

## TOWING AND SAFETY TIPS

We recommend that you check cargo first to be sure that the trailer is loaded heavier in the front. If not, reposition the load so you get 10% of the total trailer weight on the tongue. Next, make certain the rear of the tow vehicle is not overloaded. Then check for wheel wobble on both vehicles caused by bearing failure, loose lug nuts or loose spindle nuts. Now check the tow vehicle's suspension alignment. For more information, go to the Owner's Manual and see the Safety Towing section.

### INSTABILITY

Swaying (or whipping) of a tow vehicle/trailer combination at low speeds may get worse as speed increases. If this happens, take your foot off the gas pedal. Steer straight ahead. Then brake gently after the combination has begun to stabilize itself.

Check cargo first to be sure that the trailer is loaded heavier in the front. If not, reposition the load so you get 10% of the total trailer weight on the tongue. Next, make certain the rear of the tow vehicle is not overloaded. Then check for wheel wobble on both vehicles caused by bearing failure, loose lug nuts or loose spindle nuts. Now check the tow vehicle's suspension alignment. Finally, make sure that you are not exceeding the recommended maximum speed limit for safety and IT'S THE LAW.

If the above instructions have been followed, instability should now be corrected. If not, something may be wrong with your tow vehicle.

Caution: Never increase speed when trailer is swaying or whipping.

### TIPS FOR THE BEGINNER

Place your hand at the bottom of the steering wheel. While watching in your outside mirrors, if you want the rear of the trailer to go to the right, move your hand to the right. If you want the rear of the trailer to go to the left, move your hand to the left. If the trailer starts to jackknife - STOP - pull ahead to straighten out then start procedure over again. When making turns, be aware the trailer will turn quicker than a tow vehicle. Allow extra turning space so that the trailer wheels don't jump over a curb, hit a soft shoulder, road sign or tree. Your axle and/or tire and rim can be severely damaged as a result or from hitting the curb at a bad angle and too hard.

Caution: Trailer turns quicker than tow vehicle. Allow extra turning space for trailer.

### CHECK YOUR POLICY

Most automobile and some homeowners insurance policies will provide some coverage for cargo trailers. They should also provide for you a "grace period" of a set number of days from the date of purchase. Call your agent.

### HITCH AND BRAKE SAFETY

For safe towing it is the driver's responsibility to CORRECTLY MATCH the combination of tow vehicle and trailer.

1. Match the maximum trailer weight allowed for the tow vehicle to the GVWR of the trailer.

2. Match the hitch weight carrying capacity of the tow vehicle with the loaded tongue weight of the trailer. This is generally 10% of GVWR.
3. Match the wiring of the tow vehicle to the wiring code on the trailer. Ensure your tow vehicle does have a ground wire running from the receptacle to the frame.
4. Match the ball size to the coupler size.
5. Match your rear vehicle suspension to the loaded hitch weight of the rear axle of the tow vehicle. All marginal situations should be corrected for safe trailering. Remember, you are the one that will be trying to control a large combination of weight and size at high speeds. It is your responsibility to set up tow vehicle/trailer properly. Contact or confirm your set up with a local hitch company professional.