



# the 9700

versus

# the leading competitor



Key Points	the 9700	Leading Competitor	Description
Does the system only brake when the motorhome brakes?	Yes	No	<b>The 9700 activates only when the motorhome's brake lights illuminate — no false braking!</b> The competitor's inertia-activated mechanism can engage the system on bumpy roads, bridges or railroad tracks.
Does it brake at maximum pressure in a break away?	Yes	No	<b>The 9700 automatically delivers maximum braking pressure in a break away.</b> The competitor's system will only brake at its preset level, no matter how hard you brake the motorhome.
Is there automatic brake protection?	Yes	No	<b>The 9700 releases braking pressure after 14 seconds of continuous braking, avoiding excessive wear on the towed vehicle's brakes, then activates the next time the motorhome's brakes are applied. An audible alert at the motorhome indicates extended braking.</b> The competitor's system does not protect the towed vehicle's brakes by releasing braking pressure after continuous braking.
Is there continuous positioning protection?	Yes	No	<b>The motorhome monitor will transmit a visual and audible alert if the 9700 is positioned too far forward — you always know when the brake pedal is depressed.</b> You never know when the competitor's system is depressing the brake pedal — the monitor only indicates that the air cylinder has been extended. If the competitor's system is incorrectly positioned, it will burn up the towed vehicle's brakes.
Can the system be set to activate only in a break away?	Yes	No	<b>The 9700 is ideal for people who only want break away protection.</b> The competitor's system does not have this feature.

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Is there a high-performance air compressor?	Yes	No	<b>The 9700's high-performance air compressor takes less time to charge the air reservoir — the 9700 is ready for the next stop nearly twice as fast.</b> The reservoir in the competitor's system will run out of air after braking repeatedly, due to its smaller compressor. This problem is aggravated when traveling over the mountains, where the air is thinner.
Does the air cylinder angle energy into the floor?	Yes	No	<b>The 9700's air cylinder angles more energy into the floor, for greater stability.</b> The competitor's air cylinder angles energy directly into the seat, lifting the housing up and out of position — less braking force is applied to the brake pedal. Every time this system is activated, it shifts further out of position.
Are the air lines and fittings the best available?	Yes	No	<b>The 9700 has DOT-approved air lines and Legris double-seal air fittings.</b> The competitor's lesser-grade air lines and fittings are susceptible to leaks — air pressure will be lost. The compressor will burn out if it runs constantly to maintain air pressure (air compressors are a common replacement item on these systems), which will also drain the towed vehicle's battery in a matter of hours.
Does the pedal clamp fit a wider range of vehicles?	Yes	No	<b>The 9700's adjustable pedal clamp fits brake pedals that the competitor's system cannot.</b>
Does the housing have adjustable feet?	Yes	No	<b>The 9700 has height-adjustable feet for a secure and stable platform on vehicles with uneven floors.</b> The competitor's system is not adjustable. For some vehicles, the customer must improvise a set of blocks.
Does the system accumulate water in the reservoir tank?	No	Yes	<b>The 9700's self-cleansing reservoir tank does not accumulate water.</b> The competitor's system will spill water from the reservoir tank onto the towed vehicle's carpeting.