

Maintenance, Service & Safe towing

The below recommendations for maintaining your trailer should be used as a guide only. All maintenance on the trailer should only be conducted by a professional, if unsure please contact TrailerCO. If in the case of a warranty claim being needed you must demonstrate that the below guide has been adhered to. We cannot be held accountable for any damage or injury caused from the below information directly or indirectly. The below information should be used as a guide only in conjunction with common sense and the years of experience the trailer professional carrying out the work will have.

It is advised that this guide is used in accordance with that of the tow vehicle and that of the tow bar. We do advise seeking further professional towing recommendations and this should be used simply as an introduction.

Use the below table to keep track of the Bi-Annual servicing. Trailerco advises that you insure your trailer with a third party insurance company

<i>Date</i>	<i>Work carried out</i>	<i>Notes</i>	<i>Stamp of service center</i>
<i>6 Month Service</i>			
<i>12 Month Service</i>			
<i>18 Month Service</i>			
<i>24 Month Service</i>			
<i>30 Month Service</i>			
<i>36 Month Service</i>			

Before every use of the trailer it is the DRIVERS/OPERATORS responsibility to check that the trailer and the towing vehicle is safe to carry out the intended tasks and is fully roadworthy including but not limited to the below tasks.

Inspect the trailer for any damage
Attach safety chain(s) if relevant cross chains
Check Lights for function
Check that all the fasteners on the trailer are tight
Ensure the trailer is road worthy
Secure any loads with the correct devices
Securely close any tailgates, cages or doors
Tyres and tyre pressure should be checked and if needed adjusted

After the first 50km of travel the following tasks must be carried out.

Wheel Nuts must be checked and re torque to the relevant torque recommended by TrailerCO
Brakes must be adjusted to a suitable level as recommended by TrailerCO
Axle U bolts need to have nuts re adjusted

After every 4000km of travel or 6 months the following tasks must be carried out

Bearings should be checked and serviced
Chassis should be inspected for damage
Corrosion/ rust should be repaired
Grease points should be re greased
All fasteners such as nuts should be re tightened

To keep the trailer clean it is advised to use a soft brush and automotive wash along with low pressured running water. If rust appears on a galvanized trailer it is advised that it be rubbed back with a wire brush, wire wool or a grinder to remove all traces of rust and re finished with zinc rich paint or other likewise rust preventative.

Glossary of terms

Gross Trailer Weight (GTW) = the weight of the loaded trailer. To determine GTW, weigh the loaded trailer on a vehicle scale.

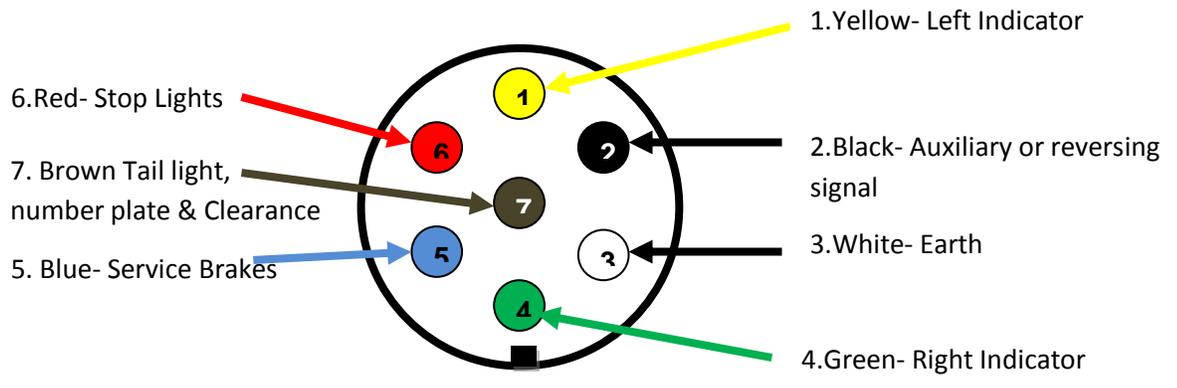
Gross Trailer Mass (GTM) = the weight of the loaded trailer. To determine GTM, weigh the loaded trailer on a vehicle scale.

Tare Weight or unladen mass or Mass =the weight of the trailer without any load

Tongue Weight (TW) - the downward pressure placed on the ball by the coupler.

Aggregate Trailer Mass (ATM). The total mass of the laden trailer when carrying the maximum load recommended by the manufacturer.

Wiring



Towing

Ensure that the coupling on the vehicle matches that of the trailer being towed and that both are in a useable condition

Ensure that the trailer weight does not exceed the maximum of the tow vehicles recommendations

The driver of the towing vehicle must:

Allow for the extra length and width of trailers and their tendency to "cut-in" on corners and curves;

Allow greater stopping distances.

Brakes should never be applied more than very lightly when cornering or traveling around a curve, particularly when the road may be wet or slippery.

Reversing with a trailer can be quite difficult and takes practice. With large trailers and caravans it is a good idea to always have someone outside the vehicle giving directions.

The ride and handling of the combination of a vehicle and a large trailers are affected by wind, road roughness and passing vehicles to a greater extent than the vehicle alone.

Trailers tend to jerk the back of the tow vehicle around and can cause sway (snaking). If a trailer starts to sway, the tow vehicle's brakes should not be applied, except as an absolute last resort. If the trailer's brakes can be operated by themselves they should be applied gently, otherwise a steady speed or slight acceleration should be held if possible until the sway stops.

As trailers reduce the towing vehicle's performance, much greater care is needed when overtaking because it takes much more time and distance and you will need to avoid "cutting off" the vehicle just overtaken, when returning to the left lane.

Longer distances must be allowed for joining a traffic stream, crossing intersections and when braking. A bigger gap must be left ahead to allow for the reduced braking ability and for overtaking vehicles to rejoin the left lane.

Sudden lane changes and changes of direction must be avoided to minimize the chances of causing sway.

When you are driving, you should look even further ahead than normal so that you can react to any changes in traffic or road conditions before they become a problem.

Accelerator, brake and steering must be operated smoothly and gently at all times. Unnecessary movements of the steering wheel must be avoided because of the ease with which trailer sway can occur.

A lower gear should be used when traveling downhill to increase vehicle control and reduce strain on brakes.

With large trailers, fuel consumption increases greatly at higher speeds. The size of loads should be limited to what can be carried completely within the trailer;

Winches on car trailers are to winch your car onto the trailer only. DO NOT use the winch for securing the car onto the trailer or unloading the car from the trailer. Proper ropes or chains must be used at all times. Where a load must project it must not extend more than 150mm beyond the trailer's width or to more than 2.5m overall width, whichever is less.

Loads that project more than 1.2m behind a trailer must have a red flag attached to the end of the load. This flag must be at least 300mm square and clearly visible to vehicles behind the trailer.

The overall length of the combination of vehicle and trailer including its load must not be more than 19m. Loads should be kept as low as possible and should be positioned as close as possible to the axle or axles with about 60% of the total weight forward of the centre of the axle or axles;

If you are unsure about ANYTHING please contact one of our friendly staff who can help/ assist you with any concerns. Remember it is always easier to ask a question than to recover from an accident.