struck by other vehicles. After each impact, the test vehicle is rotated 360 degrees upon its axis and held stationary for 5 minutes, every 90 degrees. The test vehicle can leak no more than 1-ounce (28 g) of fuel per minute to pass. Our test vehicles did not leak any fuel.

Exhaust Emission Testing (*Chevrolet only*)

Today's vehicles require increasingly stringent pollution control equipment.

Exhaust emission testing was conducted on the Roadtrek 200 to ensure that it did not exceed limitations.

Fuel System Evaporative Emission Testing

In addition to controlling exhaust emissions, evaporation of fuel is a source of pollution that must be strictly limited. The entire fuel system (*fill, tank, lines, etc.*) cannot leak more than the equivalent of a pinhole. Testing was conducted to ensure that Roadtreks met this requirement.

Second Generation On Board Diagnostics (OBDII) Verification

Today's vehicles are equipped with sensors and actuators that sense the operation of various components and actuate others to maintain optimal performance. On board computers are capable of monitoring all of the sensors and actuators to determine whether they are working as intended. Included are those that detect fuel evaporation, as described above. It was verified that the OBDII system is functioning properly on all Roadtreks.

OTHER MANDATORY TESTS

Seat Belt Testing

The purpose of this is to reduce deaths and injuries to motor vehicle occupants during crashes. This testing confirms proper seat belt location for effective occupant restraint, and minimizes the possibility of seat belt anchorage failures. Successful testing requires the application of a 3000-pound force in a

forward direction to the seat belts for 10 seconds without failure. Testing was conducted to confirm that all Roadtrek seat belts meet these requirements.

Seating System Testing

The purpose of this series of tests is to reduce deaths and injuries to motor vehicle occupants during crashes. This testing minimizes the possibility of failure of the seats and their attachments as well as installation problems. Successful testing requires the application of significant forces in various directions to the seats and their attachments without failure. All Roadtrek seating has been tested to ensure it meets these requirements.

Flammability Testing

The purpose of this testing is to reduce deaths and injuries to motor vehicle occupants caused by fires, especially those originating from the vehicle interior from sources such as matches or cigarettes. Testing confirms that the burn rate of affected interior materials does not exceed specified maximums. All applicable materials used in Roadtrek interiors meet the specified burn resistance requirements.

Voluntary Testing

There are numerous safety standards that apply to lighter vehicles, such as passenger cars, but not to heavier vehicles, such as class B motorhomes (*camper vans*). They do not apply for various reasons, such as the inherent



These 3 photos depict simultaneous seat belt pull testing and seating system testing. Seat belt testing confirms proper seat belt location and minimizes the possibility of anchorage failures. Seating system testing verifies the integrity of the seats, their attachments, mounting hardware and installation.



A Commitment to Safety



Seating system testing minimizes the possibility of failure of the seats, their attachments and their installation.



Dynamic rollover testing is intended to reduce deaths and injuries from occupants and their appendages not remaining within the passenger compartment during rollover accidents.



Roof crush resistance testing is intended to reduce deaths and injuries from roof crushing during rollover accidents.

safety advantage of heavier vehicles, or that it does not make sense on such vehicles. In order to "raise the bar" on the safety of Roadtreks, we have voluntarily conducted numerous tests which are not required by law, nor done by most of our competitors.

Dynamic Rollover Testing

The purpose of this testing is to reduce deaths and injuries from occupants and their appendages not remaining inside the passenger compartment during rollover accidents. The test is conducted by placing the test vehicle on a movable platform perpendicular to the platform's line of travel. To help start the rollover, the test vehicle rests at a 23 degree lateral incline with the tires against a "trip" flange. The platform is propelled down a test track to 30 mph (48 km/h) and stopped in such a way that the vehicle is propelled from the platform.

Although the platform speed and height of the trip flange were increased above the requirement, the Roadtrek would not rollover. This is considered a pass (*in a rollover situation, what safer vehicle to be in than one that does not rollover?*).

Roof Crush Resistance Testing

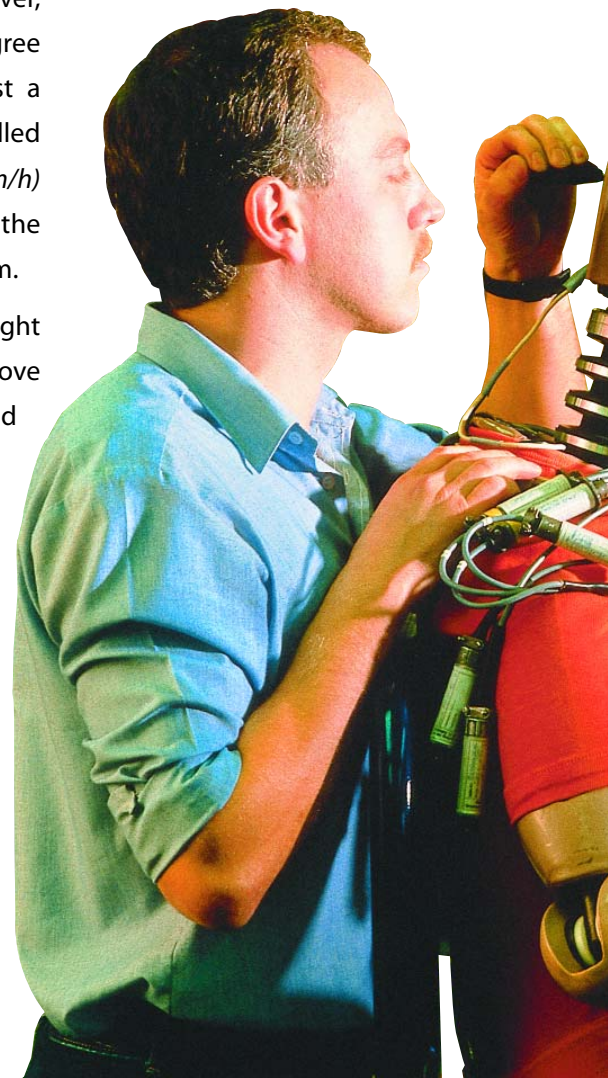
This testing is intended to reduce deaths and injuries due to crushing of the roof into the passenger compartment during rollover accidents. The corner of

the roof at the top of the "A" pillar (*between the windshield and front door windows*) cannot crush more than 5" (125 mm) when applying a force equal to 1.5 times the vehicle's unloaded vehicle weight.

This testing was conducted at the top of the "A" pillar and also at the top of the outer roof window. The Roadtrek successfully passed both of these tests.

Roof Crush Load Testing

Our intent for this test was to determine the maximum load the roof could bear before breaking. This is not a standard test so it is questionable to compare our



results to other testing since a recognized apparatus and procedure do not exist.

Comparative Side Crush Resistance Testing

During the manufacture of Dodge van conversions (4 captain seats, rear sofa/bed, and with or without a raised roof; not to be confused with class B motorhomes), 3 of the 4 original vertical reinforcements or "studs" are removed from the original "cargo" van body to allow installation of side windows. Although this meets with applicable safety standards, we wanted to compare the strength of the original cargo van with no studs removed, to Roadtreks which have some studs replaced with

cabinetry secured to the chassis (although wood is not as strong as steel under equal conditions, the original steel studs are of minimal thickness and depth, whereas our cabinetry is much more substantial).

This testing is intended to simulate the vehicle impacting a utility pole at a perpendicular angle. It measures the force necessary to crush into the side of the vehicle by 7". The original cargo

van required 9,700 pounds of force to achieve 7" of crush, whereas the Roadtrek required 12,100 pounds!

"Automotive Manufacturer Style" Durability Testing

Although durability is more an issue of customer satisfaction and value, improved reliability can result in increased safety (less breakdowns, etc.).

Automotive manufacturers conduct extensive durability testing where they put the equivalent of 80,000 to 120,000 miles (130,000 to 190,000 km.) of wear on a vehicle in a short period of time as part of the design and development process. By having durability testing conducted for us, numerous design improvements - which would only have become apparent during the normal life of the first Roadtreks built and sold - were quickly identified and implemented. We are not aware of any other RV manufacturer that has conducted such testing on its products (probably due to the costs involved).

SAFETY FIRST - always!

Your safety is our priority! No other manufacturer of class B motorhomes invests the time and money that we do to ensure the product we offer you is as safe as can be. When shopping for your next motorhome, select the one that has been proven safe... the Roadtrek.



These photos depict side crush resistance testing which is intended to simulate the vehicle impacting a utility pole at a perpendicular angle.



"Automotive manufacturer" style durability testing allowed us to quickly identify and implement numerous design improvements which would otherwise only become apparent during the normal life of the first vehicles built and sold.



Our Commitment To You

Owning a Roadtrek is a lifestyle. It is the freedom to "ride away" to a Rally or into the Canadian or American wilderness. It's about people and making friends. It's about nature, our cities and our beautiful landscapes. It's about the sculptured desert of Arizona, the fishing villages of Maine and Prince Edward Island, the rolling hills of Kentucky, the vast Canadian prairies, the Cape Breton highlands of Nova Scotia and the majestic Canadian Rockies. That's what our Roadtrek means to us.

Paul and Huguette Blissett, Orleans, Ontario

I have always owned one type of RV or another over the past 30 years, from class A to class C. I consider the Roadtrek the best engineered, developed and constructed RV for its size of any I have ever owned or seen on the market.

Gary & Jane Alden, Destin, Florida

I had an accident with my Roadtrek. The reason I'm telling you about my unfortunate mishap is to applaud the [crash test] report in the last pages of the Roadtrek sales brochure... I'm very happy you made my Roadtrek as strong as you did. It not only drives like a van, it "Protects Like a Tank"!! Why would anyone buy any other Class B Motorhome.

Reed E Cox, Pace, Florida



My goal is to offer you an UNRIVALLED combination of product design, quality, price, and customer service. Period.

**Jeff Hanemaayer, Chairman,
Home & Park Motorhomes**

Established in 1974

The Roadtrek is the result of one man's determination to get exactly what he wanted in an RV.

Having no interest in being a "weekend bus driver" Mr. Jac Hanemaayer of Kitchener, Ontario, knew a large Class A or C motorhome was not for him. Yet, he was not about to trade the comfort and amenities they offered for the convenience and mobility of a van. Unable to find the best of both worlds in the marketplace, he did what came naturally to him. In 1974, he designed a vehicle for himself and had it built by a fledgling local camper van manufacturer, Home & Park Vehicles Ltd.

He was so pleased with the result that he bought the company.

Being a true innovator, Mr. Hanemaayer was never content. In 1980, he completely redesigned the vehicle, incorporating his now famous sweeping roofline, lowered floor and three-section floor plan. The Roadtrek Motorhome Van was born.

With continuous refinements that keep it one step ahead of the competition, Roadtrek has grown to become the best selling North American camper van (*since 1990*), with dealers across North America.

"Quality Trek" Story



Along with its truly innovative design, an unwavering commitment to quality and continuous improvement is the key to Roadtrek's success over the years. In fact, Home & Park was the first RV manufacturer in North America to obtain registration to the rigorous international standard ISO9001:2000(E). ISO (*the International Organization for Standardization*) is a worldwide federation of national standards bodies. The ISO 9001:2000(E) standard is a complete Quality Management System Standard with an emphasis on effective processes and continuous improvement.

In addition, every Roadtrek meets and often exceeds rigid RVIA, CSA, UL, FMVSS and CMVSS standards set for recreational vehicles. Each Roadtrek is also subjected to over 200 quality checks, inspections and tests. On top of all this, employees are responsible for the quality of their own work. Every vehicle is individually built with painstaking care and attention to the smallest detail.

Backed with Pride

It is fitting that the 'best built' should be the 'best backed'. To reflect the confidence we have in our vehicles, Home & Park offers a 3 year or 36,000-mile/60,000 km Limited Motorhome Warranty.

Loyalty Speaks Volumes

What better vote of confidence can a camper van receive, than one given by the people who use it? In a comprehensive study of nearly 2,000 Roadtrek owners, 85% of those

We try to keep a large selection of finished units on hand so, if your dealer doesn't have what you want, you don't have to wait long to hit the highway in your new Roadtrek.



looking to buy another RV planned to buy another Roadtrek. Some of them for a second, third and even *fourth* time!

A Father's Dream... A Son's Reality

Despite growth in sales and expansion of markets, Home & Park is still run by people who have a passionate interest in their product and the people who buy it. Our staff has access to company demonstrators to use for their own vacations. This is an excellent way to get feedback for product improvements.

Founder Jac Hanemaayer still participates in the development of the vehicle he originated. His son Jeff started as a summer student employee and knows the product and industry inside out. In his previous position as President, Jeff oversaw the company's growth from 1985 to 2000. He continues to guide Home & Park as Chair while Roadtrek's popularity soars to new heights.

To both Jac and Jeff, research and development still mean taking your product out and putting it through its paces. They both use their own Roadtreks avidly. They know that living with a Roadtrek helps to stimulate creativity in figuring out those special changes that make a good thing even better!

More than just a Sale

Jeff is committed to more than just selling and refining the excellent vehicles that are Roadtreks. The after-sales service, both from the factory and the superior dealer network, is dedicated to make owning a Roadtrek a positive, life-long experience.

Taking this Show on the Road

Jeff knows that customer service is more than just a 1-800 number. He believes in talking face-to-face with the people who put their faith and hard-earned money into a Roadtrek. It's no surprise to see Jeff at RV shows and Family Motor Coach Association (FMCA) rallies, personally leading discussions and answering questions. It's his commitment to Roadtrek - and to *you!*

A lot of Happy Campers

Buying a Roadtrek means even more than becoming part of the 'Roadtrek-ker' family - it means a chance to join a North American-wide owner's club - Roadtrek International. With the ongoing support and assistance of Home & Park, the club became an active chapter (*and the only camper van chapter*) of the FMCA in February of 1993. By 2002, the membership of Roadtrek International had reached over 1600 vehicles (*over 3000 people*). One of the advantages of membership is meeting new friends with common interests. Members take part in group outings, tours, and suppers where they exchange Roadtrek adventures and share ideas.

Still driving ahead

Roadtrek is the best-selling camper van in North America *but* - Jeff doesn't intend to stop here. He has a winning combination designed to take the RV industry by storm: exceptional employees, an innovative, high quality product, a state-of-the-art production facility, a superior dealer network, and his commitment to the 'Roadtrek-ker' family.

Following these principles, the 'Motorhome that Drives Like a Van' is destined to - one day soon - become the best selling camper van in the world!



Roadtrek International Rendezvous

I would like you all to know about the awesome vacation we had last March cruising the Mississippi River near New Orleans on a barge and enjoying our Roadtrek at the same time... The barge stopped daily for planned side trips to fancy restaurants, plantations, etc. Also, all kinds of onboard activities took place on the "party barge" which was the center barge. We have already signed up for another barge Roadtrek trip...

Nancy & Bob Petterson, Aurora, Illinois



Mississippi barge cruise



Member #C003790

The Many Features of Roadtrek



Any Roadtrek can be equipped with our optional full-height armoire. It permanently replaces the passenger side lounge seat and offers 13 cubic feet of extra hanging or shelf space on numerous adjustable and removable shelves and drawers.



Every Roadtrek is equipped with our hygienic sink liner. Rather than wasting limited space on a separate bathroom sink, just insert the hygienic liner into the galley sink to perform personal hygiene. When finished, remove the liner, leaving your galley sink clean and untouched for food preparation.



Rather than using a sit-down shower or messy wet bath, you can use the stand-up shower in the aisle of any Roadtrek. What other camper van can give you that kind of convenience?



On 190 Chevrolet models, heat pump (air conditioner & heater) with ducts to front and rear bed area is mounted outside for easy service access and external water drainage.



On 190 Chevrolet models, removable cover in lowered floor reveals drained trough that prevents water from leaving the shower area.



You can watch TV from the rear lounge or bed with our TV and VCP cabinet. The sliding swiveling TV shelf allows viewing from the front captain's seats - the most comfortable places to sit. If you don't want a TV on board, it doubles as an excellent storage cabinet.



Extendible dining table is ideal for two people to use from the driver side captain seat and lounge seat, but can also accommodate one when the driver seat is facing forward and four when the table's extended. It also allows easier passage from the front to the back of the van - a perfect fit with the armoire option (which replaces the passenger side lounge seat).



Turn the awning on your Roadtrek into a private room for you to enjoy the outdoors -- bug free! The optional Florida Room is made with lightweight, durable, water and mildew resistant fabric, and quality crafted with the best zippers, straps, latches, and screening. This lightweight screen room folds up into a small carrying bag. The poles fold in half and store separately.



Easily accessible, our patented "Dura Drain" sewage hose system provides a permanently attached sewage hose that eliminates messy handling and storage. The wastewater tank releases and the fresh water tank drain are adjacent.



Frameless awning windows are better looking, reduce wind noise, improve aerodynamics, and provide superior air circulation even during foul weather. Their larger size provides a better view from inside. The Integrated Venting System provides inconspicuous ventilation of the refrigerator.



On 190 Chevrolet models, larger capacity auxiliary lead acid battery is totally concealed yet easily accessible on slide-out tray.



Most water tanks fit below the floor to maximize interior storage space and improve weight distribution for better handling.



On 190 Chevrolet models, separate compartment for exterior shower and city water connection with quick disconnect.

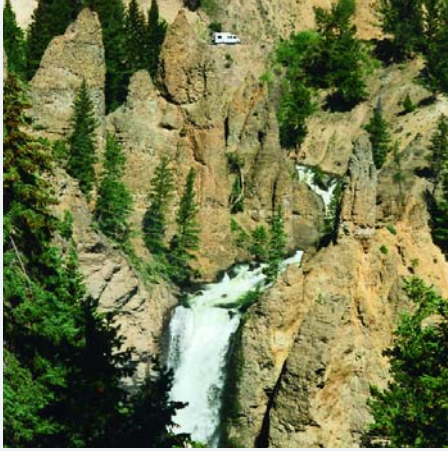


On 190 Chevrolet models, external LP gas barbecue connection with quick disconnect.



A 110V air conditioner built into the upper rear cabinets cools the interior while maintaining Roadtrek's aerodynamic shape and sleek roofline.

Questions and Answers



Can you find the Roadtrek?

In 1959 my wife and I bought an 18' Airstream trailer, two years later I retired... Through the next 30 years we owned 4 more Airstreams and towed them a total 239,232 miles and spent 2997 days away from our home RVing... In 1989, we sold our last trailer and bought a 27' motorhome and soon found ourselves towing a Toyota. Soon I realized that was no way to travel... Too, all the highways are under repair... We considered travel in our 27' dual-wheeled motorhome excessively hazardous.

Why choose the small Roadtrek - considerations like safety, ease of handling, parking and fuel costs, servicing costs, parts availability, garaging, neighborhood tolerance, storing, squeezing through tight places, height bulk & weight considerations... Our 37 years of RVing and our ages has cut our trips shorter and allowed Roadtrek to perfectly fill the bill for us.

Milton Johnson, Roff, Oklahoma

I am happy to report what I feel is fantastic fuel mileage on my new 200-Versatile on Chevrolet chassis, I can average 15.2 mpg. I wanted a unit that did not look like a motorhome, and my Roadtrek doesn't, it looks like a van! Now I can easily get under a 9' garage door... lets me park in less space. My Roadtrek is much "prettier" and much sleeker-looking, and has a vast amount of storage space with its basement...

Anonymous survey respondent

In case you were wondering before you go wandering...

Whether it's your first Roadtrek or your fourth, there are often questions that arise. While we are always eager to hear from you, we thought it might be helpful to summarize the top questions we have received over the years and give you the answers here:

Q: Can I buy directly from the factory?

A: No. We sell through a dealer network to ensure excellent sales and service of our product. In fact, because many states and provinces legally require the retailing dealer perform certain checks, you cannot even take delivery at the factory. Arrangements can be made through your local dealer, however, to take delivery at our local Kitchener dealer (Canadian residents only), or one in New York state or Michigan (U.S. residents only).

Q: Can a U.S. resident buy in Canada?

A: A U.S. resident needs a Roadtrek built to U.S. specifications. Canadian units are not built to U.S. specifications.

Q: Why do Roadtreks cost more than some class C motorhomes and low end class A's? Why don't they cost less, considering the size difference?

A: Roadtreks are more expensive to build due to the higher costs of manufacturing the "exterior shell"; building on the inside; adapting to unusual shapes; and working with limited space.

Q: Why is it more expensive to manufacture the 'exterior shell' of a Roadtrek?

A: Many class C motorhomes consist of a van cab and chassis to which a flat floor, straight fiberglass walls and flat roof are added. The Roadtrek 200 has an aerodynamic one-piece molded fiberglass body added. A Roadtrek 170 or 190 starts with a complete van body from which the roof is removed and replaced with a higher molded fiberglass roof. Also a section of the floor is removed and replaced with a custom lowered floor. Other additional modifications are also required, but these are the most time consuming.

Q: Why is it more expensive to build from the inside of a Roadtrek?

A: With most class C's, the interior is installed first from the outside with the walls and roof added after. This is less costly than Roadtreks that must be built within the confines of the exterior.

Q: How do 'unusual shapes' and working within limited space increase the cost of a Roadtrek?

A: It is much easier to adapt interior cabinets and components to the square fiberglass "box" of a class C than to the unusual curved shape of the Roadtrek's interior. In addition, it is more difficult to get all the equipment to fit comfortably within the limited space of a Roadtrek - and, when off the shelf items are not suitable, it's often more expensive to get custom made or modified components such as water tanks and LP gas tanks.

Q: Is a higher roof class B less expensive to build than a low profile Roadtrek with a lowered floor?

A: Yes, a higher roof class B is less expensive to build because no modifications are required to modify the fuel system to lower the floor, and there is more space available to install the desired equipment and components.

Q: There's only the two of us. Why would we want 3 or 4 seats at the front?

A: Four seats provide a roomy area to eat, entertain or relax with another couple. More importantly, a 3rd seat and one of the captain's seats provide an eating area at the front for the two of you that's much easier to use than the two captain's seats. Having separate eating and sleeping sections is a convenient feature normally found only in larger motorhomes. Not only can the two of you get up and retire at different times, but you need not convert the bed at the rear into a lounge or dinette to eat. Extra seating also increases openness at the front.

Q: What can I do if I still don't want the seat(s) behind the captain's seats?

A: The passenger side lounge seat in all models can be permanently replaced with our full-height armoire option. For models with 4 seats, our removable wardrobe is interchangeable with the driver side lounge

seat. It provides more hanging space when needed while allowing extra seating when needed. For models with 4 seats, you can order both the wardrobe and armoire options.

Q: Why don't you offer an electric sofa/bed in the rear?

A: Electric sofa/bed springs and framing designed for seating do not provide for a very comfortable bed. Besides, with a separate eating area at the front, most Roadtrek owners leave the rear made up as a bed all the time. Also, the framing and mechanisms of electric sofa/beds have limited space for storage and equipment below.

Q: Why don't you build your lounge seats on steel frames instead of wooden boxes?

A: Steel framed seats that convert to beds have limited space for storage and equipment. The seat belts of our lounge seats are mounted on the chassis. The wooden seat bases have been tested and pass all mandatory safety tests (consider how many people have survived collapsed buildings by hiding under a wooden desk - don't underestimate the strength of a wooden "box"!).

Q: What is a heat pump?

A: In addition to being a 12,000 BTU air conditioner, it is a heating system that provides adequate heat at temperatures above 40 degrees F (5 degrees C) through a reverse internal cycle.

Q: Why don't you build on Ford chassis?

A: We have been building our products on Dodge vans since our inception in 1974. We started to use Chevrolet vans in 1990 because of opportunities afforded by the longer wheelbase. We selected the Chevrolet van cab and chassis for our 200 models because of its more recent major redesign (1996 versus 1992). At this point, the Ford van does not offer advantages to outweigh the development expenses and manufacturing complexities incurred by offering our products on Ford instead of - or in addition to - our current chassis brands.

Q: Are diesel engines available?

A: No. The diesel engine available from Chevrolet requires different water tanks and exhaust modifications. The

low demand does not justify the additional manufacturing complexities and costs. The diesel engine that is available in Dodge pickups is too large for the engine bay of the Dodge van.

Q: The 3500 series vans used to build the 190 Chevrolet models are equipped with dual air bags. Why are there no air bags on the 3500 series van cab and chassis used to build 200 models?

A: Air bags are required by law on vehicles with gross vehicle weight ratings (GVWRs) of 8500 lb. or less. The Federal government has determined that the safety benefit of marginally reduced injuries and deaths does not outweigh the cost of requiring air bags on vehicles with GVWRs over 8500 lb. Such vehicles already have an inherent safety advantage in collisions with lighter vehicles because of their heavier weight. To illustrate an extreme example, in a head-on collision, would you rather be in a dump truck without air bags or an air bag equipped car? GM builds vans that range in GVWR from 6100 to 9500 lb. Since most require air bags, they voluntarily equip the heavier GVWRs with air bags for consistency across all GVWRs. GM also builds van cab and chassis (as used on the Roadtrek 200) that range from 9500 to 12300 lb. GVWR. Since air bags are not required and not designed to function at the heavier GVWRs, they do not equip any with air bags, once again, for consistency across all GVWRs.

Q: Is the water system designed for winter use?

A: In 190 Chevrolet models, we've added a second fresh water tank. By using RV anti-freeze in the black and grey water tanks, the water system can be used in below freezing conditions to 10 degrees F (-10 degrees C). In all Dodge and 200 Chevrolet models, the fresh water tank and lines and water heater should not be used in below freezing temperatures. However, you can still use the sink and toilet by carrying a fresh water supply inside the vehicle and using RV anti-freeze in the black and grey wastewater tanks.



Being a Rock 'n Roll musician, Roadtrek has been my very best friend. It has all the conveniences of a luxury motorhome, except anyone who has a driver's licence can drive it, park it and get it serviced just like an ordinary van. Roadtrek is the only answer I have found and, over the years, I've tried just about all of them!

Rockin' Ronnie Hawkins, Rock 'n Roll Legend

Styling... looks much better than competition. Storage... takes everything we had in 28' trailer. Reputation... friends have one. Our first trip... no packing! - everything there... just drive. Took last space in camp - we fit!... others turned away. Constantly get stopped by strangers asking to look inside my Roadtrek - happily comply.

A Scott, Scotts Valley, California

I would like to tell you how very happy I am with all the folks at H&P that I have dealt with. In over 30 years of RVing, and four motorhomes, I was never so well treated. Thank you for the caliber people you have.

Dan O'Connell, Ohio

Compare Roadtrek to other Class B Motorhomes

Interior Features	170/190 Dodge	190 Chevrolet	200 Chevrolet	Roadtrek Benefits
captain's seats swivel	standard	standard	standard	use cab area to eat, lounge, sleep
swiveling mechanism	improved	improved	improved	easy to swivel captain's seats
large lowered floor	69" x 30" x 5"	69" x 31" x 2" no step over frame	69" x 32" x 6"	more standing height, easier entry & exit, better counter height
aisle width	30"	30"	30"+	2 people can pass with ease
sleeping capacity	3 or 4 people	3 or 4 people	3 or 4 people	can sleep extra people if desired
size of double bed	72" x 52" (190)	74" x 52"	78" (avg.) x 52"	a few inches makes a difference
size of twin beds	75"/73" x 27"	76"/72" x 27"	76" x 27"	can sleep people over 6'
size of king-size bed	75" (max.) x 73"	76"(max.) x 74"	76" x 77"	bigger than others
bed construction	flat cushions	flat cushions	flat cushions	no bumps or sags from mechanical sofa
bed cushion foam	5"dual density	5"dual density	5"-7" dual density	comfortable box-spring effect
maximum standing height	72"	73"	75"	room to stand comfortably
separate eating & sleeping sections	standard	standard	standard	with bed always made at rear, can still use front table
privacy area	large w/solid doors	large w/solid doors	large w/solid doors	room to change in privacy
bathroom area	large & temporary	large & temporary	large & temporary	spacious without wasting space
number of sinks	1 (galley only)	1 (galley only)	1 (galley only)	space not wasted on 2nd sink
hygenic sink liner	standard	standard	standard	keeps galley sink clean for food prep
stand-up aisle shower	spacious with full standing height	spacious with full standing height	spacious with full standing height	room to shower in your own van if needed or desired
fresh water fill location	rear door post	rear door post	door stepwell	less clutter, prevents tampering
fresh water tank capacity	26/32 US gal.	26 US gal.	33 US gal.	fill up water less often, longer trips
grey water tank capacity	20/24 US gal.	24 US gal.	28 US gal.	dump waste less often, longer trips
black water tank capacity	10 US gal.	13 US gal.	10 US gal.	dump waste less often, longer trips
sub-freezing water system use		moderate		can use fresh water system to -10 degrees
water tank location	below floor	most below floor	below floor	much more interior storage
LP gas capacity	35 lbs.	45 lbs.	52 lbs.	fill up LP gas less often, longer trips
storage volume (std.)	up to 49/62 cu. ft.	up to 58/62 cu. ft.	up to 90 cu. ft.	room for everything you need
storage volume (w/opts.)	up to 60/80 cu. ft.	up to 70/80 cu. ft.	up to 114 cu. ft.	room for everything you need & more
storage across rear	11/13 cu. ft.	14cu. ft.	up to 37 cu. ft.	room for 2 sets of golf clubs & more
storage in running boards	7 cu. ft.	7 cu. ft.	7 cu. ft.	room for even more
optional 2nd wardrobe (interchangeable with 1 seat)	36" x 21" x 41"	33" x 21" x 41"	36" x 21" x 41"	extra room for hanging clothes on trips & still have seat at other times
air conditioner	8000 BTU built-in		10000 BTU built-in	better looks, avoid RV parking restrictions
heat pump w/ducts to rear bed		12000 BTU built-in		also provides air cond. & heating
refrigerator	3.0 cu. ft. 3-way	3.0 cu. ft. 3-way	4.0 cu. ft. 3-way	roomier & no dead batteries
microwave w/turntable	0.7 cu. ft.	0.7 cu. ft.	0.7 cu. ft.	more even & flexible cooking
range hood w/exhaust fan	standard (w/light)	standard (w/light)	standard (w/light)	eliminates cooking fumes
counter top with spill catch		molded fiberglass		better looks, scratches can be repaired
recessed stove		with flush cover		more counter space when not in use
under mounted sink		with flush cover		more counter space when not in use
monitor panel	water, LPG, battery	water, LPG, battery	water, battery	can monitor all important levels
13" TV & VCP cabinet with sliding & swiveling TV shelf	standard (most models)	standard (most models)	standard	can watch TV from bed and front captain's seats
cabinetry material	plywood, solid oak	plywood, solid oak	plywood, solid oak	stronger, unaffected by moisture
cabinetry surface	HD vinyl, varnish	HD vinyl, varnish	HD vinyl, varnish	more durable than coated paper
carpet density, grade	28 oz. premium	28 oz. premium	28 oz. premium	higher density lasts longer
lowered floor surface	fiberglass or carpet	fiberglass or carpet	fiberglass or carpet	easier to clean than permanent carpet
ceiling liner material	white vinyl	white vinyl	white vinyl	easier to clean than fabric

Exterior Features	170/190 Dodge	190 Chevrolet	200 Chevrolet	Roadtrek Benefits
lowered floor, low roof	standard	standard	standard	better fuel economy & stability
exterior height w/air cond.	99"/100"	100"	102"	better appearance & clearance
type of windows	frameless	frameless	frameless	modern automotive appearance
size of windows, windshield	large	larger	larger	better interior lighting, visibility
roof windows with curtains	3	3 (frameless)	3	gives open, airy, spacious feeling
aero running boards, rear skirts	standard	standard	standard	better looks, lower body protection
ground effects package		optional		improved handling & appearance
exterior roof trim		none	none	better appearance, no discolouration
exterior vents, connections	hidden or camouflages	hidden or camouflages	hidden or camouflages	better appearance, no rust, avoid RV parking restrictions
spare tire storage	inside or below floor	inside	inside	reduces unit length, no theft/rust
"wide body" construction			one piece fiberglass streamlined body	better appearance & protection from leaks, cracks & rust
overall attractiveness	excellent	excellent	excellent	be proud driving your Roadtrek
side entry		40/60 split doors	tall wide door	easier entry & exit using one door
rear access	single door	2 wide swing doors	2 storage doors	easy loading and/or egress
aux. LP gas BBQ connection		standard	standard	no need to carry other tanks, charcoal
sewage hose storage	built-in	built-in, tilting	built-in	no handling or storage mess
tanks close to axles	standard	standard	standard	better weight distribution, handling

Automotive Features	170/190 Dodge	190 Chevrolet	200 Chevrolet	Roadtrek Benefits
driver & pass. leg room		abundant	abundant	more riding comfort
front seating capacity	2, 3 or 4 people	2, 3 or 4 people	2, 3 or 4 people	more versatile as a second car
captain's seat lumbar supports	standard	standard (power)	standard (power)	improved riding comfort
captain's seat armrests		dual	dual	greater comfort when driving, swiveled
captain's seat foam	molded (HRM)	molded (HRM)	molded (HRM)	better durability & quality
sound system	premium cass. & CD	premium CD	premium CD	greater listening pleasure
basic vehicle construction		body on frame	body on frame	stronger, less road vibration
handling	good	outstanding	excellent	ultimate driving pleasure & safety
anti-lock brakes	rear wheel	4 wheel	4 wheel	improved driving safety
net carrying capacity	1400/2200 lbs.	2100 lbs.	2100 lbs.	carry lots without exceeding GVWR
power/torque (std. engine)	225 HP/295 ft.lbs.	255 HP/330 ft.lbs.	255 HP/330 ft.lbs.	better passing & towing ability
class IV receiver		standard	standard	great for heavy towing, bike racks, etc.
rear window defroster		standard		improved rearward visibility

Other Considerations	(for All Models)	Roadtrek Benefits
motorhome warranty	3 year/60,000 Km or 36,000 miles	more peace of mind
sales ranking (since 1990)	#1 selling North American class B	you've got plenty of company
years building class Bs	since 1974	nothing can replace experience
sales ranking by dollars	among top 15% of North American RV manufacturers	we'll be around for years to come
international owners' club	chapter of FMCA	too many benefits to mention
repeat customers	85% will buy another	unbeatable owner satisfaction
resale value	excellent	your investment keeps its value
dealer service network	100+	get service while away from home

Automotive & Motorhome Specifications

STANDARD & OPTIONAL AUTOMOTIVE FEATURES	Roadtrek 170/190 models on 2002 Dodge 2500 Regular Van	Roadtrek 190 models on 2002 Chevrolet 3500 Extended Van	Roadtrek 200 models on 2002 Chevrolet Van Cab & Chassis
Air bag - driver & passenger	standard	standard	not available
Alternator	136 amp.	130 amp.	130 amp.
Axle - rear	4.10 ratio (w/locking diff.on 190)	4.10 ratio	4.10 ratio
Battery	750 amp.	600 amp.	600 amp.
Brakes - anti lock	rear wheel	four wheel	four wheel
Cooling - transmission oil	standard	standard	standard
Defroster - rear window	not available	standard	not available
Door locks	power - all doors	power - all doors	power - front doors only
Doors & exits	double 50/50 side & rear single	double 40/60 side & 50/50 rear	single side & rear emergency exit window
Engine - standard	5.2 L/318 CID SMPI gas V8	5.7 L/350 CID SFI gas V8	5.7 L/350 CID SFI gas V8
Engine - optional	5.9 L/360 CID SMPI gas V8 with locking differential (std.on190)	not available	8.1 L SFI gas V8 with locking differential
Fuel capacity	132 L/35 US gal.	104 L/31 US gal.	132 L/35 US gal.
Ground effects package	not available	optional	not available
Mirrors	power - 9" x 6"	power - 7 1/2" x 8"	power - 7 1/2" x 8"
Power - standard	168 kW/225 HP	190 kW/255 HP	190 kW/255 HP
Power - optional	183 kW/245 HP	not applicable	254 kW/340 HP
Receiver - Class IV frame mounted	optional	standard	standard
Running boards	aerodynamic with storage	aerodynamic with storage	aerodynamic with storage
Rust protection	optional	optional	not available
Seats - Captain's	swiveling & reclining	swiveling, reclining, power lumbar supports & dual armrests	swiveling, reclining, power lumbar supports & dual armrests
Seats - leather	optional - Captain's & lounge seats	optional - Captain's & lounge seats	optional - Captain's & lounge seats
Security alarm - factory	standard	not available	not available
Sound system	premium AM/FM cassette & CD	premium AM/FM & CD	premium AM/FM & CD
Tire storage - spare	Continental kit// under mounted carrier, rear storage area, or optional Continental kit	rear storage area	rear storage area
Tires	LT225/75R16D// LT245/75R16E	LT245/75R16E black wall	LT245/75R16E black wall
Torque - standard engine	400 N-m/295 ft. lb s.	447 N-m/330 ft. lbs.	447 N-m/330 ft. lbs.
Torque - optional engine	454 N-m/335 ft. lbs.	not applicable	623 N-m/460 ft. lbs.
Towing - standard engine	5670 Kg/12500 lbs. GCWR	6124 Kg/13500 lbs. GCWR	6124 Kg/13500 lbs. GCWR
Towing - optional engine	5897 Kg/13000 lbs. GCWR	not applicable	7711 Kg/17000 lbs. GCWR
Towing - standard engine *	2800 Kg/6100 lbs.// 2700 Kg/5900 lbs.*	2700 Kg/6100 lbs.tow weight *	2700 Kg/6100 lbs.tow weight *
Towing - optional engine *	3000 Kg/6600 lbs.// 2900 Kg/6400 lbs.*	not applicable	4300 Kg/9500 lbs.tow weight *
Towing - tongue weight	454 Kg/1000 lbs.	454 Kg/1000 lbs.	408 Kg/900 lbs.
Wheels - standard	chrome - 16" - with steel spare	steel - 16" - with chrome trim	steel - 16" - with chrome trim
Wheels - optional	not applicable	aluminum - 16" - with steel spare	aluminum - 16" - with steel spare
Window operation	power - front doors only	power - front doors only	power - front doors only
Window tint	tinted - all	deep tinted - all	tinted - all
Wiring harness for towing - 4 way	optional	standard	standard
Wiring harness for towing - 7 way	optional	optional	optional (includes 4 way)

* Maximum towable weight with driver and minimal fuel only. This weight reduced by weight of optional equipment, fuel, water, LP gas, cargo and/or passengers.

EXTERIOR DIMENSIONS

Length	5510 mm/18' 1"//6010 mm/19' 9"	6070 mm/19' 11"	6250 mm/20' 6"
Height - overall	2520 mm/8' 3"//2530 mm/8' 4"	2540 mm/8' 4"	2590 mm/8' 6"
Width - overall (w/o mirrors)	2030 mm/6' 8"	2010 mm/6' 7"	2210 mm/7' 3"
Wheel base	3230 mm/127"	3940 mm/155"	3530 mm/139"
Unloaded vehicle weight * (no opt.)	2900 Kg/6400 lbs.//3050 Kg/6700 lbs.	3350 Kg/7400 lbs. (approx.)	3450 Kg/7500 lbs. (approx.)
Gross vehicle weight rating	3493 Kg/7700 lbs.//3946 Kg/8700 lbs.	4309 Kg/9500 lbs.	4309 Kg/9500 lbs.

* Includes weight of base vehicle and fuel only. Does not include weight of optional equipment, water, LP gas, cargo and/or passengers.

INTERIOR DIMENSIONS

Standing height	1830 mm/72"	1855 mm/73"	1900 mm/75"
Double bed length	1830 mm/72"	1880 mm/74"	1980 mm/78" (maximum)
Double bed width	1240 mm/49" (max.)//1320 mm/52"	1320 mm/52"	1320 mm/52"
Single bed length - front	1700 mm/67" left, 1650 mm/65" right	1676 mm/66" right	1650 mm/65" left, 1750 mm/69" right
Single bed width - front	610 mm/24" (maximum)	560 mm/22" (maximum)	660 mm/26" (maximum)
King bed length	1900 mm/75" left, 1860 mm/73" right	1930 mm/76" left, 1830 mm/72" right	1930 mm/76"
King bed width	1830 mm/72"	1855 mm/73"	1950 mm/77" (maximum)
Twin bed length - rear	1900 mm/75" left, 1850 mm/73" right	1930 mm/76" left, 1830 mm/72" right	1930 mm/76"
Twin bed width - rear	690 mm/27"	690 mm/27"	690 mm/27"
Water tank - fresh	100 L/26 US gal.//120 L/32 US gal.	100 L/26 US gal.	125L/33 US gal.
Water tank - grey	75 L/20 US gal.//90 L/24 US gal.	90 L/24 US gal.	105L/28 US gal.
Water tank - black	40 L/10 US gal.	50 L/13 US gal.	40L/10 US gal.

STANDARD & OPTIONAL MOTORHOME FEATURES	Roadtrek 170//190 models on Dodge 2500 Regular Van	Roadtrek 190 models on Chevrolet 3500 Extended Van	Roadtrek 200 models on Chevrolet Van Cab & Chassis
Air conditioner	110V built-in, 8000 BTU	110V recessed, 12000 BTU	110V built-in, 10000 BTU
Aisle	30" wide/760 mm	30" wide/760 mm	30" wide/760 mm (wider above counter)
Battery - auxiliary	gel deep cycle, 120 amp.	lead acid deep cycle, 120 amp.	gel deep cycle, 120 amp.
Battery storage	compartment below floor at rear	slide-out tray below floor at rear	compartment below floor at rear
Beds - dual density foam	130 mm/5"	130 mm/5"	130 to 180 mm/5 to 7"
Carpet	28 oz. 100% Dupont nylon	28 oz. 100% Dupont nylon	28 oz. 100% Dupont nylon
Connections	110V & city water with quick disconnect	110V & city water with quick disconnect	110V & city water with quick disconnect
Connection - auxiliary	not available	LPG for BBQ w/quick disconnect	for BBQ with quick disconnect
Counter top	laminated	molded fiberglass w/solid surface	laminated
Detectors	smoke, LP gas & CO	smoke, LP gas & CO	smoke, LP gas & CO
Faucet - galley	dual control	single lever	dual control
Floor - lowered	1780 mm x 760 mm x 115 mm 70" x 30" x 5"	1730 mm x 790 mm x 50 mm 68" x 31" x 2" w/no step over frame	1755 mm x 810 mm x 80 mm 69" x 32" x 3"
Furnace - 'Suburban'	LP gas automatic, 16000 BTU	LP gas automatic, 16000 BTU	LP gas automatic, 16000 BTU
Generator ready package	for 'Onan'	for 'Onan'	for 'Onan'
Heat pump (A/C & heater)	not available	'Dometic' with ducts to rear bed	not available
Microwave oven - 110V	w/turntable, 20 L/0.7 cu. ft.	w/turntable, 20 L/0.7 cu. ft.	w/turntable, 20 L/0.7 cu. ft.
Monitor panel	water & LP gas levels, battery charge & battery disconnect	water & LP gas levels, battery charge & battery disconnect	water levels, battery charge & battery disconnect
Power converter with charger	110/12V electronic with all 12V outputs filtered, 45 amp.	110/12V electronic with all 12V outputs filtered, 45 amp.	110/12V electronic with all 12V outputs filtered, 45 amp.
Privacy area	with bifold doors, patented	with bifold doors, patented	with bifold doors, patented
Range hood - 12V	with exhaust fan & light	with exhaust fan & light	with exhaust fan & light
Refrigerator - 'Dometic'	12V/110V/LP gas, 3.0 cu.ft.	12V/110V/LP gas, 3.0 cu.ft.	12V/110V/LP gas, 4.0 cu.ft.
Refrigerator venting	patented integrated	patented integrated	patented integrated
Roof vent - 'FanTastic' - 12V	low profile power w/thermostat	low profile power w/thermostat	low profile power w/thermostat
Sewage hose system	patented 'Dura-Drain' system	patented 'Dura-Drain' system	patented 'Dura-Drain' system
Shower	stand-up in aisle	stand-up in aisle	stand-up in aisle
Storage area	across the rear (except w/dinette)	across the rear	across the rear
Storage compartment	integrated into running board	integrated into running boards	running board & rear quarters
Storage cabinet	above windshield	over cab	over cab
Storage capacity - standard	up to 49//62 cu.ft., 62//80 w/options	62 cu.ft., 80 w/options	90 cu.ft. in 200, 114 w/options
Stove - two burner	LP gas	LP gas recessed w/flush cover	LP gas
Table - dining - cloverleaf	32" x 32" open, 20" x 20" closed	32" x 32" open, 20" x 20" closed	32" x 32" open, 20" x 20" closed
Tank - LP gas	30 L/8 US gal./35 lbs.	38 L/10 US gal./45 lbs.	46 L/12 US gal./52 lbs.
Toilet - 'Thetford'	marine with foot pedal flush	marine with foot pedal flush	marine with foot pedal flush
TV antenna - 'Hide-A-Tenna'	built-in	built-in	built-in
TV cable connection	external	external	external
TV & VCP location	cabinet with pivoting shelf (except w/dinette)	cabinet with pivoting shelf (except w/dinette)	cabinet with pivoting shelf
Water fill - fresh - location	rear door post to reduce clutter & prevent tampering w/supply	rear door post to reduce clutter & prevent tampering w/supply	step well to reduce clutter & prevent tampering w/supply
Water heater - 'Suburban'	LP gas with bypass, 23L/6 US gal., 12000 BTU	LP gas with bypass, 23L/6 US gal., 12000 BTU	LP gas with bypass, 23L/6 US gal., 12000 BTU
Water system - on demand	12V with 'Shurflo' water pump	12V with 'Shurflo' water pump	12V with 'Shurflo' water pump
Water tank capacities	(see Interior Dimensions)	(see Interior Dimensions)	(see Interior Dimensions)
Windows	frameless awning type	frameless awning type	frameless awning type
Windows - roof	3 with curtains	3 frameless with curtains	3 with curtains

MOTORHOME OPTIONS

Armoire - with removable & adjustable shelves & drawers	optional, permanently replaces right lounge seat	optional, permanently replaces right lounge seat	optional, permanently replaces right lounge seat
Awning - box	opt., 2490 mm/8'2"//3500 mm/11'6"	optional, 3500 mm/11'6"	optional, 3500 mm/11'6"
Battery - second auxiliary	n/a//optional, gel deep cycle	optional, lead acid deep cycle	not available
Dinette - at rear	n/a//optional, with rotating TV shelf	not available	not available
'Florida' room	n/a//opt., 3 screened sides & door with privacy panels & skirting	optional, 3 screened sides & door with privacy panels & skirting	optional, 3 screened sides & door with privacy panels & skirting
Generator - 'Onan MicroLite'	optional, remote-start, 2.8 kW	optional, remote-start, 2.8 kW	optional, remote-start, 2.8 kW
Lounge - L-shaped at rear	std./opt., w/cabinet for TV & VCP	standard w/cabinet for TV & VCP	optional w/cabinet for TV & VCP
Screen package	optional, for side & rear van door windows & side door opening	optional, for side van door windows & side & rear door openings	not available
Storage drawer - over cab	optional	not available	not available
Table - dining - extendable	n/a//optional, behind driver, replaces cloverleaf, 37"/48" x 21"	optional, behind driver, replaces cloverleaf, 36"/50" x 16"/20"	optional, behind driver, replaces cloverleaf, 36"/50" x 16"/20"
TV & VCP - Premium brand	13" TV (w/remote) & video cassette player (n/a with with dinette)	13" TV (w/remote) & video cassette player	13" TV (w/remote) & video cassette player
Wardrobe - removable	n/a//optional, interchangeable with left lounge seat	optional, interchangeable with left lounge seat	optional, interchangeable with left lounge seat

Warranties & Other Important Information

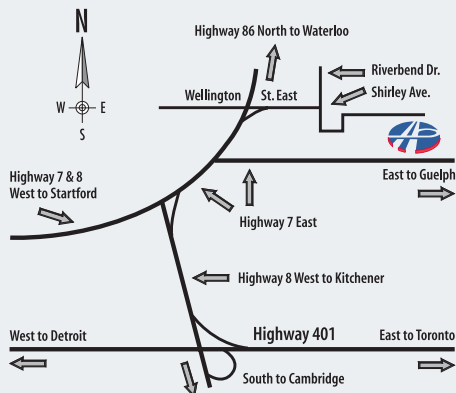
Everyone should go and visit the Home & Park Roadtrek factory in Kitchener, Ontario. What a place. You can see why the Roadtrek is so well put together. The place is spotless and well organized. The people were very friendly and seemed very motivated and happy in their work. They spoke proudly of the jobs that they were doing. We went there on a whim but it turned out to be a great experience that we recommend to all.

Bob Bussolari, Suffield, Connecticut



Come visit our modern 120,000 sq. ft. plant. Tours are available Monday through Friday at 10:00 am or 2:00 pm. Closed weekends, between Christmas and New Year and all Canadian holidays. Space is limited, so call 1-888-ROADTREK to make a reservation.

How to find us!



From Highway 401, take the Highway 8 West exit (to Kitchener) to Highway 7 East/86 North. Proceed on to Wellington Street East and then to Shirley Avenue. Turn right (south) and follow Shirley to our plant at 100 Shirley Avenue on your right.

CHASSIS: 3 year/36,000 mile/60,000 Km "bumper to bumper" limited warranty with roadside assistance and 7 year/100,000 mile/160,000 Km "corrosion protection" as offered by Chrysler or 3 year/36,000 mile/60,000 Km limited "bumper to bumper" warranty as offered by General Motors.

MOTORHOME: 3 year/36,000 mile/60,000 Km limited warranty offered by Home & Park covering the manufacture of the motorhome only (does not include the chassis).

APPLIANCES: Those offered on the individual appliances by their respective manufacturers.

IMPORTANT INFORMATION YOU SHOULD KNOW... PLEASE READ

Some units pictured with optional equipment. Certain options may require deletions of standard items or additions of other optional items in order to function properly. Restrictions or limitations may apply to certain options and/or chassis combinations. See your dealer for details.

As we are always working to improve our product, specifications and design are

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