

Trailer Safety Information

Prior to hook-up, check hitch on tow vehicle.

- A) Check for loose bolts, attaching pins, etc.
- B) Check ball for proper torque and size to match trailer coupler.
- C) When receiver hitch is used, check cross pin and safety pin.

Check electrical connector plug on vehicle.

- A) Visually check for loose or frayed wires hanging from plug and where connected to tow vehicle wiring.

Hook Trailer to tow vehicle.

- A) Check for proper ball size to match trailer hitch coupler, verify coupler securely attached to ball and insert safety pin.
- B) Attach safety chains to tow vehicle. (*Chains must be hooked to a permanent member of the tow vehicle. The addition of eyes or loops may be necessary to accommodate the safety chain properly.*)

Check trailer for proper towing attitude. A loaded or unloaded trailer must be towed with a positive hitch height for a safe towing.

- A) When the hook-up is slightly higher compared to the leveling of the trailer, a smoother performance is given.

Connect electrical plug, check lights by verifying on trailer as follows.

- A) Check marker light (running lights) with only park lights on. If interior dome lights are applicable, they should be tested now to see if they are wired in conjunction with marker lights on the trailer.
- B) Turn off tow vehicle park lights, then turn on left turn signal and verify on the trailer.
- C) Turn off left turn signal, then turn on right turn signal and verify on the trailer.
- D) With turn signals and park lights at the off position, apply pressure to the brake pedal on the towing vehicle and verify that the brake (stop) lights are working.

Check Electric Brakes if applicable.

- A) Check electronic brake control for proper setting. Set the control's level adjustment and adjust the gain control as needed. Consult the brake control manual for proper adjustment procedure.
- B) After setting the brake control, start the tow vehicle and pull the trailer forward. Apply the trailer brakes manually using the brake control only. Repeat this several times adjusting the gain control until smooth braking action is achieved.

Check the emergency breakaway system with the breakaway battery installed if applicable.

- A) Pull the emergency breakaway cable pin from the emergency breakaway switch.
- B) Start the tow vehicle and try to pull the trailer forward, the brakes should now be engaged on the trailer only, causing a dragging pressure against the trailer.
- C) As soon as this procedure is tested, reapply the emergency breakaway pin back into the switch. (*While the pin is removed a depletion of energy is occurring from the battery*)

Check all tires for proper inflation.

- A) Check tire side wall for recommended pressure.

Check all lug nuts for proper torque.

- A) During the life of the trailer, it is recommended to periodically check lug nut torque.

Check all gates and latches.

- A) Gates should all be closed and latched during towing.

Demonstrate proper methods of latching all gates and doors.

Loading the trailer

- A) Match the maximum trailer weight allowed for the tow vehicle to the Gross Vehicle Weight Rating (GVWR) of the trailer. Do not exceed the GVWR as specified by the manufacturer. You can find the GVWR for your tow vehicle in the owner's manual. If you don't have the owner's manual or it is not listed, contact your tow vehicle's dealer or manufacturer.
- B) Do not overload your trailer. The GVWR of your trailer is listed on the trailer's identification plate. Scales to weigh your trailer are available at gravel pits, grain elevators and service stations that cater to over-the-road trucks; there is usually a fee. Always secure the trailer to the tow vehicle when loading or unloading, especially from the rear of the trailer.
- C) Make sure that when the tow vehicle is coupled to the trailer, they are both level. A tow vehicle that has too much tongue weight on the tow vehicle does not ride level, may not steer properly and could cause damage to the axles. Tongue weight is measured where the trailer couples to the hitch, and it should be 10 to 15 percent of the total weight of the trailer and its contents. The only way to know tongue weight for sure is to take it to a scale and weigh it. To measure tongue weight, unhitch a loaded trailer and weigh it at the coupling. Scales are available at gravel pits, grain elevators and service stations that cater to over-the-road trucks; there is usually a fee.

Vehicle mirrors

- A) Adjust vehicle mirrors to clearly see traffic approaching from behind. Use extension mirrors if necessary.