

# OWNER'S MANUAL

A HIGHER STANDARD OF PERFORMANCE



COMMERCIAL-QUALITY CARGO TRAILERS

*SCOUT*

COMMERCIAL-QUALITY CARGO WITH PREMIUM FEATURES



PREMIUM-QUALITY MOTORSPORTS TRAILERS



PREMIUM-QUALITY ALUMINUM TRAILERS

**ALUMINUM**

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# THANK YOU!

FROM EVERYONE AT BRAVO TRAILERS

You have purchased the best built cargo trailer available. Rest assured that everyone at Bravo Trailers and its dealers stand behind your trailer. Your satisfaction is our number one goal.

We take our after the purchase support seriously. Do not hesitate to call our customer service hotline with any questions, comments or problems with your trailer. We value your input, that's how we improve our products and company.

Please take the time to read your owner's manual. You will find important information on the safe operation and maintenance of your Bravo Trailer.

Thanks again for your trust in us. We won't leave you stranded.

*The Bravo Team*

#### TRAILER INFORMATION:

Owner: \_\_\_\_\_

Date Purchased: \_\_\_\_\_

VIN Number: \_\_\_\_\_ Model: \_\_\_\_\_

Dealer: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

**CUSTOMER SERVICE HOTLINE**

**1-888-810-7555 or [www.bravotrailers.com/customers](http://www.bravotrailers.com/customers)**

**1. GENERAL SAFETY INFORMATION**

**1.1. SAFETY ALERT SYMBOLS AND SIGNAL WORDS**

An Owner’s Manual that provides general trailer information cannot cover all of the specific details necessary for the proper combination of every trailer, tow vehicle and hitch. Therefore, you must read, understand and follow the instructions given by the tow vehicle and trailer hitch manufacturers, as well as the instructions in this manual.

Our trailers are built with components produced by various manufacturers. Some of these items have separate instruction manuals.

The safety information in this manual is denoted by the safety alert symbol: The level of risk is indicated by the following signal words.

<b>DANGER</b>
<p><b>DANGER</b> – Immediate hazards which <b>WILL</b> result in severe personal injury or death if the warning is ignored.</p>

<b>WARNING</b>
<p><b>WARNING</b> – Hazards or unsafe practices which <b>COULD</b> result in severe personal injury or death if the warning is ignored.</p>

<b>CAUTION</b>
<p><b>CAUTION</b> – Hazards or unsafe practices which could result in minor or moderate injury if the warning is ignored.</p>

<b>CAUTION</b>
<p><b>NOTICE</b> – Practices that could result in damage to the trailer or other property.</p>

**1.2. MAJOR HAZARDS**

Loss of control of the trailer or trailer/tow vehicle combination can result in death or serious injury. The most common causes for loss of control of the trailer are:

- Improper sizing the trailer for the tow vehicle, or vice versa.
- Excessive Speed: Driving too fast for the conditions.
- Failure to adjust driving behavior when towing a trailer.
- Overloading and/or improper weight distribution.
- Improper or mis-coupling of the trailer to the hitch.
- Improper braking and steering under sway conditions.
- Not maintaining proper tire pressure.
- Not keeping lug nuts tight.

**1.2.1. IMPROPER SIZING OF THE TRAILER TO THE TOW VEHICLE**

Trailers that weigh too much for the towing vehicle can cause stability problems, which can lead to death or serious injury. Furthermore, the additional strain put on the engine and drive-train may lead to serious tow vehicle maintenance problems. For these reasons the maximum towing capacity of your towing vehicle should not be exceeded. The towing capacity of your tow vehicle, in terms of maximum Gross Trailer Weight (GTW) and maximum Gross Combined Weight Rating (GCWR) can be found in the tow vehicles Owner’s Manual.

<b>DANGER</b>
<p>Use of a tow vehicle with a towing capacity less than the Gross Vehicle Weight Rating of the trailer can result in loss of control, and may lead to death or serious injury. Be sure your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.</p>

**1.2.2. DRIVING TOO FAST**

With ideal road conditions, the maximum recommended speed for safely towing a trailer is 60 mph. If you drive too fast, the trailer is more likely to sway, thus increasing the possibility for loss of control. Also your tires may overheat, thus increasing the possibility of a blowout.

 **WARNING**

Driving too fast for conditions can result in loss of control and cause death or serious injury. Decrease your speed as road, weather and lighting conditions deteriorate.

**1.2.3. FAILURE TO ADJUST DRIVING BEHAVIOR WHEN TOWING A TRAILER**

When towing a trailer, you will have decreased acceleration, increased stopping distance, and increased turning radius (which means you must make wider turns to keep from hitting curbs, vehicles, and anything else that is on the inside corner). Furthermore the trailer will change the handling characteristics of your towing vehicle, making it more sensitive to steering inputs and more likely to be pushed around in windy conditions or when being passed by large vehicles. In addition, you will need a longer distance to pass, due to slower acceleration and increased length. With these caveats in mind:

Be alert for slippery conditions. You are more likely to be affected by slippery road surfaces when driving a tow vehicle with a trailer, than driving a tow vehicle without a trailer. Anticipate the trailer “swaying.” Swaying can be caused by excessive steering, wind gusts, roadway edges, or by the trailer reaction to the pressure wave created by passing trucks and busses. When encountering trailer sway take your foot off the gas, and steer as little as possible in order to stay on the road. Use small “trim-like” steering adjustments. Do not attempt to steer out of the sway; you’ll only make it worse. Also do not apply the tow vehicle brakes to correct trailer swaying. On the other hand, application of the trailer brakes alone will tend to straighten out the combination, especially when going downhill. Check rearview mirrors frequently to observe the trailer and traffic. Use lower gear when driving down steep or long grades. Use the engine and transmission as a brake. Do not ride the brakes, as they can overheat and

become ineffective. Be aware of your trailer height, especially when approaching bridges, roofed areas and around trees.

**1.2.4. TRAILER NOT PROPERLY COUPLED TO THE HITCH**

It is critical that the trailer be securely coupled to the hitch ball, and that the safety chains and emergency break-away brake cable are correctly attached. Uncoupling may result in death or serious injury to you and to others.

 **WARNING**

Proper selection and condition of the coupler and hitch are essential to safely towing your trailer. A loss of coupling may result in death or serious injury.

- Be sure the hitch load rating is equal to or greater than the load rating of the coupler.
- Be sure the hitch size matches the coupler size
- Observe the hitch for wear, corrosion and cracks before coupling. Replace worn, corroded or cracked hitch components before coupling the trailer to the tow vehicle.
- Be sure the hitch components are tight before coupling the trailer to the tow vehicle.

 **WARNING**

An improperly coupled trailer can result in death or serious injury. Do not move the trailer until:

- The coupler is secured and locked to hitch;
- The safety chains are secured to the tow vehicle; and
- The trailer jack(s) are fully retracted.

Do not tow the trailer on the road until:

- Tires and wheels are checked;
- The trailer brakes are checked;
- The breakaway switch is connected to the tow vehicle;
- The load is secured to the trailer; and
- The trailer lights are connected and checked.

## 1.2.5. PROPER USE OF SAFETY CHAINS

If your trailer comes loose from the hitch for any reason, we have provided safety chains so that control of the trailer can still be maintained.

## 1.2.6. PROPER CONNECTION OF BREAKAWAY BRAKE

If equipped with brakes your trailer will be equipped with a breakaway brake system that can apply the brakes on your trailer if your trailer comes loose from the hitch ball for any reason. You will have a separate set of instructions for the breakaway brake if your trailer is so equipped. The breakaway brake system, including battery, must be in good condition and properly rigged to be effective.

### WARNING

Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer uncouples from the tow vehicle.

- Fasten chains to frame of tow vehicle. Do not fasten chains to any part of the hitch unless the hitch has holes or loops specifically for that purpose.
- Cross chains underneath hitch and coupler with enough slack to permit turning and to hold tongue up, if the trailer comes loose.

### WARNING

An ineffective or inoperative breakaway brake system can result in a runaway trailer, leading to death or serious injury if the coupler or hitch fails. The breakaway cable must be connected to the tow vehicle, and NOT to any part of the hitch.

## 1.2.7. MATCHING TRAILER AND HITCH

### DANGER

Use of a hitch with a load rating less than the load rating of the trailer can result in loss of control and may lead to death or serious injury.

## 1.2.8. WORN TIRES, LOOSE WHEELS AND LUG NUTS

Just as with your tow vehicle the trailer tires and wheels are important safety items. Therefore, it is essential to inspect the trailer tires before each tow.

If a tire has a bald spot, bulge, cut, cracks, or is showing any cords, replace the tire before towing. If a tire has uneven tread wear, take the trailer to a dealer service center for diagnosis. Uneven tread wear can be caused by tire imbalance, axle misalignment or incorrect inflation. Tires with too little tread will not provide adequate frictional forces on wet roadways and can result in loss of control, leading to death or serious injury.

Improper tire pressure causes increased tire wear and may reduce trailer stability, which can result in a tire blowout or possible loss of control. Therefore, before each tow you must also check the tire pressure. Remember, the proper tire pressure is listed on the Certification / VIN label, normally mounted on front left side of the trailer, and should be checked when tires are cold. Allow 3 hours cool-down after driving as much as 1 mile at 40 mph before checking tire pressure.

The tightness of the lug nuts is very important in keeping the wheels properly seated to the hub. Before each tow, check to make sure they are tight.

### WARNING

Improper tire pressure can result in a blowout and loss of control, which can lead to death or serious injury. Be sure tires are inflated to pressure indicated on sidewall before towing trailer.

### WARNING

Metal creep between the wheel rim and lug nuts will cause rim to loosen and could result in a wheel coming off, leading to death or serious injury. Tighten lug nuts before each tow.

The proper tightness (torque) for lug nuts is listed in Section 5.2.11.2 in the “Inspection and Service Instructions” chapter of this manual. Use a torque wrench to tighten the lug nuts, use the crisscross star pattern on page 28. If you do not have a torque wrench, use a lug wrench (from your tow vehicle) and tighten the nuts as much as you can. At the first opportunity, have a service garage or trailer dealer tighten the lug nuts to the proper torque.

Lug nuts are also prone to loosen after first being assembled. When driving a new trailer (or after wheels have been remounted), check to make sure they are tight after the **first 10, 25 and 50 miles** of driving and before each tow thereafter.

Failure to perform this check can result in a wheel separating from the trailer and a crash, leading to death or serious injury.

## WARNING

Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury. Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25 and 50 miles of driving.

### 1.2.9. IMPROPER LOADING

The total weight of the load you put in or on the trailer, plus the empty weight of the trailer itself, must not exceed the trailer’s Gross Vehicle Weight Rating (GVWR). If you do not know the empty weight of the trailer plus the cargo weight, you must weigh the loaded trailer at a commercial scale. In addition, you must distribute the load in the trailer such that the load on any axle does not exceed the Gross Axle Weight Rating (GAWR). If your trailer is equipped with a Tire & Loading Information Placard, mounted next to the Certification / VIN label, the cargo capacity weight stated on that placard is only a close estimate. The GVWR and GAWR’s are

listed on the Certification / VIN label mounted on the front left side of the trailer.

## WARNING

Improper lug nut torque can cause a wheel separating from the trailer, leading to death or serious injury. Be sure lug nuts are tight before each tow.

### 1.2.10. UNSAFE LOAD DISTRIBUTION

Improper front / rear load distribution can lead to poor trailer sway stability or poor tow vehicle handling. Poor trailer sway stability results from tongue weights that are too low, and poor tow vehicle stability results from tongue weights that are too high. Refer to Chapter heading “Improper Loading” for more information.

In the table on page 05, the second column shows the rule of thumb percentage of total weight of the trailer plus its cargo (Gross Trailer Weight, or “GTW”) that should appear on the tongue of the trailer. For example, a trailer with a gooseneck hitch, with a loaded weight of 12,000 pounds, should have 20-25% of 12,000 pounds (2400-3000 lbs.) on the gooseneck. A dump trailer will have the proper weight distribution if the load is **evenly distributed** in the dump bed. For non-flowable (discrete) loads locate the load such as to provide the proper tongue weight.

## WARNING

An overloaded trailer can result in loss of control of the trailer, leading to death or serious injury. Do not exceed the trailer Gross Vehicle Weight Rating (GVWR) or the Gross Axle Weight Rating (GAWR). Do not load a trailer so that the weight on any tire exceeds its rating.

After loading, be sure to check that none of the axles are overloaded.



TONGUE WEIGHT AS A PERCENTAGE OF LOADED TRAILER WEIGHT	
Type of Hitch	Percentage
Ball Hitch (or Bumper Hitch) large trailers small utility & cargo trailers boat trailers	10–15%
	6-10%
	5-7%
Gooseneck Hitch	20–25%
Fifth Wheel Hitch	20–25%

The numbers quoted above are for example purposes only and should be tailored to the specific trailer. For questions regarding the actual percent of tongue weight for the trailer, check with the manufacturer for specifics.

Uneven left / right load distribution can cause tire, wheel, axle or structural failure. Be sure your trailer is evenly loaded left / right. Towing stability also depends on keeping the center of gravity as low as possible.

**WARNING**

Improper tongue weight (load distribution) can result in loss of control of the trailer, leading to death or serious injury. Make certain that tongue weight is within the allowable range. Be sure to:

- Distribute the load front-to-rear to provide proper tongue weight (see chart);
- Distribute the load evenly, right and left, to avoid tire overload; and
- Keep the center of gravity low

**1.2.11. SHIFTING CARGO**

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed.

**WARNING**

Shifting cargo can result in loss of control of the trailer, and can lead to death or serious injury. Tie down all loads with proper sized fasteners, ropes, straps, etc.

If the door latch is equipped with a catch that has a hole for a linchpin, use a linchpin to prevent the door latch from opening.

**WARNING**

If the door opens, your cargo may be ejected onto the road, resulting in death or serious injury to other drivers. Always secure the door latch after closing. Place a linchpin in the catch.

**1.2.12. INAPPROPRIATE CARGO**

Your trailer may be designed for specific cargo, for example, only for horses. If your trailer is designed for specific cargo, only carry that cargo in the trailer. A utility trailer must not be used to carry certain items, such as people, containers of hazardous substances or containers of flammable substances.

**WARNING**

Do not transport people inside the trailer, even if it has living quarters. The transport of people puts their lives at risk and may be illegal.

**WARNING**

Do not transport flammable, explosive, poisonous or other dangerous materials in your trailer. Exceptions:

- Fuel in the tanks of vehicles that are being towed
- Fuel stored in proper containers used in trailer living quarters for cooking
- Fuel stored in the tank of an on-board generator

**1.2.13. INOPERABLE BRAKES, LIGHTS OR MIRRORS**

Be sure that the electric brakes and all of the lights on your trailer are functioning properly



### 1.2.13. INOPERABLE BRAKES, LIGHTS OR MIRRORS (continued)

before towing your trailer. Electric brakes and lights on a trailer are controlled via a connection to the tow vehicle, generally a multi-pin electrical connector. Check the trailer tail lights by turning on your tow vehicle headlights. Check the trailer brake lights by having someone step on the tow vehicle brake pedal while you look at trailer lights. Do the same thing to check the turn signal lights.

If your trailer has electric brakes, your tow vehicle will have an electric brake controller that sends power to the trailer brakes. Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer in order to confirm that the electric brakes operate. While towing the trailer at less than 5 mph, manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brakes.

## WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.

Before each tow:

- Check that the taillights, brake lights and turn signals work
- Check that the electric brakes work by operating the brake controller inside the tow vehicle

If your trailer has hydraulic “surge” brakes, pull the emergency break-away brake lanyard to check the operation of the surge mechanism.

Standard mirrors usually do not provide adequate visibility for viewing traffic to the sides and rear a towed trailer. You must provide mirrors that allow you to safely observe approaching traffic.

### 1.2.14. HAZARDS FROM MODIFYING YOUR TRAILER

Essential safety items can be damaged by altering your trailer. Even simply driving a nail or screw to hang something can damage an electrical circuit, LP gas line or other feature of the trailer.

Before making any alteration to your trailer, contact your dealer or Bravo Trailers at 574.848.7500 and describe the alteration you are contemplating. Alteration of the trailer structure or modification of mechanical, electrical, plumbing, heating or other systems on your trailer must be performed only by qualified technicians who are familiar with the system as installed on your trailer.

### 1.2.15. HAZARDS FROM ACCESSORIES

Read and follow all of the instructions before operating the accessories. The major hazards from some of these accessories are:

#### 1.2.15.1. GENERATOR

If your trailer is equipped with a gasoline or diesel generator, you must have and follow the generator manufacturer’s instructions. You must also have one or more carbon monoxide detectors in the trailer’s accommodation spaces.

Carbon Monoxide is an odorless gas that can cause death. Be certain exhaust from a running generator does not accumulate in or around your trailer, by situations such as:

- Being drawn in by fans or ventilators operated in a trailer;
- Prevailing wind;
- Being trapped between your trailer and other trailers, vehicles or buildings; or
- Being trapped between your trailer and, or in a snow bank, or other nearby objects

**⚠ WARNING**

Operating gasoline and diesel generators can lead to death or serious injury by:

- Carbon Monoxide
- Fire and Explosion
- Electrocutation

**1.2.15.2. SHORE POWER**

“Shore Power” is the name given to connecting your trailer to a source of electrical power using an extension cord specifically designed for that purpose.

**⚠ WARNING**

Shore power poses a risk of death due to electrocution or fire

- Always use an electrical cord specifically designed for shore power connection. Never use an ordinary extension cord.
- Always connect the electrical cord to a grounded source of shore power.
- Do not remove the “third prong” from the shore power plug.
- Connect only to source of proper voltage.
- Make certain polarity is correct.
- Do not overload electrical circuits.
- Always replace fuses or circuit breakers with correct rating.

**1.2.15.3. LP GAS FUEL SYSTEM**

**⚠ WARNING**

You can die or be brain damaged by Carbon Monoxide. Make certain the exhaust from LP appliances is directed to the outdoors. Have a working carbon monoxide detector in the accommodation spaces of your trailer before operating any LP gas appliance. Do not operate portable grills or stoves inside the trailer.

**⚠ WARNING**

Risk of death due to fire or explosion.

- Only connect an LP gas system to a supply of LP gas, NOT natural gas.
- Do not store LP gas tanks inside the trailer.
- Only fill an LP gas tank 80% full.
- Only fill the tank with LP gas (butane or propane).
- Overfilled tanks can release gas and cause an explosion.

**⚠ WARNING**

Risk of fire or explosion

If LP gas is detected (by smell or by the LP gas detector):

- Do not touch electrical switches
- Extinguish flames and pilot lights
- Open doors for ventilation
- Shut off LP gas supply at the LP tank
- Leave the area until odor clears

Correct the source of LP gas leakage before using LP appliances.

Do not use a flame to locate the source of an LP gas leak.

**⚠ WARNING**

Risk of fire or explosion

- Never use a flame, heat lamp or hair dryer to thaw an LP gas regulator. Use an incandescent light bulb.
- Do not remove the regulator cover or attempt to service the LP gas regulator.

### 1.2.16. SAFETY WARNING LABELS ON YOUR TRAILER

 **WARNING**

To protect you and others against death or serious injury, all of the labels shown above must be on the trailer and must be legible.

If any of these labels are missing or cannot be read, call Bravo Trailers at 574.848.7550 for free replacement labels.

You will need to provide us with the number shown at the bottom of the label(s) in order for us to send the correct one(s).

### 1.2.17. TRAILER TOWING GUIDE

Driving a vehicle with a trailer in tow is vastly different from driving the same vehicle without a trailer in tow. Acceleration, maneuverability and braking are all diminished with a trailer in tow. It takes longer to get up to speed; you need more room to turn and pass, and more distance to stop when towing a trailer. You will need to spend time adjusting to the different feel and maneuverability of the tow vehicle with a loaded trailer. Because of the significant differences in all aspects of maneuverability when towing a trailer, the hazards and risks of injury are also much greater than when driving without a trailer. You are responsible for keeping your vehicle and trailer in control, and for all the damage that is caused if you lose control of your vehicle and trailer.

As you did when learning to drive an automobile, find an open area with little or no traffic for your first practice trailering. Of course, before you start towing the trailer, you must follow all of the instructions for inspection, testing, loading and coupling. Also, before you start towing, adjust the mirrors so you can see the trailer as well as the area to the rear of it.

Drive slowly at first, 5 mph or so, and turn the wheel to get the feel of how the tow vehicle

and trailer combination responds. Next, make some right and left hand turns. Watch in your side mirrors to see how the trailer follows the tow vehicle. Turning with a trailer attached requires more room.

Stop the rig a few times from speeds no greater than 10 mph. If your trailer is equipped with brakes, try using different combinations of trailer/electric brake and tow vehicle brake. Note the effect that the trailer brakes have when they are the only brakes used. When properly adjusted, the trailer brakes will come on just before the tow vehicle brakes.

It will take practice to learn how to back up a tow vehicle with a trailer attached. Take it slow. Before backing up, get out of the tow vehicle and look behind the trailer to make sure that there are no obstacles. Some drivers place their hands at the bottom of the steering wheel, and while the tow vehicle is in reverse, “think” of the hands as being on the top of the wheel. When the hands move to the right (counter-clockwise, as you would do to turn the tow vehicle to the left when moving forward), the rear of the trailer moves to the right. Conversely, rotating the steering wheel clockwise with your hands at the bottom of the wheel will move the rear of the trailer to the left, while backing up. If you are towing a bumper hitch rig, be careful not to allow the trailer to turn too much, because it will hit the rear of the tow vehicle. To straighten the rig, either pull forward, or turn the steering wheel in the opposite direction.

### 1.2.18. REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect that could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Adminis-

**1.2.18. REPORTING SAFETY DEFECTS (cont.)**  
tration [NHTSA] in addition to notifying Bravo Trailers.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Bravo Trailers.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 [TTY: 1-800-424-9153], go to <http://www.safecar.gov>; or write to: Administrator, NHTSA, 1200 New Jersey Ave. SE., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safecar.gov>.

Call 574.848.7500 to reach Bravo Trailers.

### **1.3. SAFE TRAILER TOWING GUIDELINES**

- Recheck the load tiedowns to make sure the load will not shift during towing.
- Before towing, check coupling, safety chain, safety brake, tires, wheels and lights.
- Check the lug nuts or bolts for tightness.
- Check coupler tightness after towing 50 miles.
- Adjust the brake controller to engage the trailer brakes before the tow vehicle brakes. Follow the instructions given with the brake controller manufacturer's literature.
- Use your mirrors to verify that you have room to change lanes or pull into traffic.
- Use your turn signals well in advance.
- Allow plenty of stopping space for your trailer and tow vehicle.

- Do not drive so fast that the trailer begins to sway due to speed. Generally never drive faster than 60 m.p.h.
- Allow plenty of room for passing. A rule of thumb is that the passing distance with a trailer is 4 times the passing distance without a trailer.
- Shift your automatic transmission into a lower gear for city driving.
- Use lower gears for climbing and descending grades.
- Do not ride the brakes while descending grades, they may get so hot that they stop working. Then you will potentially have a runaway tow vehicle and trailer.
- To conserve fuel, don't use full throttle to climb a hill. Instead, build speed on the approach.
- Slow down for bumps in the road. Take your foot off the brake when crossing the bump.
- Do not brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve.
- Do not apply the tow vehicle brakes to correct extreme trailer swaying. Instead, lightly apply the trailer brakes with the hand controller.
- Make regular stops, about once each hour. Confirm that
- The coupler is secure to the hitch and is locked
- Electrical connectors are made,
- There is appropriate slack in the safety chains,
- There is appropriate slack in the breakaway switch pullpin cable,
- The tires are not visibly low on pressure
- The cargo is secure and in good condition.

This portion of the User’s Manual contains tire safety information as required by 49 CFR 575.6.

Section 2.1 contains “Steps for Determining Correct Load Limit - Trailer”.

Section 2.2 contains “Steps for Determining Correct Load Limit – Tow Vehicle”.

Section 2.3 contains a Glossary of Tire Terminology, including “cold inflation pressure”, “maximum inflation pressure”, “recommended inflation pressure”, and other non-technical terms.

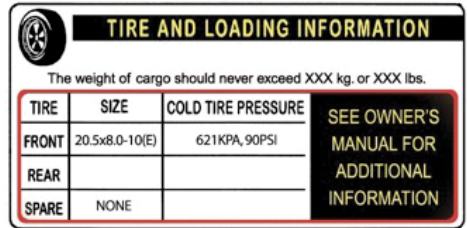
Section 2.4 contains information from the NHTSA brochure entitled “Tire Safety – Everything Rides On It”.

This brochure describes the following items;

- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:
  - A. Cold inflation pressure.
  - B. Vehicle Placard and location on the vehicle.
  - C. Adverse safety consequences of under inflation (including tire failure).
  - D. Measuring and adjusting air pressure for proper inflation.
- Tire Care, including maintenance and safety practices.
- Vehicle load limits, including a description and explanation of the following items:
  - A. Locating and understanding the load limit information, total load capacity, and cargo capacity.
  - B. Calculating total and cargo capacities with varying seating configurations

- B. including quantitative examples showing/ illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants’ increases. This item is also discussed in Section 3.
- C. Determining compatibility of tire and vehicle load capabilities.
- D. Adverse safety consequences of overloading on handling and stopping on tires.

**2.1. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER**



**2.1.1. TRAILERS 10,000 POUNDS GVWR OR LESS**

1. Locate the statement, “The weight of cargo should never exceed XXX kg or XXX lbs.,” on your vehicle’s placard. See figure 1-1.
2. This figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer’s placard refers to the Tire Information Placard attached adjacent to or near the trailer’s VIN (Certification) label at the left front of the trailer.

Note: The following calculations in Sections 2.1.2 and 2.2 are not required by the government. For the purpose of completeness, NATM has included these statements.

### 2.1.2. TRAILERS OVER 10,000 POUNDS

**GVWR** (NOTE: THESE TRAILERS ARE NOT REQUIRED TO HAVE A TIRE INFORMATION PLACARD ON THE VEHICLE)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.
3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

### 2.2. STEPS FOR DETERMINING CORRECT LOAD LIMIT – MOW VEHICLE

1. Locate the statement, "The combined weight of occupants and cargo should never exceed XXX lbs.," on your vehicle's placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For example, if the "XXX" amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. (1400-750 (5 x 150) = 650 lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your

vehicle. Consult the tow vehicle's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

### 2.3. GLOSSARY OF TIRE TERMINOLOGY

#### ACCESSORY WEIGHT

The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

#### Bead

The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

#### Bead separation

This is the breakdown of the bond between components in the bead.

#### Bias ply tire

A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

#### Carcass

The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

#### Chunking

The breaking away of pieces of the tread or sidewall.

#### Cold inflation pressure

The pressure in the tire before you drive.

#### Cord

The strands forming the plies in the tire.

**Cord separation**

The parting of cords from adjacent rubber compounds.

**Cracking**

Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

**CT**

A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

**Curb weight**

The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

**Extra load tire**

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Groove**

The space between two adjacent tread ribs.

**Innerliner**

The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

**Innerliner separation**

The parting of the innerliner from cord material in the carcass.

**Intended outboard sidewall**

The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on

the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

**Light truck (LT) tire**

A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

**Load rating**

The maximum load that a tire is rated to carry for a given inflation pressure.

**Maximum load rating**

The load rating for a tire at the maximum permissible inflation pressure for that tire.

**Maximum permissible inflation pressure**

The maximum cold inflation pressure to which a tire may be inflated.

**Maximum loaded vehicle weight**

The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

**Measuring rim**

The rim on which a tire is fitted for physical dimension requirements.

**Non-pneumatic rim**

A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

**Non-pneumatic spare tire assembly**

A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.



**Non-pneumatic tire**

A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

**Non-pneumatic tire assembly**

A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

**Normal occupant weight**

This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

**Occupant distribution**

The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

**Open splice**

Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

**Outer diameter**

The overall diameter of an inflated new tire.

**Overall width**

The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

**Ply**

A layer of rubber-coated parallel cords.

**Ply separation**

A parting of rubber compound between adjacent plies.

**Pneumatic tire**

A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

**Production options weight**

The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

**Radial ply tire**

A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

**Recommended inflation pressure**

This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

**Reinforced tire**

A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

**Rim**

A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

**Rim diameter**

This means the nominal diameter of the bead seat.

**Rim size designation**

This means the rim diameter and width.

**Rim type designation**

This means the industry of manufacturer's designation for a rim by style or code.

**Rim width**

This means the nominal distance between rim flanges.

**Section width**

The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

**Sidewall**

That portion of a tire between the tread and bead.

**Sidewall separation**

The parting of the rubber compound from the cord material in the sidewall.

**Special Trailer (ST) tire**

The "ST" is an indication the tire is for trailer use only.

**Test rim**

The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

**Tread**

That portion of a tire that comes into contact with the road.

**Tread rib**

A tread section running circumferentially around a tire.

**Tread separation**

Pulling away of the tread from the tire carcass.

**Treadwear indicators (TWI)**

The projections within the principal grooves

designed to give a visual indication of the degrees of wear of the tread.

**Vehicle capacity weight**

The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

**Vehicle maximum load on the tire**

The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

**Vehicle normal load on the tire**

The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

**Weather side**

The surface area of the rim not covered by the inflated tire.

**Wheel center member**

In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separately, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separately, to the non-pneumatic tire and provides the connection between tire and the vehicle.

**Wheel-holding fixture**

The fixture used to hold the wheel and tire assembly securely during testing.

## 2.4. TIRE SAFETY - EVERYTHING RIDES ON IT

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

[http://www.nhtsa.dot.gov/cars/rules/Tire-Safety/ridesonit/tires\\_index.html](http://www.nhtsa.dot.gov/cars/rules/Tire-Safety/ridesonit/tires_index.html)

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This booklet presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience

and safety consequences of a flat tire or other tire failure.

### 2.4.1. SAFETY FIRST—BASIC TIRE MAINTENANCE

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

### 2.4.2. FINDING YOUR VEHICLE'S RECOMMENDED TIRE PRESSURE AND LOAD LIMITS

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW—the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR—the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

### 2.4.3. UNDERSTANDING TIRE PRESSURE AND LOAD LIMITS

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pres-

sure—measured in pounds per square inch (psi)—a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kPa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

#### **2.4.4. CHECKING TIRE PRESSURE**

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

#### **2.4.5. STEPS FOR MAINTAINING PROPER TIRE PRESSURE**

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the

extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

**2.4.6. TIRE SIZE**

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

**2.4.7. TIRE TREAD**

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

**2.4.8. TIRE BALANCE AND WHEEL ALIGNMENT**

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance

heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

**2.4.9. TIRE REPAIR**

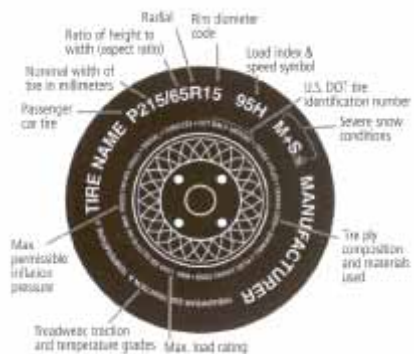
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

**2.4.10. TIRE FUNDAMENTALS**

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

**2.4.10.1. INFORMATION ON PASSENGER VEHICLE TIRES**

Please refer to the diagram below.



**P**

The “P” indicates the tire is for passenger vehicles.

**Next number**

This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

**Next number**

This two-digit number, known as the aspect ratio, gives the tire’s ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

**R**

The “R” stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

**Next number**

This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

**Next number**

This two- or three-digit number is the tire’s load index. It is a measurement of how much weight each tire can support. You may find this information in your owner’s manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

**M+S**

The “M+S” or “M/S” indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

**U.S. DOT Tire Identification Number**

This begins with the letters “DOT” and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer’s discretion. This information is used to contact consumers if a tire defect requires a recall.

**Tire Ply Composition and Materials Used**

The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

**Maximum Load Rating**

This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

**Maximum Permissible Inflation Pressure**

This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

**2.4.10.2. UTQGS INFORMATION****Treadwear Number**

This number indicates the tire’s wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

**Traction Letter**

This letter indicates a tire’s ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as “AA”, “A”, “B”, and “C”.

**Temperature Letter**

This letter indicates a tire’s resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire’s resistance to heat is graded as “A”, “B”, or “C”.

**2.4.10.3. ADDITIONAL INFORMATION ON LIGHT TRUCK TIRES**

Please refer to the following diagram.



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

**LT**

The “LT” indicates the tire is for light trucks or trailers.

**ST**

An “ST” is an indication the tire is for trailer use only.

**Max. Load Dual kg (lbs) at kPa (psi) Cold**

This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

**Max. Load Single kg (lbs) at kPa (psi) Cold**

This information indicates the maximum load and tire pressure when the tire is used as a single.

**Load Range**

This information identifies the tire’s load-carrying capabilities and its inflation limits.

**2.4.11. TIRE SAFETY TIPS**

**Preventing Tire Damage**

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

**TIRE SAFETY CHECKLIST**

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or User’s Manual for the maximum recommended load for the vehicle.



### **3. CHECKING THE TRAILER BEFORE AND DURING EACH TOW**

#### **3.1. PRE-TOW CHECKLIST**

Before towing, double-check all of these items: See section 5.1, “Inspection, Service & Maintenance Summary Charts,” for more information.

- Tires, wheels and lug nuts (see the “Major Hazards” section starting on page 1 of this manual)
- Tire Pressure. Inflate tire on trailer and tow vehicle to the pressure stated on the VIN / Certification label.
- Coupler secured and locked
- Safety chains properly rigged to tow vehicle, not to hitch or
- Test of lights: Tail, Stop, and Turn Lights
- Test trailer brakes.
- Safety breakaway switch cable fastened to tow vehicle, not to safety chains
- Cargo properly loaded, balanced and tied down
- Tongue weight and weight distribution set-up.
- Doors and gates latched and secured
- Fire extinguisher
- Flares and reflectors

#### **3.2. MAKE REGULAR STOPS**

After each 50 miles, or one hour of towing, stop and check the following items:

- Coupler secured
- Safety chains are fastened and not dragging
- Cargo secured
- Cargo door latched and secured

### **4. BREAKING-IN A NEW TRAILER**

#### **4.1. RETIGHTEN LUG NUTS AT FIRST 10, 25 & 50 MILES**

Wheel lugs can shift and settle quickly after being first assembled, and must be checked after the first 10, 25 and 50 miles of driving. Failure to perform this check may result in a wheel coming loose from the trailer, causing a crash leading to death or serious injury.

#### **WARNING**

Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury.

Check lug nuts for tightness on a new trailer or when wheel[s] have been remounted after the first 10, 25 and 50 miles of driving.

See Section 5.2.11.2 page 28 on Proper Torquing Technique.

#### **4.2. ADJUST BRAKE SHOES AT FIRST 200 MILES**

Brake shoes and drums experience a rapid initial wear. The brakes must be adjusted after the first 200 miles of use, and each 3,000 miles thereafter. Some axles are fitted with a mechanism that will automatically adjust the brake shoes when the trailer is “hard braked” from a rearward direction. Read your axle and brake manual to see if your brakes adjust automatically.

A hard stop is used to:

- Confirm that the brakes work;
- Confirm that the trailer brakes are properly synchronized with the tow vehicle brakes using the brake controller in the tow vehicle
- Adjust the brake shoes as necessary.
- For surge brakes check the Master cylinder reservoir for fluid.

If your trailer is not fitted with automatically adjusting brakes, the brakes will need to be manually adjusted. See section 5.2.4.2, “Manually Adjusting Brake Shoes,” for instructions.

**4.3. SYNCHRONIZING THE BRAKE SYSTEMS**

Trailer brakes are designed to work in synchronization with the brakes on the tow vehicle. When the tow vehicle and trailer braking systems are synchronized, both braking systems contribute to slowing, and the tongue of the trailer will neither dive nor rise sharply.

**! WARNING**

If trailer and tow vehicle brakes do not work properly together, death or serious injury can occur.

Road test the brakes in a safe area at no more than 30 m.p.h. before each tow.

To insure safe brake performance and synchronization, read and follow the axle/brake and the brake controller manufacturers’ instructions.

**Tire Pressure**

Check tire pressures on both the trailer and tow vehicle. Inflate to the maximum shown on the VIN / Certification Label.

**5. INSPECTION, SERVICE & MAINTENANCE**

**5.1. INSPECTION, SERVICE & MAINTENANCE SUMMARY CHARTS**

You must inspect, maintain and service your trailer regularly to insure safe and reliable operation. If you cannot or are unsure how to perform the items listed here, have your dealer do them. Note: In addition to this

manual, also check the relevant component manufacturer’s manual.

**5.2. INSPECTION AND SERVICE INSTRUCTIONS**

**5.2.1. AXLE BOLTS, FRAME, SUSPENSION, & STRUCTURE**

**! WARNING**

Worn or broken suspension parts can cause loss of control and injury may result. Have trailer professionally inspected annually and after any impact.

To perform many of the inspection and maintenance activities, you must jack up the trailer. “Jacking Points for All Trailers” figure indicates the general areas where jacks and jack stands may be applied.

When jacking and using jack stands, place them so as to clear wiring, brake lines, and suspension parts (springs, torsion bars, etc.). Place jacks and jack stands inside of the perimeter strip on the supporting structure to which the axles are attached.

**! WARNING**

Never crawl under your trailer unless it is on firm and level ground and resting on properly placed and secured jack stands.

**5.2.2. TRAILER STRUCTURE**

Because the trailer floor receives the most abuse, it will most likely corrode before any other part of the structure. This is particularly true for horse and livestock trailers, having floors subjected to urine and manure. The urine and manure are corrosive to the metal flooring and other structural parts of the trailer.

Remove the rubber mats from the floor of the trailer, and wash them, at least every three months. Using a power washer and a detergent solution, wash both sides of the rubber mat, as well as the floor and walls of the trailer. Rinse the rubber mat and the trailer floor and walls. Be sure the rubber mat and trailer floor are completely dry before replacing the rubber mat.

### 5.2.2.1. FASTENERS AND FRAME MEMBERS

Inspect all of the fasteners and structural frame members for bending and other damage, cracks, or failure. Repair or replace any damaged fastener and repair the frame member. If you have any questions about the condition or method of repair of fasteners or frame members, get the recommendation of, or have the repair done by, your dealer.

The various fastener types used on your trailer are:

- Bolts, which are used mainly for attaching door and gate hinges to the trailer body;
- Screws, which are used mainly for attaching skin & trim parts to the trailer body.
- Broken or damaged fasteners or welds

### **WARNING**

can cause injury or damage to trailer and contents.

- Inspect for, and repair all damaged parts at least once a year.

### 5.2.2.2. WELDS

All welds can crack or fail when subjected to heavy loads or movement of cargo that was not properly tied to prevent movement. Any time that you know or suspect that the trailer has been subjected to heavy loads or movement of cargo, immediately inspect the welds and fasteners for damage. To prevent

severe damage to your trailer, inspect all of the welds for cracks or failure at least once a year.

### **WARNING**

Improper weld repair will lead to early failure of the trailer structure and can cause serious injury or death.

Do not repair cracked or broken welds unless you have the skills and equipment to make a proper repair. If not, have the welds repaired by your dealer.

### 5.2.3. DROP RAMP TORSION SPRINGS

If your trailer has a drop-ramp door, the weight of the door may be partially held by a torsion spring and a cable. Stand to the side when opening the drop ramp. You could be hurt if you are behind the drop ramp and the counterbalance does not work.

Inspect the cable and cable ends regularly for fraying and signs of loosening. If released, a torsion spring can inflict serious injury.

The torsion spring and cable are not user serviceable. The torsion spring must be serviced by a person who is trained in torsion spring safety.

### 5.2.4. TRAILER BRAKES

#### 5.2.4.1. BRAKE SHOES AND DRUMS

Properly functioning brake shoes and drums are essential to ensure safety. You must have your dealer inspect these components at least once per year, or each 12,000 miles.

The brake shoes must be adjusted after the first 200 miles of use, and each 3,000 miles thereafter. Most axles are fitted with a brake mechanism that will automatically adjust the

brake shoes when the trailer is “hard braked” from a rearward direction. Read your axle and brake manual to see how to adjust your brakes.

#### 5.2.4.2. MANUALLY ADJUSTING BRAKE SHOES

Most braking systems are not automatically adjusted by hard stopping. These brakes require manual adjustment. The following steps apply to adjust most manually adjustable brakes. Read your axle and brake manual to see how to adjust your brakes.

- Jack up the trailer and secure it on adequate capacity jack stands.
- Be sure the wheel and brake drum rotate freely.
- Remove the adjusting-hole cover from the adjusting slot on the bottom of the brake backing plate.
- With a screwdriver or standard adjusting tool, rotate the starwheel of the adjuster assembly to expand the brake shoes. Adjust the brake shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn. Note: Your trailer maybe equipped with drop spindle axles. See axle manual for your axle type. You will need a modified adjusting tool for adjusting the brakes in these axles. With drop spindle axles, a modified adjusting tool with about an 80 degree angle should be used.
- Rotate the starwheel in the opposite direction until the wheel turns freely with a slight drag.
- Replace the adjusting-hole cover.
- Repeat the above procedure on all brakes.
- Lower the trailer to the ground.

#### 5.2.4.3. BRAKES, ELECTRIC

Two different types of electric brakes may be

present on the trailer: an emergency electric breakaway system, which acts only if the trailer comes loose from the hitch and the breakaway pin is pulled. The other brake is an electric braking system that acts whenever the brakes of the tow vehicle are applied.

#### 5.2.4.3.A. BREAKAWAY BRAKE

##### 5.2.4.3.A.(I) BREAKAWAY BATTERY

This battery supplies the power to operate the trailer brakes if the trailer uncouples from the tow vehicle. Be sure to check, maintain and replace the battery according to the battery manufacturer’ instructions.

### CAUTION

Extreme cold weather can degrade battery performance and cause brakes to not operate properly. Always check battery charge level before towing.

##### 5.2.4.3.A.(II) BREAKAWAY SWITCH

This switch causes the breakaway battery to operate the electric brakes if the trailer uncouples from the tow vehicle.

The pull cable for the pull pin is connected to the tow vehicle, and the switch is connected to the trailer. To check for proper functioning of the switch, battery and brakes, you must pull the pin from the switch and confirm that the brakes apply to each wheel. You can do this by trying to pull the trailer with the tow vehicle, after pulling the pin. The trailer brakes may not lock, but you will notice that a greater force is needed to pull the trailer.

### WARNING

If electric breakaway brakes do not operate when trailer is uncoupled from the tow vehicle, death or serious injury can occur. Check emergency breakaway brake system BEFORE each tow.

### 5.2.4.3.B. TOW VEHICLE OPERATED ELECTRIC BRAKES

The electric brakes that operate in conjunction with the tow vehicle brakes must be “synchronized” so that braking is properly distributed to the tow vehicle brakes and the trailer brakes. For proper operation and synchronization, read and follow the axle/brake and the brake controller manufacturers’ instructions.

### 5.2.4.3.C. MAGNETS FOR ALL ELECTRIC BRAKES

To make certain an electrically-operated braking system will function properly, you must have your dealer inspect the magnets at least once a year, or each 12,000 miles. See the brake manual for wear and current inspection instructions.

### 5.2.4.4. BRAKES, HYDRAULIC (VACUUM, AIR OR ELECTRIC OPERATED)

If your trailer has hydraulically-operated brakes, they function the same way the hydraulic brakes do on your tow vehicle. The hydraulic braking system must be inspected by a dealer, at least as often as the brakes on the tow vehicle, but no less than once per year. This inspection includes an assessment of the condition and proper operation of the wheel cylinders, brake shoes, brake drums and hubs.

You must check the fluid level in the master cylinder reservoir at least every three months. If you tow your trailer an average of 1,000 miles per month in a hot and dry environment, you must check the brake fluid level once a month. The brake fluid reservoir is located on the tongue of the trailer or near the gooseneck. Fill with DOT 4 brake fluid.

#### 5.2.4.4.A. VACUUM-OPERATED HYDRAULIC

When towing a trailer, the vacuum gauge,

which is located inside the cab of the tow vehicle, must indicate 18 In. Hg. (inches of mercury) or more at all times.

### WARNING

If the vacuum gauge in tow vehicle is not at or above 18 In. Hg. (inches of mercury), damage to the brake system will result and the brakes may become inoperable.

### 5.2.4.4.B. AIR PRESSURE-OPERATED HYDRAULIC

Air/hydraulic braking systems are typically used when the tow vehicle has a diesel engine. The tow vehicle has an air compressor that routes the air to an air/hydraulic mechanism, which sends brake fluid to the wheel cylinders.

The air pressure gauge in your tow vehicle indicates the current air pressure. See your tow vehicle manual for the proper air pressure.

### 5.2.4.4.C. ELECTRICAL-OPERATED HYDRAULIC

Electric/hydraulic braking systems, which are mounted on the trailer, use a small electrically-driven pump to generate hydraulic pressure, which operates the brake cylinders. Like electrical brakes, an electric/hydraulic braking system is operated by an electrical signal from the tow vehicle.

## 5.2.5. TRAILER CONNECTION TO TOW VEHICLE

### 5.2.5.1. COUPLER AND BALL

The coupler on the trailer connects to the ball attached to the hitch on the tow vehicle. The coupler, ball and hitch transfer the towing forces between the tow vehicle and the trailer. Before each tow, coat the ball with a thin layer of automotive bearing grease to reduce wear and ensure proper operation; and check the locking device that secures

**5.2.5.1. COUPLER AND BALL (cont.)**

the coupler to the ball for proper operation.

See the coupler manufacturer's manual for other inspection and maintenance activities.

If you see or feel evidence of wear, such as flat spots, deformations, pitting or corrosion, on the ball or coupler, immediately have your dealer inspect them to determine the proper action to prevent possible failure of the ball and coupler system. All bent or broken coupler parts must be replaced before towing the trailer.

The coupler handle lever must be able to rotate freely and automatically snap into the latched position. Oil the pivot points, sliding surfaces, and spring ends with SAE 30W motor oil. Keep the ball pocket and latch mechanism clean. Dirt or contamination can prevent proper operation of the latching mechanism.

When replacing a ball, the load rating must match or exceed the GVWR of the trailer.

**5.2.5.2. GOOSENECK**

The gooseneck receiver on the trailer connects to a hitch-mounted ball on the towing vehicle. The receiver, ball and hitch transfer the towing forces between the tow vehicle and the trailer. Before each tow, coat the ball with a thin layer of automotive bearing grease to reduce wear and ensure proper operation; and check the locking device that secures the receiver to the ball for proper operation.

See the gooseneck ball receiver manufacturer's manual for other inspection and maintenance activities.

If you see or can feel evidence of wear, such as flat spots, pitting or corrosion, on the ball or receiver, immediately have your dealer inspect them to determine the proper action to prevent possible failure of the ball and receiver system.

When replacing a ball, the load rating must match or exceed the GVWR of the trailer.

**5.2.5.3. FIFTH WHEEL KINGPIN**

Before each tow, inspect the fifth wheel and kingpin for wear, and coat the contact surface of the fifth wheel plate with water-resistant Lithium-base grease. If you see evidence of wear on the fifth wheel or kingpin, immediately have your dealer inspect them to determine the proper action to prevent failure of the fifth wheel and kingpin system.

See the manual prepared by the manufacturer of the fifth wheel and kingpin for other inspection and maintenance activities.

**5.2.6. LANDING LEG OR JACK**

If a grease fitting is present, you must use a grease gun to lubricate the jack mechanism. Grease the gears in the top of hand-cranked jacks once a year, by removing the top of the jack and pumping or hand packing grease into the gears.

**5.2.7. LIGHTS AND SIGNALS**

Before each tow, check the trailer taillights, stoplights, turn signals and any clearance lights for proper operation.

 **WARNING**

Improper operating taillights, stoplights and turn signals can cause collisions. Check all lights before each tow.

### 5.2.8. ACCESSORY BATTERY

Your trailer may be outfitted with an accessory battery that operates lighting, electric landing gear, slide-outs or other accessories. An accessory battery may be kept charged either by the tow vehicle or by the generator or shore power. See the manual for the accessory battery.

A disconnect switch may be provided to disconnect the accessory battery when you do not plan to be using the trailer for an extended period, such as seasonal storage. If there is no disconnect switch, then remove the cables from the battery terminals.

The accessory battery must be kept in a charged condition during storage. The battery could freeze and break if it becomes discharged.

### 5.2.9. TIRES

Trailer tires may be worn out even though they still have plenty of tread left. This is because trailer tires have to carry a lot of weight all the time, even when not in use. It is actually better for the tire to be rolling down the road than to be idle. During use, the tire releases lubricants that are beneficial to tire life. Using the trailer tires often also helps prevent flat spots from developing.

The main cause of tire failure is improper inflation. Check the cold tire inflation pressures at least once a week for proper inflation levels. "Cold" means that the tires are at the same temperature as the surrounding air, such as when the vehicle has been parked overnight. Wheel and tire manufacturers recommend adjusting the air pressure to the trailer manufacturer's recommended cold inflation pressure, in pounds per square inch (PSI) stated on the vehicle's Federal Certifi-

cation Label or Tire Placard when the trailer is loaded to its gross vehicle weight rating (GVWR). If the tires are inflated to less than the recommended inflation level or the GVWR of the trailer is exceeded, the load carrying capacity of the tire could be dramatically affected. If the tires are inflated more than the recommended inflation level, handling characteristics of the tow vehicle/trailer combination could be affected. Refer to the owner's manual or talk to your dealer or vehicle manufacturer if you have any questions regarding proper inflation practices.

Tires can lose air over a period of time. In fact, tires can lose 1 to 3 PSI per month. This is because molecules of air, under pressure, weave their way from the inside of the tire, through the rubber, to the outside. A drop in tire pressure could cause the tire to become overloaded, leading to excessive heat build up. If a trailer tire is under-inflated, even for a short period of time, the tire could suffer internal damage.

High speed towing in hot conditions degrades trailer tires significantly. As heat builds up during driving, the tire's internal structure starts to breakdown, compromising the strength of the tire. It is recommended to drive at moderate speeds.

Statistics indicate the average life of a trailer tire is about five years under normal use and maintenance conditions. After three years, replacing the trailer tires with new ones should be considered, even if the tires have adequate tread depth. Some experts claim that after five years, trailer tires are considered worn out and should be replaced, even if they have had minimal or no use. This is such a general statement that it may not apply in all cases. It is best to have your tires



inspected by a tire supplier to determine if your tires need to be replaced. If you are storing your trailer for an extended period, make sure the tires are fully inflated to the maximum rated pressure and that you store them in a cool, dry place, such as a garage. Use tire covers to protect the trailer tires from the harsh effects of the sun.

**⚠ WARNING**

Worn, damaged or under-inflated tires can cause loss of control, resulting in damage, serious injury and possibly death. Inspect tires before each tow.

**5.2.10. WHEEL RIMS**

If the trailer has been struck, or impacted, on or near the wheels, or if the trailer has struck a curb, inspect the rims for damage (i.e. being out of round); and replace any damaged wheel. Inspect the wheels for damage every year, even if no obvious impact has occurred.

**5.2.11. WHEELS, BEARINGS AND LUG NUTS**

A loose, worn or damaged wheel bearing is the most common cause of brakes that grab.

To check your bearings, jack trailer and check wheels for side-to-side looseness. If the wheels are loose, or spin with a wobble, the bearings must be serviced or replaced.

Most trailer axles are built with sealed bearings that are not serviceable. Sealed bearings must be replaced as complete units.

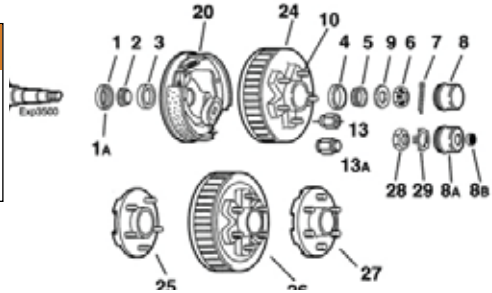
**5.2.11.1. UNSEALED BEARINGS (HUBS)**

If your trailer has unsealed axle bearings, they must be inspected and lubricated once a year or 12,000 miles to insure safe opera-

tion of your trailer.

If a trailer wheel bearing is immersed in water, it must be replaced.

If your trailer has not been used for an extended amount of time, have the bearings inspected and packed more frequently, at least every six months and prior to use.



Follow the steps below to disassemble and service the UNSEALED wheel bearings.

- After removing the grease cap, cotter pin, spindle nut and spindle washer (items 7-10 in “Exploded Wheel Bearing” figure), remove the hub and drum to inspect the bearings for wear and damage.
- Replace bearings that have flat spots on rollers, broken roller cages, rust or pitting. Always replace bearings and cups in sets. The inner and outer bearings are to be replaced at the same time.
- Replace seals that have nicks, tears or wear.
- Lubricate the bearings with a high quality EP-2 automotive wheel bearing grease.

Every time the wheel hub is removed and the bearings are reassembled, follow the steps below to check the wheel bearings for free running and adjust.

- Turn the hub slowly, by hand, while tightening the spindle nut, until you can no longer turn the hub by hand.
- Loosen the spindle nut just until you are able to turn it (the spindle nut) by hand. Do not turn the hub while the spindle nut is loose.
- Put a new cotter pin through the spindle nut and axle.
- Check the adjustments. Both the hub and the spindle nut should be able to move freely (the spindle nut motion will be limited by the cotter pin).

### 5.2.11.2. LUG NUTS (BOLTS)

Being sure wheel mounting nuts (lug nuts) on trailer wheels are tight and properly torqued is an important responsibility that trailer owners and users need to be familiar with and practice. Inadequate and/or inappropriate wheel nut torque (tightness) is a major reason that lug nuts loosen in service. Loose lug nuts can rapidly lead to a wheel separation with potentially serious safety consequences.

Lug nuts are prone to loosen right after a wheel is mounted to a hub. When driving on a new or remounted wheel, check the lug nut tightness often during the first few hundred miles of the trailer's use, especially after the first 10, 25 and 50 miles of driving, before each tow, and at least twice per year thereafter.

#### WARNING

Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury.

Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25 and 50 miles of driving.

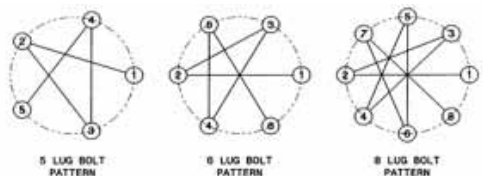
#### WARNING

Metal creep between the wheel rim and lug nuts will cause rim to loosen and could result in a wheel coming off, leading to death or serious injury.

Tighten lug nuts before each tow.

Tighten the lug nuts to the proper torque for the axle size on your trailer to prevent wheels from coming loose. Use a torque wrench to tighten the fasteners. The only way to be certain you have checked the torque or torqued the lug nuts to the proper torque is with a torque wrench. Four-way wrenches, ratchets, and similar tools can be useful for short-term emergency repairs, but are not appropriate tools for adequately checking lug nut torque. You must use a torque wrench to adequately indicate the torque that you are applying to the lug nut. If you do not have a torque wrench, tighten the fasteners with a lug wrench as much as you can, then have a service garage or dealer tighten the lug nuts to the proper torque. Over-tightening will result in breaking the studs or permanently deforming the mounting stud holes in the wheels.

Figure 5 1 Lug nut sequence of tightening



Keep a record of the date and approximate mileage when you check the lug nut torque. Note any lug nut that has lost torque.

Investigate the reason(s) if the lug nut torque is not maintained after more than one re-torque application, because this indicates there is something wrong with the lug nuts, nut studs, wheels and/or hubs and should be corrected.

Contact your dealer or vehicle manufacturer immediately if you experience any persistent lug nut loosening or any other lug, wheel or axle problems.

In the event of a wheel separation incident, notify the vehicle manufacturer and dealer. Seek prompt professional assistance in assessing the trailer and its gear, and retain, but don't re-use involved lugs, wheels and studs. Don't repair or service the trailer yourself. Call a trained technician.

### 5.2.11.3. WHEEL BEARING LUBRICATION

Most wheel bearings will require the application of grease through a zerk fitting.

Greasing procedure for E-Z lube axle with grease zerks under the grease cap should be done every 12 months or 12,000 miles.

- Remove the rubber plug from the end of the grease cap.
- Place a standard manual grease gun onto the grease fitting located in the end of the spindle. Make sure the grease gun nozzle is fully engaged on the fitting.
- While rotating the hub, pump grease slowly into the fitting. The old displaced grease will begin to flow back out the cap around the grease gun nozzle.
- When the new clean grease is observed, remove the grease gun, wipe off any excess, and replace the rubber plug in the cap.

### 5.2.12 GENERAL LUBRICATION POINTS

Greasing procedure for zerk equipped ramp door hinge and coupler should be done every 6 months or 6,000 miles.

- Place a standard manual grease gun onto the grease fitting located on the center barrel of the ramp hinges. Make sure the grease gun nozzle is fully engaged on the fitting.
- Add grease until fresh, clean grease oozes out of the hinge between the sleeves at both points. Wipe off the extra grease that was pushed out with a rag.
- Apply a light coating of axle grease or 30 weight oil to all coupler mechanism pivot points taking care NOT to let excess grease sit in the ball pocket when doing so.

Lube procedure for all other lubrication points on your trailer. Maintenance of lubrication points should be done every 6 months or 6,000 miles.

Common areas include; bar lock hinges, side and rear door hinges, door latches, crank handles, D-Rings, and any other moving parts to which a light oil can be applied. 30 weight oil works best, however any standard light duty household oil will work just fine.

### 5.2.13 Maintaining Paint Finish

The exterior paint finish on tongue and rear bumper areas should be checked often to maintain their finish. Both of these areas are heavily exposed to rock chips and incidental dings. Remove any flaking paint or rust from these areas and apply a gloss black spray paint to keep them looking nice.

<b>INSPECTION AND SERVICE BEFORE EACH USE</b>		
<b>Item</b>	<b>Inspection / Service</b>	<b>Manual Section Reference</b>
Breakaway Brakes > Electric > Hydraulic	Check operation Check fluid level	Section 5.2.4.4
Breakaway Battery	Fully charged, connections clean	Section 5.2.4.3.A.(i)
Brakes, all types	Check operation	Section 4.3
Shoes and Drums	Adjust	Section 4.2 5.2.4.2
Brakes, Hydraulic – Vacuum Actuated	Check gauge for proper vacuum of 18 In. Hg. (inches of mercury)	Section 5.2.4.4.A
Coupler and Hitch Ball	Check for cracks, pits, and flats. Replace w/ball & coupler having trailer GVW Rating. Grease. Check locking device & replace.	Section 5.2.5.1
Gooseneck Ball	Check for cracks, pits, and flats. Replace w/ball & coupler having trailer GVW Rating. Grease. Check locking device & replace when worn.	Section 5.2.5.2
Fifth Wheel & Kingpin	Check for cracks, Grease. Check locking device & replace when worn.	Section 5.2.5.3
Safety Chain(s) & Hooks	Check for wear and damage	Sections 1.2.5.
Tires	Check tire pressure when cold. Inflate as needed.	Sections 3.1 & 5.2.9
Wheels - Lug Nuts (Bolts) & Hub	Check for tightness Tighten. For new and remounted wheels, check torque after first 10, 25 & 50 miles of driving and after any impact	Section 3.1 Sections 4.1 & 5.2.11.2

<b>INSPECTION AND SERVICE EACH 3 MONTHS OR 3,000 MILES</b>		
<b>Item</b>	<b>Inspection / Service</b>	<b>Manual Section Reference</b>
Structure		
> Rubber mats & floor	Remove mats. Wash both sides. Wash floor	Section 5.2.2
> Hinges, Doors & dividers	Inspect. Repair or replace damaged, worn or broken parts	Section 5.2.2
Maintain Paint Finish	Inspect paint on tongue and rear bumper.	Section 5.2.13

<b>INSPECTION AND SERVICE EACH 6 MONTHS OR 6,000 MILES</b>		
<b>Item</b>	<b>Inspection / Service</b>	<b>Manual Section Reference</b>
Tires	Rotate @ 5,000 miles	Section 5.2.9
Brakes, electric		
> Magnets	Check wear and current draw	Section 5.2.4.3.C
> Controller (in tow vehicle)	Check power output (amperage) and modulation	Section 5.2.4.3.B See Controller Mfr's
Manual		
Structure		
> Roof Vents	Clean dirt buildup, lubricate hinges and slides	Section 5.2.2
> Windows		
Tires	Inspect tread and sidewalls thoroughly.  Replace tire when treads are worn, when sidewall has a bulge, or sidewall is worn	Section 5.2.9  Section 5.2.9
Lubrication Points	Apply light oil to barlocks, door hinges and latches	Section 5.2.12

<b>INSPECTION AND SERVICE EACH YEAR OR 12,000 MILES</b>		
<b>Item</b>	<b>Inspection / Service</b>	<b>Manual Section Reference</b>
Brakes, all types > Shoes & drums	Check for scoring and wear. Replace per manufacturer's specifications	Section 5.2.4.1  See Brake Mfr's Manual
Jack, Drop-leg	Grease gears at top	See Jack Mfr's Manual
Structure > Frame members  > Welds	Inspect all frame members, bolts & rivets. Repair or replace damaged, worn or broken parts.  Inspect all welds. Repair as needed	Section 5.2.4.1  Section 5.2.2.2
Wheels > Sealed Bearings (Hubs)  > UNSEALED Bearings (Hubs)  > Rims	Check and confirm free running. Replace if not (sealed bearings are not serviceable)  Disassemble/inspect/assemble and repack. Replace promptly if immersed in water  Inspect for cracks & dents. Replace as needed.	Section 5.2.11  Section 5.2.11.1 See Axle Mfr's Manual  Section 5.2.10
Structure > Axle Attachment Bolts	Check BY DEALER	Section 5.2.1

<b>LUG NUT TORQUE – STEEL WHEELS</b>		
<b>Axle Rating (lbs.)</b>	<b>Stud Size</b>	<b>Dry Torque (foot-lbs.)</b>
3,500 to 7,000	1/2 inch	
8,000	9/16 inch	
9,000	5/8 inch	
10,000	5/8 inch flanged	
12,000	3/4 inch flanged	

<b>LUG NUT TORQUE – ALUMINUM WHEELS</b>		
<b>Rim Size</b>	<b>Stud Size</b>	<b>Dry Torque (foot-lbs.)</b>
15 inch (5 or 6 hole)	1/2 inch	
16 inch (8 hole)	1/2 inch	

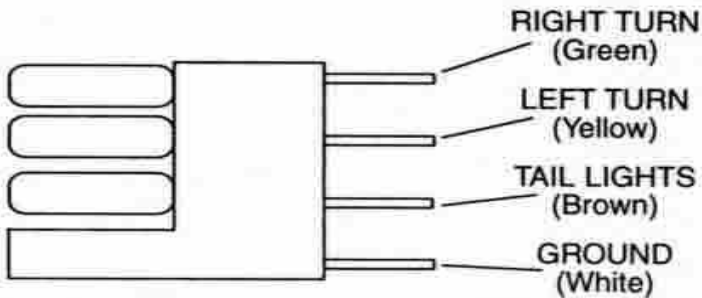
Dry Torque Foot-pounds is determined by manufacturer.

### TOW VEHICLE WIRING

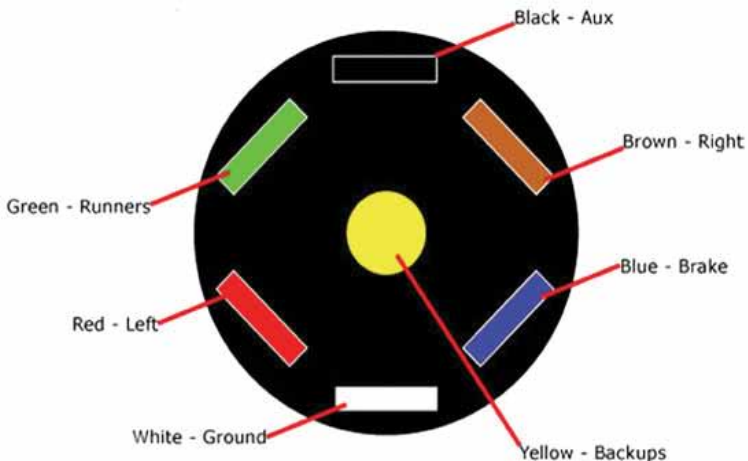
Tow vehicles must have the correct plug at the rear and be connected to the correct tow vehicle circuits using acceptable practices in wire routing and connections.

An important thing to incorporate into tow vehicle wiring is the ground wire running from the plug back to the frame of the tow vehicle. Safety chains, hitches, couplers, and load leveling equalizer bars will NOT provide an adequate continuous ground and is the cause of many electrical failures.

### 4-WAY WIRING DIAGRAM



### 7-WAY PLUG DIAGRAM





**Bravo Trailers LLC** (the “Company”) warrants the original owner/end user that the trailer will be free from defects in materials and workmanship, except as herein limited, for a period of three (3) years on Scout and Silver Star models and five (5) years on Star and ICON models. This warranty is non-transferable from the original owner/end user and begins on the date of the first retail purchase, provided all stated conditions and exclusions are met and satisfied. The obligation of this warranty shall be limited to repairing or replacing any part or parts which, in the opinion of the Company, are determined to be defective during the warranty period.

In order for the warranty to be effective, the warranty registration certificate must be returned to the Company within 15 days of the first retail purchase. Failure to return the completed registration certificate to the Company may invalidate this warranty.

**All warranty requests must be presented to the Company and proper arrangements must be made with and approved by the Company prior to the repairs being made.**

All warranty repairs must be made at the Company’s factory unless prior written approval is obtained from the Company before repairs begin. The Company may elect at its option to have warranty work performed by a qualified repair shop.

The Company will not be obligated in any way to pay for actual repairs made unless specific written approval from the Company is received in advance of any repairs being made. Repairs must be made in a manner that is approved by the Company. Charges for labor and parts for any covered warranty work are limited to the cost that would have been incurred by the Company at its factory for such labor and parts.

Except as described in this warranty, the Company will not pay any other charges or expenses, including overtime labor, service calls, loss of use, inconvenience, rental of substitute equipment, towing charges, transportation costs, or other commercial loss. Such charges or expenses are the responsibility of the customer and will not be paid for by the Company.

This warranty covers all defects in workmanship by the Company. This warranty does not cover the following components (“excluded components”): Tires, wheels, axles, jacks, couplers, paint, electrical and plumbing parts, seals, plywood, aluminum components, windows, doors, awnings, generators and electrical fixtures and any other component that carries its own manufacturer’s warranty. The excluded components are covered by the warranties of the manufacturers of these components. Any potential warranty claim for an excluded component must be presented by the owner/end user to the manufacturer of that component for reimbursement.

This warranty does not cover any equipment or components that have been modified, repaired, or altered in any way. The Company will not be responsible for work performed or options installed by others, including without limitation, graphics, special awnings, and hydraulic lift systems. This warranty does not cover corrosion to the frame, skin, electrical, or other construction materials caused by the presence of any product causing a chemical reaction to the materials used to build the trailer (fertilizers, cement, caustic chemicals, road chemicals or salt, etc.).

This warranty is void if the defective part or parts were caused by misuse of the product. The Company, in its sole discretion, will determine if misuse has occurred. Examples of misuse include overloading (as determined by the gross vehicle weight rating and not payload capacity as shown on the vehicle identification label), improper loading, negligence, alteration, accident, and lack of reasonable and proper periodic maintenance.

This warranty does not cover damages caused by loose or improperly torqued lug nuts, incorrect or altered hitch balls, improper hitching, loose bolts and screws, or damages to any tow vehicle or tow vehicle wiring.

**Important note:** please verify your warranty has been activated by your dealer.





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