



BY GARY HATT

As I mentioned in the August 2018 issue of Bus Conversion Magazine, if you drive a bus, it is nice to have a toad (tow vehicle) so once you arrive at your destination to have something smaller to run around to see the sights and go shopping. In that article I discussed the advantages and disadvantages of using a toad wheels down, trailer, and using a tow dolly.

If you carry your toad in an enclosed trailer or on a flat-bed type of trailer, then you should have a supplemental braking system on your trailer that is sufficient to stop your trailer when you apply the bus brakes. Personally I chose to tow my Jeep wheels down as it is difficult to store a trailer in some of the RV parks I stay in. Also because I am a full-timer I have no place to store a trailer when I am not using it.

I chose a Roadmaster Nighthawk tow bar because I liked the ruggedness and simplicity and the fact that it has LED lights so it can be seen at night as well. I also liked the ability to hook it up and unhook it very quickly. So far, I have traveled over 10,000 miles without incident. This article will be about the supplemental braking system I chose for my Jeep toad.

The laws on toad brakes vary between states. Some states require a supplemental braking system for all

# STOP Toad Brakes

 **SMARTPLUG®**  
Innovations in Power Delivery

Click **HERE** to watch video

**SUPERFLEX50**

EASY TO ROLL UP IN COLD & WARM WEATHER!

SUPERFLEX50 - Rated for -58 degrees F to +220 degrees F. Outer cable jacket is Seoprene Thermoplastic Elastomer (TPE).

**50A - RV SIDE**



Female  
50A, 125/250 volt  
3-pole, 4-wire

**50A RV PARK SIDE**



Male  
50A, 125/250 volt  
3-pole, 4-wire









[www.BusConversions.com](http://www.BusConversions.com)

SmartPlug Systems, LLC  
[www.smartplug.com](http://www.smartplug.com)

 Assembled in the USA

