Who is the RV Industry Association?

We are the national trade association representing the diverse manufacturing businesses which build more than 98 percent of all RVs produced in the U.S.—including motorhomes, travel trailers, fifth wheel travel trailers, folding camping trailers, park model RVs and truck campers. We are the unifying force for safety and professionalism within the RV industry. We work with federal and state policy makers to promote and protect the RV industry and our members.

Government Affairs
Advocates for the RV industry at the federal and state levels to create a favorable business environment and make it easier for consumers to purchase, drive and own an RV.

Industry Standards & Inspection Program
Utilizes a team of experienced inspectors to audit member manufacturers’ compliance with industry standards and educate them on applicable regulations.

Statistics & Research
Drives new research on industry trends and consumer behaviors by providing the most up-to-date industry trends, forecasts and market information.

Go RVing
Engages with consumers through lifestyle experience events across the nation to build interest in the RV lifestyle.

Looking for specific research or information on the RV industry? The RV Industry Association staff can provide a range of RV-specific research for state analysts and researchers. Contact the State Government Affairs team at 571-665-5853.
ECONOMIC IMPACT OF THE RV INDUSTRY
An American Industry and Economic Engine

ANNUAL ECONOMIC IMPACT

$114 Billion

$68 Billion
RV Manufacturers & Suppliers

$20 Billion
RV Sales & Services

$26 Billion
RV Campgrounds & Travel

SUPPORTS

596,355 Total Jobs

30,363 RV Businesses

$32 Billion Wages

482,389 RVs Made in the USA

98% Of RVs Sold in the USA are Made in the USA

$12.2 Billion Total Taxes Paid by the RV Industry

MOTORIZED

12%

TOWABLE

88%

See the impact of the RV industry in each state and congressional district at www.RVsMoveAmerica.org
25M Americans who go RVing each year—camping, hiking, boating, fishing—are a critical part of the outdoor recreation economy.

Outdoor recreation is 2.2% of the U.S. GDP.

$734B in direct economic output.

4.5M U.S. jobs.
RV MANUFACTURER/DEALER AGREEMENTS AND AUTOMOBILE FRANCHISE LAWS

In many states, RVs are covered by automobile franchise laws even though auto dealers and RV dealers operate under very different business models. Unlike the automobile industry, there are no true franchises in the RV industry. The unique character of the RV sales and distribution model is based on one-dealer-to-many-manufacturers, versus the auto industry’s one-dealer-to-one-manufacturer model. Furthermore, the RV industry is not vertically integrated among manufacturers, parts and suppliers like the auto industry, which creates a substantive difference in warranty obligations between the two industries.

When the RV dealer/manufacturer relationship is captured and included in the auto industry franchise laws the result is a misfit. Enacting an RV-specific law means the RV industry is not out of compliance with inapplicable auto franchise laws. RV-specific laws allow the RV industry to pursue its business model without interfering in the auto industry.

RV-specific laws provide consistency for manufacturers to develop and manage dealer agreements across the states. These laws provide reciprocal advantages for RV dealers. Enactment of an RV-specific law does not disrupt state business licensing laws and state agency oversight of RV dealer/manufacturer interactions.

The RV Industry Association supports the enactment of RV-specific laws governing the dealer/manufacturer relationship in all states.
Lemon laws were developed to assist consumers when the automobile they purchased as a necessary investment for travel to school, work, shopping and other transportation needs develops defects that cannot be repaired or remedied to conform to the vehicle warranty.

Motorhomes are discretionary purchases that are not the primary means of transportation for such daily activities. Instead, motorhomes are designed to provide temporary living quarters for recreational, seasonal, camping or travel use. Automobile lemon laws are not written to address living quarters items such as appliances, roofing, furniture or plumbing systems. Most states that include motorhomes in lemon laws exempt the “house half” of the vehicle, but this often leads to confusion for both the state’s lemon law administrator and the consumer. The RV Industry Association is a member of the International Association of Lemon Law Administrators. We work through this organization to help solve motorhome non-conformance issues in the states.

The RV Industry Association supports enactment of motorhome-specific lemon laws similar to the Florida lemon law program. This program provides notification timelines and other provisions specific to the construction and use of a motorhome because a motorhome is a multi-stage vehicle where many different warrantors might be involved.
WHY ALL STATES SHOULD HAVE STANDARDIZED DEFINITIONS, TITLING, AND REGISTRATION FOR RVs

Imagine purchasing a vehicle only to be told at the department of motor vehicles it’s not a vehicle by definition and the department will not register or title it. This does happen to RV owners. A consumer can experience this issue when purchasing an RV in one state but then finding they cannot register or obtain title in their home state because of the state’s definition of an RV type. Consumers become frustrated, and so do their lenders, who then have no title against which to register their lien. Registration and titling are necessary for every RV type, just as for any other vehicle.

Equally vexing to consumers and regulators alike is titling a motorhome, which is a multi-stage vehicle. RV manufacturers sometimes build a new motorhome on a chassis built by another manufacturer that can be from a different model year, which is a common practice in multi-stage vehicle manufacturing. The RV industry does not have a set introduction time for a new model year as in the auto and truck industries.

The RV Industry Association is a member of the American Association of Motor Vehicle Administrators (AAMVA). Through this organization, we work to educate state departments of motor vehicles that, as included in AAMVA’s annual policy statement publication, the generally accepted method for registering a motorhome is to use the model year of the completed vehicle designated by the final stage vehicle manufacturer, not the model year on the chassis vehicle identification number (VIN). But many DMV computer systems are programmed only to accept the VIN date.

The RV Industry Association supports vehicle registration and titling of all types of motorhomes and towable RVs. We support titling multi-stage motorhomes in the model year of the completed vehicle. Because RVs are often purchased, traded and repurchased across state lines, the RV Industry Association further supports aligning generally accepted industry definitions for all RV types in the motor vehicle code across all states.
A park model RV (PMRV) is a unique towable RV designed to provide temporary living quarters for recreational, seasonal, camping or travel use. PMRVs (previously referred to as recreational park trailers) are built on a single trailer chassis, mounted on wheels and have a gross trailer area not exceeding 400 square feet in the set-up mode. They are certified by their manufacturers to comply with the American National Standards Institute (ANSI) A119.5 Park Model Recreational Vehicle Standard. PMRVs are most often sited in RV parks or campgrounds for seasonal use. The campground might own the units and rent them to guests, or an individual PMRV owner might site their unit on a space leased from an RV park or campground. PMRVs by definition are not meant to be affixed to real property. PMRVs are neither designed nor intended by their manufacturers to be used as permanent residences.

Park model RVs are titled as vehicles in many states just like other RV types. PMRVs are unique among other types of RVs because these units can be up to 15 feet wide and 26 feet in length, with a peaked roof. PMRVs are sometimes designed with porches or decks built within the footprint of the unit.

Although the distinctive appearance of a park model RV sometimes leads people to think it looks like a small manufactured home, PMRVs are specifically excluded from the definition of a manufactured home under new regulations issued by the U.S. Department of Housing and Urban Development (HUD) in November 2018, because they are recognized by HUD as a type of RV (24 C.F.R. § 3282.15). This new regulation clearly establishes a bright line definitional difference between RVs, including PMRVs, which are not regulated by HUD, and manufactured housing which is regulated by HUD.

The RV Industry Association supports policies that treat park model RVs the same as any other RV, including defining park model RVs as a type of RV in all states. Further, we support treatment of these units as an RV for purposes of taxation, registration and siting in RV parks or campgrounds for seasonal use.
States that Define PMRVs as a Type of Vehicle

PMRVs defined as a type of Vehicle
Campground Modernization and Expansion

Campground modernization, particularly as it relates to RV camping, is needed throughout the state campground system. Although many states have begun modernizing their campgrounds, there are still many campgrounds that were not built or equipped to handle today’s motorhomes and travel trailers.

The demographic of the next generation of campers, which includes a diverse mix of Millennials, minorities and urban residents, is creating a shift in expectations and uses of RV campgrounds. For example, many who enjoy outdoor recreation also want modern, full-service amenities and the ability to share resources with each other. They prefer to use digital means to access reservations, schedule activities, obtain equipment and more. RV campgrounds must meet those expectations to remain a relevant source of recreation experiences for current and upcoming generations. Our public campgrounds are in danger of becoming irrelevant without important improvements that will maintain them as favored destinations.

The RV Industry Association supports increased investment in campgrounds on public lands as well as establishment of public-private partnerships as an entrepreneurial mechanism for addressing deferred maintenance on public lands.
Offices of Outdoor Recreation

Outdoor recreation currently accounts for 2.2% of the U.S. GDP and supports more than 4.5 million jobs—but this powerhouse sector of the economy has the potential to grow even larger when states focus on strategically growing the outdoor recreation economy in their state. Offices of Outdoor Recreation (OREC) do just that by bolstering outdoor recreation business opportunities while helping to conserve and provide access to the iconic public lands that millions of Americans enjoy each year.

OREC offices play a critical role in increasing outdoor recreation participation by working with local communities to improve infrastructure, coordinating recreation efforts statewide and promoting the benefits of engaging in outdoor recreation among the citizens of their state. These offices have proven to be exceptionally effective at encouraging increased participation in outdoor recreation and that means a stronger economy.

The RV Industry Association supports the creation of an Office of Outdoor Recreation in all states.
RV DIMENSIONS
Maximum Length and Width for RVs

RVs are built to be road-worthy and comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) as well as NFPA 1192 or ANSI A119.5 for park model RVs. RVs have a special exception for “appurtenances” on the width of an RV, such as retracted side awnings or mirrors situated to provide a safe view for the driver along the sides of the RV. These federal exemptions have been adopted by almost every state. Universal laws of this type mean that manufacturers can build to the industry standard and they and consumers will comply with highway laws as they travel across the U.S.

For several years, RVs have been built up to 45 feet long and 8.5 feet (102 inches) wide in travel mode, not including appurtenances (side-view mirrors, retracted awnings, or truck camper tie downs for example), in response to consumer demand for roomier RVs. These longer RVs have not had any impact on RV accident statistics, which continue to bear out the fact that RV owners are among the safest drivers on the road.

States with favorable RV dimension laws.

The RV Industry Association supports a maximum length of 45 feet for a motorhome, a maximum allowable width of 102 inches plus up to six inches additional for appurtenances for all RVs and a maximum RV combination length of 65 feet.
TOWABLE RVs

TRAVEL TRAILERS
Conventional Travel Trailer
- Wide range of floor plans and sizes
- Affordable homelike amenities
- Sleep up to ten
- Typically $8,000 to $95,000 new

Fifth-Wheel Travel Trailers
- Spacious two-level floor plans
- Towed with a pickup truck
- Sleep up to six
- Typically $18,000 to $160,000 new

FOLDING CAMPING TRAILERS
- Fold for lightweight towing
- Fresh-air experience with RV comfort
- Sleep up to eight
- Typically $5,000 to $22,000 new

TRUCK CAMPERS
- Mount on pickup bed or chassis
- Go wherever your truck can go
- Sleep up to six
- Typically $6,000 to $55,000 new

PARK MODEL RVs
- Movable resort unit designed exclusively for part-time recreational use
- Sleep up to ten
- Typically $20,000 to $80,000

MOTORIZED RVs

MOTORHOMES
Type A Motorhomes
- Generally roomiest of all RVs
- Luxurious amenities
- Sleep up to ten
- Typically $60,000 to $500,000 new

Type B Motorhomes
- Commonly called van campers
- Drive like the family van
- Sleep up to four
- Typically $60,000 to $130,000 new

Type C Motorhomes
- Similar amenities to Type A
- Optional sleeping space over the cab
- Sleep up to eight
- Typically $43,000 to $200,000 new

TOWABLE RVs

TRAVEL TRAILERS
Conventional Travel Trailer
- Wide range of floor plans and sizes
- Affordable homelike amenities
- Sleep up to ten
- Typically $8,000 to $95,000 new

Fifth-Wheel Travel Trailers
- Spacious two-level floor plans
- Towed with a pickup truck
- Sleep up to six
- Typically $18,000 to $160,000 new

FOLDING CAMPING TRAILERS
- Fold for lightweight towing
- Fresh-air experience with RV comfort
- Sleep up to eight
- Typically $5,000 to $22,000 new

TRUCK CAMPERS
- Mount on pickup bed or chassis
- Go wherever your truck can go
- Sleep up to six
- Typically $6,000 to $55,000 new

PARK MODEL RVs
- Movable resort unit designed exclusively for part-time recreational use
- Sleep up to ten
- Typically $20,000 to $80,000

MOTORIZED RVs

MOTORHOMES
Type A Motorhomes
- Generally roomiest of all RVs
- Luxurious amenities
- Sleep up to ten
- Typically $60,000 to $500,000 new

Type B Motorhomes
- Commonly called van campers
- Drive like the family van
- Sleep up to four
- Typically $60,000 to $130,000 new

Type C Motorhomes
- Similar amenities to Type A
- Optional sleeping space over the cab
- Sleep up to eight
- Typically $43,000 to $200,000 new