



Thank you for purchasing a RallyTime™ Trailer. This trailer was designed to give you years of satisfaction and to allow you to expand your motorcycle activities for maximum enjoyment.

Please take the time to thoroughly read the owners manual; it has instructions on the care of your trailer to give you many years of use. It also will give you important tips and instructions to insure that every towing experience is a safe one.

Be sure to check tires for proper inflation before and during each trip. Recommended tire pressure is 50 PSI. Make sure that your trailer lug nuts are tight and torque to 110 to 120 ft/lbs using the star method as described in this manual.

Prior to towing it is important to check that the front rolling jack and rear stabilizing jacks are in the retracted and upright position.

Wheel bearings are provide with and EZ lube fitting and should be greased every 1000 miles.

Please pay close attention to the coupling section of the manual, check and double check your chains and coupler after attaching to your vehicle. You should also check all lights for proper operation.

Your RallyTime™ Trailer is built wide to allow space around your bikes. Make sure to give yourself extra clearance room at toll plazas, around corners and tight areas. Be sure to check your mirrors for proper adjustment and to look before changing lanes.

Following the instructions in this manual will help to insure many years of enjoyment with your RallyTime™ Trailer.

We'll see you at the next Rally!

RIDE SAFE – TOW SAFE!



RallyTime™ Trailers, Inc.

^ WARNING

This User's Manual contains safety information and instructions for your trailer.

You must read this manual before loading or towing your trailer.

You must follow all safety precautions and instructions.

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General Safety Information

1. GENERAL SAFETY INFORMATION

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. Where this manual indicates that you should read another manual, and you do not have that manual, call RallyTime™ Trailers, Inc.

at (877) 725-5984 for a free copy or check our website rallytimetrailers.com under owners manual.

The safety information in this manual is denoted by the safety alert symbol: ^

The level of risk is indicated by the following signal words.

^ Danger
DANGER – Immediate hazards which WILL result in severe personal injury or death if the warning is ignored.

^ WARNING
WARNING – Hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

^ Caution
CAUTION – Hazards or unsafe practices which could result in minor or moderate injury if the warning is ignored.

^ Notice
NOTICE – Practices that could result in damage to the trailer or other property.

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.

General Safety Information

- 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.

1.1.1. 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.

^ Danger

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

1.1.2. 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 when going downhill or as road, weather, and lighting conditions deteriorate.

1.1.3. 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.

General Safety Information

- 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.

1.1.4. 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 maximum load rating of the hitch on the tow vehicle is equal to or greater than the maximum load rating of the coupler on the trailer.
- Be sure the hitch ball 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.

General Safety Information

^ 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 ball;
- 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.

1.1.5. 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

^ 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.

1.1.6. 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.

General Safety Information

^ 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.

Before towing the trailer, test the function of the breakaway brake system. If the breakaway brake system is not working, do not tow the trailer; have it serviced or repaired.

1.1.7. 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.

1.1.8. 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.

^ 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 the Certification / VIN label before towing trailer.

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.

General Safety Information

^ WARNING

Metal creep between the wheel rim and hub may cause lug nuts 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 7.1.10.2 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 55. 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.

^ 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.

1.1.9. 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.

General Safety Information

^ 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 an axle Gross Axle Weight Rating (GAWR).

Do not load a trailer so that the weight on any tire exceeds its rating.

1.1.10. 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 "Loading the Trailer" for more information.

In the table below, 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.

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)	10–15% for large trailers
	6-10% for smaller utility and cargo trailers
	4-6% for boat trailers

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.

RallyTime™ Trailers recommends installing a center chock for hauling a single motorcycle. This will insure proper load distribution.

General Safety Information

^ 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.

1.1.11. **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.

We recommend a locking type bike chock be used with proper tiedowns.

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 front and rear ramp door latch after closing.

1.1.12. **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.

General Safety Information

^ 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

1.1.13. INOPERABLE BRAKES, LIGHTS OR MIRRORS

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

General Safety Information

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.

1.1.14. HAZARDS FROM MODIFYING YOUR TRAILER

Altering your trailer can damage essential safety items. Even simply driving a nail or screw to hang something can damage an electrical circuit or other feature of the trailer.

Before making any alteration to your trailer, contact your dealer or RallyTime™ Trailers, Inc. at (877) 725-5984

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.

1.1.15. SAFETY WARNING LABELS ON YOUR TRAILER

Warning Labels and Location

**Please read and observe all warning labels placed on tongue and inside your
Rallytime™ 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 RallyTime™ Trailers, Inc.

at

(877) 725-5984

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).

1.1.16. 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.

General Safety Information

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.

1.1.17. 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 Administration (NHTSA) in addition to notifying RallyTime™ Trailers, Inc.

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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 RallyTime™ Trailers, Inc.

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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.safercar.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.safercar.gov>.

Call (877) 725-5984
to reach RallyTime™ Trailers, Inc.

General Safety Information

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, and
 - The cargo is secure and in good condition.

Tire Safety Information

2. TIRE SAFETY INFORMATION

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 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.

STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER



TIRE AND LOADING INFORMATION

The weight of cargo should never exceed 900kg or 2000lbs.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT	ST215/75R14	50 PSIG
REAR	NONE	NONE
SPARE	ST215/75R14	50 PSIG

SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION

Tire Safety Information

2.1.1. TRAILERS 10,000 POUNDS GVWR OR LESS

1. Locate the statement, "The weight of cargo should never exceed 900 kg or 2000 lbs.," on your vehicles 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.

STEPS FOR DETERMINING CORRECT LOAD LIMIT – TOW VEHICLE

1. Locate the statement, "The combined weight of occupants and cargo should never exceed 2000 lbs.," on your vehicles 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 900 kilograms or 2000 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.

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.

Tire Safety Information

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.

Tire Safety Information

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.

Tire Safety Information

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 or 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.

Tire Safety Information

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 separably, 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 separably, 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.

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/TireSafety/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.

2.1.2. 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.

2.1.3. 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:

Tire Safety Information

- 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.

2.1.4. 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 pressure—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.

2.1.5. 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 under inflation 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.

2.1.6. 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 under inflated.
- 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 under inflated, 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 under inflated 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

Tire Safety Information

drive with a significantly under inflated 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.

2.1.7. 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.

2.1.8. 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.

2.1.9. 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.

2.1.10. 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.

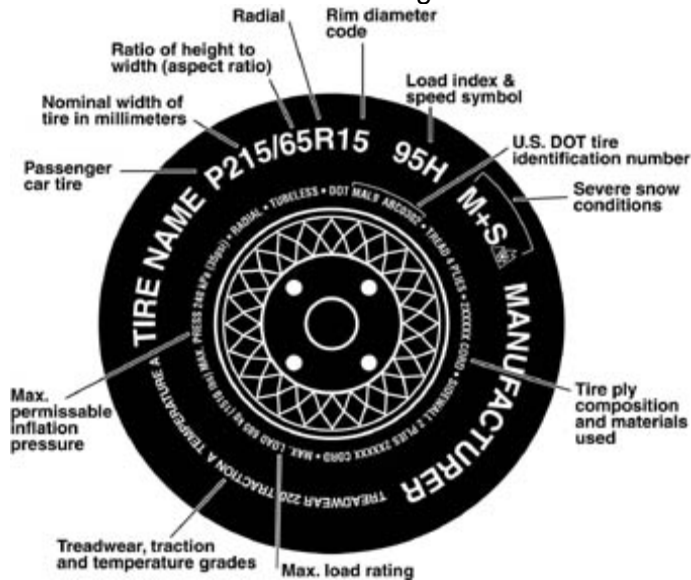
2.1.11. TIRE FUNDAMENTALS

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.

2.1.11.1. Information on Passenger Vehicle Tires

Tire Safety Information

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.

Speed Rating

The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because the law does not require it.

Tire Safety Information

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

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.

2.1.11.2. UTQGS Information

Treadwear Number

This number indicates the tires 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, under inflation 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".

3. COUPLING TO THE TOW VEHICLE

Follow all of the safety precautions and instructions in this manual to ensure safety of persons, cargo, and satisfactory life of the trailer.

USE AN ADEQUATE TOW VEHICLE AND HITCH

If the vehicle or hitch is not properly selected and matched to the Gross Vehicle Weight Rating (GVWR) of your trailer, you can cause an accident that could lead to death or serious injury. If you already have a tow vehicle, know your vehicle tow rating, and Gross Combination Weight Rating (GCWR) and make certain the trailer's rated capacity is less than or equal to the tow vehicle's rated towing capacity. If you already have (or plan to buy) a trailer, make certain that the tow rating of the tow vehicle is equal to or greater than the GVWR of the trailer, and that the GCWR will be within limits.

^ 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.

Use of a tow vehicle with a towing capacity less than the load 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.

Coupling to the Tow Vehicle

3.1.1. TRAILER INFORMATION

Certification / VIN Label

The location of the trailers "Certification / VIN Tag" is on the tongue; street side.

RESP. MFG.		GVWR		KG	LBS
RALLYTIME TRAILERS INC		GAWR			
(877) 725-5984		ALL AXLES		KG	LBS
DATE OF MFG. []		TIRE			RIM
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.		COLD INFL PRESSURE		KPA	<input type="checkbox"/> DUAL PSI <input type="checkbox"/> SINGLE
		VIN			
		TYPE			

The trailer Certification / VIN tag contains the following critical safety information for the use of your trailer:

- **MANUFACTURER:** Name of trailer manufacturer
- **DATE OF MANUFACTURE:** Month and year the trailer was manufactured.
- **GVWR:** The Gross Vehicle Weight Rating is the maximum allowable gross weight of the trailer and its contents. The gross weight of the trailer includes the weight of the trailer and all of the items within it (such as cargo, water, food and other supplies).
- **GAWR:** The Gross Axle Weight Rating is the maximum gross weight that an axle can support. It is the lowest of axle, wheel, or tire rating. Sometimes the tire or wheel rating is lower than the axle manufacturers rating, and will then determine GAWR.

The sum total of the GAWR for all trailer axles may be less than the GVWR for the trailer, because some of the trailer load is carried by the tow vehicle, rather than by the trailer axle(s). The total weight of the cargo and trailer must not exceed the GVWR, and the load on an axle must not exceed its GAWR.

- **TIRE SIZE:** The tire size recommended for your trailer and load range.
- **PSIC:** The "pounds per square inch- cold" is the tire pressure (Kilopascals / Pounds per Square Inch) measured when Cold.
- **CERTIFICATION STATEMENT:** "This trailer meets all the Federal Motor Vehicle Safety Standards in effect on the date of manufacture shown above".
- **VIN:** The Vehicle Identification Number.
- **VEHICLE TYPE:** Generally the word "trailer" is used. However, after this you may put a Model #, or additional descriptor.

Coupling to the Tow Vehicle

- **Tow Vehicle:** When equipping a new vehicle or an older vehicle to tow your trailer, ask the vehicle dealer for advice on how to outfit the towing vehicle. Discuss the following information and equipment with the vehicle dealer.
- **Overall Carrying and Towing Capacity of Vehicle:** Vehicle manufacturers will provide you with the maximum towing capacities of their various models, as well as the GCWR. No amount of reinforcement will give a 100 horsepower, 2,500 pound truck the towing capacity that a 300 horsepower, 5,000 pound truck has.
- **Towing Hitch:** The towing hitch attached to your tow vehicle must have a capacity equal to or greater than the load rating of the trailer you intend to tow. The hitch capacity must also be matched to the tow vehicle capacity.
- **Suspension System:** A tow vehicle equipped with a factory installed "Towing Package" likely comes equipped with heavy duty springs, heavy duty tires and other suspension components which are able to serve the size and weight of the trailer that the vehicle is rated to tow. However, the addition of additional equipment may further improve the tow vehicle performance. These may include adjustable air shocks, helper springs, etc.
- **Brake Controller:** The brake controller is part of the tow vehicle and is essential in the operation of the electric brakes on the trailer. If your trailer has electric brakes it requires a brake controller be installed at the driver's position. The brake controller is not the same as the safety breakaway brake system that is installed on the trailer.
- **Side View Mirrors:** The size of the trailer that is being towed and your state law regulations determine the size of the mirrors. However, some states prohibit extended mirrors on a tow vehicle, except while a trailer is actually being towed. In this situation, detachable extended mirrors are necessary. Check with your dealer or the appropriate state agency for mirror requirements.
- **Heavy Duty Flasher:** A Heavy Duty Flasher is an electrical component that may be required when your trailer turn signal lights are attached to the tow vehicle flasher circuit.
- **Electrical Connector:** An Electrical Connector connects the light and brake systems on the trailer to the light and brake controls on the towing vehicle.
- **Heavy Duty Engine Oil Cooling System:** The tow vehicle engine works harder when a trailer is being towed. Depending on the size of the trailer, you may need to install a separate engine oil cooler. Inadequate cooling may result in sudden engine failure. Ask the tow vehicle dealer if it is necessary to install a heavy duty cooling system.
- **Automatic Transmission Oil Cooler:** The automatic transmission of a towing vehicle handles more power when a trailer is being towed. Inadequate cooling will shorten transmission life, and may result in sudden transmission failure. Ask the tow vehicle dealer if it is necessary to install a separate oil cooler for the automatic transmission.
- **Fire Extinguisher:** It is sensible to have a fire extinguisher in the tow vehicle.
- **Emergency Flares and Emergency Triangle Reflectors:** It is wise to carry these warning devices even if you are not towing a trailer. It is particularly important to have these when towing a trailer because the hazard flashers of your towing vehicle will not operate for as long a period of time when the battery is running both the trailer lights and tow vehicle lights.

Coupling to the Tow Vehicle

COUPLING AND UNCOUPLING THE TRAILER

A secure coupling (or fastening) of the trailer to the tow vehicle is essential. A loss of coupling may result in death or serious injury. Therefore, you must understand and follow all of the instructions for coupling.

The following parts are involved in making a secure coupling between the trailer and tow vehicle:

Coupling: That part of the trailer connecting mechanism by which the connection is actually made to the trailer hitch. This does not include any structural member, extension of the trailer frame, or brake controller.

Hitch: That part of the connecting mechanism including the ball support platform and ball and those components that extend and are attached to the towing vehicle, including bumpers intended to serve as hitches.)

- **Weight Distributing Hitch (or Equalizing Hitch):** A mechanical device that connects the trailer to the towing vehicle and by means of leverage applied on both the trailer and towing vehicle structures, when properly adjusted, distributes the imposed vertical load at the hitch and coupling connection between structures of the towing vehicle and trailer.
- **Weight Carrying Hitch:** A mechanical and/or structural device that connects the trailer to the towing vehicle and that does not employ features designed to redistribute the load imposed at the hitch and carrying connection.

Safety chains or cables: Chains or cables permanently attached to the trailer such that if the coupler connection comes loose, the safety chains or cables can keep the trailer attached to the tow vehicle. With properly rigged safety chains or cables, it is possible to keep the tongue of the trailer from digging into the road pavement, even if the coupler-to-hitch connection comes apart. Some states do not allow safety cables, e.g. Pennsylvania; therefore it may be wise to check with the State Police to see if your state has any restrictions on the use of safety cables, if your trailer is so equipped.

Trailer lighting (and braking) connector: A device that connects electrical power from the tow vehicle to the trailer. Electricity is used to turn on brake lights, running lights, and turn signals as required. In addition, if your trailer has a separate braking system, the electrical connector will also supply power to the trailer brakes from the tow vehicle.

Breakaway switch: If the trailer becomes de-coupled from the towing vehicle, the breakaway switch lanyard, attached independently to the tow vehicle hitch, will pull a pin in the emergency electrical break-away switch on the trailer. The breakaway switch is activated by a separate battery supply in the trailer such as to energize the trailer brakes independently of the towing vehicle. It is important to check the state of charge of the emergency break-away battery before each trip. Simply pull the pin out of the switch by hand and then try to pull the trailer. If you feel a significant drag force the brakes are activated. Be sure to re-insert the pin in the break-away switch. Also be sure to allow enough slack in the break-away brake lanyard such that the switch will only activate (pin pulls out) if the coupler connection comes loose. For additional details refer to Section 3.1.3.5

Jack: A device on the trailer that is used to raise and lower the trailer tongue. On larger trailers the jack is sometimes called the "landing gear."

Coupling 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, and the break-away battery is checked.
- The load is secured to the trailer; and
- The trailer lights are connected and checked.

3.1.2. VARIOUS COUPLER DESIGNS

Trailers are produced with a variety of coupler devices. One of the sections below will pertain to your trailer.

Bumper pull (Ball Hitch) Coupler

If the coupler on your trailer does not resemble one of the couplers shown in the figures, see the separate coupler instructions. If you do not have separate coupler instructions, call RallyTime™ Trailers, Inc.

at (877) 725-5984
for a free copy.

3.1.3. TRAILER WITH BALL-HITCH COUPLER

A ball hitch coupler connects to a ball that is located on or under the rear bumper of tow vehicle. This system of coupling a trailer to a tow vehicle is sometimes referred to as “bumper pull.”

A ball hitch trailer may be fitted with a tongue jack that can raise and lower the coupler. The tongue jack is mounted to the A-frame (front, or tongue) part of the trailer. By rotating the jack handle clockwise, the jack will extend and raise the tongue of the trailer.

Be sure the Ball Hitch coupler is suitable for the size and weight of the trailer. The load rating of the coupler and the necessary ball size are listed on the trailer tongue. You must provide a hitch and ball for your tow vehicle, where the load rating of the hitch and ball is equal to or greater than that of your trailer. Also, the ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.

Coupling to the Tow Vehicle

THE TOW VEHICLE, HITCH AND BALL MUST HAVE A RATED TOWING CAPACITY EQUAL TO OR GREATER THAN THE TRAILER GROSS VEHICLE WEIGHT RATING (GVWR).

IT IS ESSENTIAL THAT THE HITCH BALL BE OF THE SAME SIZE AS THE COUPLER.

The ball size and load rating (capacity) are marked on the ball; hitch capacity is marked on the hitch.

3.1.3.1. Before coupling the trailer to the tow vehicle

Be sure the size and rating of hitch ball match the size and rating of the coupler. Hitch balls and couplers are marked with their size and rating.

^ WARNING

Coupler-to-hitch mismatch can result in uncoupling, leading to death or serious injury.

Be sure the **LOAD RATING** of the hitch ball is equal or greater than the load rating of the coupler.

Be sure the **SIZE** of the hitch ball matches the size of the coupler.

Wipe the hitch ball clean and inspect it visually and by feel for flat spots, cracks and pits.

^ WARNING

A worn, cracked or corroded hitch ball can fail while towing, and may result in death or serious injury.

Before coupling trailer, inspect the hitch ball for wear, corrosion and cracks.

Replace worn or damaged hitch ball.

Rock the ball to make sure it is tight to the hitch, and visually check that the hitch ball nut is solid against the lock washer and hitch frame.

Wipe the inside and outside of the coupler clean and inspect it visually for cracks and deformations; feel the inside of the coupler for worn spots and pits.

Be sure the coupler is tight to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.

Coupling to the Tow Vehicle

^ WARNING

A loose hitch-ball nut can result in uncoupling, leading to death or serious injury.

Be sure the hitch ball is tight to the hitch before coupling the trailer.

Raise the bottom surface of the coupler to be above the top of the hitch ball. Use the jack if one is provided; otherwise, use wood or concrete blocks to support the trailer tongue.

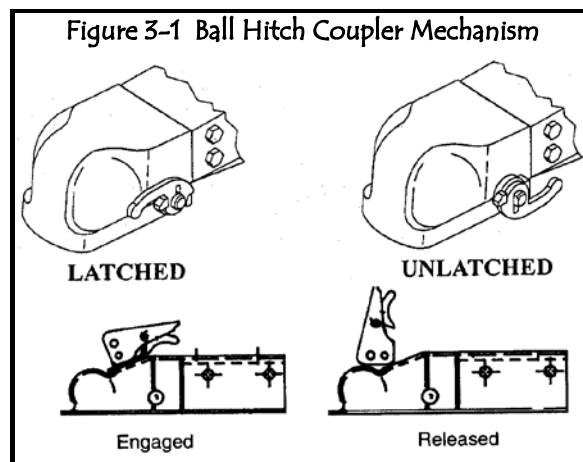
3.1.3.2. Prepare the coupler and hitch

Lubricate the hitch ball and the inside of the coupler with a thin layer of automotive bearing grease. If your trailer is equipped with a jack, raise the coupler above the ball height.

Open the coupler locking mechanism. Ball couplers have a locking mechanism with an internal moving piece (ball clamp) and an outside handle, wheel, or latch.

In the open position, the coupler is able to drop fully onto the hitch ball.
See the coupler instructions for details of placing the coupler in the “open” position.

Slowly back up the tow vehicle so that the hitch ball is near or aligned under the coupler, if the trailer jack has raised the coupler.



3.1.3.3. Couple the trailer to the tow vehicle

If your trailer does not have a jack, you will have to lift the coupler and place it over the ball.

If you have a jack, lower the trailer tongue until the coupler fully engages the hitch ball. If the coupler does not line up with the hitch ball, adjust the position of the tow vehicle.

Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball.

Insert a pin or lock through the hole in the locking mechanism.

Coupling to the Tow Vehicle

Be sure the coupler is all the way on the hitch ball and the locking mechanism is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1 inch, after the coupler is locked to the hitch

^ Notice

Overloading can damage the tongue jack. Do not use the tongue jack to raise the tow vehicle more than 1 inch.

If the coupler cannot be secured to the hitch ball, do not tow the trailer. Call RallyTime™ Trailers, Inc. at (877) 725-5984 or your dealer for assistance.

Lower the trailer so that its entire tongue weight is held by the hitch, and continue retracting the jack to its fully retraced position.

3.1.3.4. Rig the safety chains

Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.

Rig the safety chains so that they:

Criss-cross underneath the coupler so if the trailer uncouples, the safety chains can hold the tongue up above the road

Loop around a frame member of the tow vehicle or to holes provided in the hitch system (but, do **not** attach them to an interchangeable part of the hitch assembly)

Attach “S” hooks up from underneath the hole (do not just drop into hole); and

Provide enough slack to permit tight turns, but not be close to the road surface to drag.

^ 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.

Coupling to the Tow Vehicle

3.1.3.5. Attach and test electric breakaway brake system

If the coupler or hitch fails, a properly connected and working breakaway brake system will apply electric brakes on the trailer. The safety chains will keep the tow vehicle attached and as the brakes are applied at the trailer's axles, the trailer/tow vehicle combination will come to a controlled stop.

The breakaway brake system includes a battery, a switch with a pullpin, and a lanyard. Read and follow the instructions here as well as the instructions that have been prepared by the breakaway brake manufacturer. If you do not have these instructions, call RallyTime™ Trailers, Inc. at (877) 725-5984 for a free copy.

The breakaway brake system may be fitted with a "charging" capability that draws power from the tow vehicle. If the electrical system on your tow vehicle does not provide power to the breakaway brake battery, you must periodically charge the battery to keep the breakaway brake system in working order.

Connect the pullpin lanyard to the tow vehicle so that the pullpin will be pulled out before all of the slack in the safety chains is taken up (see Breakaway Brake System figure). Do **not** connect the pullpin cable to a safety chain or to the hitch ball or hitch ball assembly. This would keep the breakaway brake system from operating when it is needed.

To test the breakaway brake battery, remove the pullpin from the switch and attempt to pull the trailer forward. You should feel the trailer resisting being towed, but the wheels will not necessarily be locked. If the brakes do not function, do not tow the trailer until brakes, or battery, are repaired.

Immediately replace the pullpin. The breakaway brake system battery discharges rapidly when the pullpin is removed.

^ WARNING

An ineffective breakaway brake system can result in a runaway trailer, leading to death or serious injury, if the coupler or ball hitch fails.

Connect the breakaway cable to the tow vehicle; and NOT to the hitch, ball or support.

Before towing the trailer, test the function of the breakaway brake system. If the breakaway brake system is not working, do not tow the trailer. Have it serviced or repaired.

Do **not** tow the trailer with the breakaway brake system ON because the brakes will overheat which can result in permanent brake failure.

Coupling to the Tow Vehicle

^ WARNING

Failure to replace the pullpin will prevent brakes from working, leading to loss of control, serious injury or death.

If you do not use your trailer for three or more months, or during winter months:

- Store the battery indoors; and
- Charge the battery every three months.

Replace the breakaway brake battery according to the intervals specified by battery manufacturer.

Checking the Trailer Before & During Each Tow

3.1.3.6. Connect the electrical cables

Connect the trailer lights to the tow vehicle's electrical system using the electrical connectors.

Check all lights for proper operation.

Clearance and Running Lights (Turn on tow vehicle headlights).

Brake Lights (Step on tow vehicle brake pedal).

Turn Signals (Operate tow vehicle directional signal lever).

Check electric brakes for proper operation using brake controller mounted in the cab.

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 M.P.H., 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

3.1.3.7. Uncoupling the Ball Hitch Trailer with Tongue Jack

Follow these steps to uncouple your ball hitch trailer from the tow vehicle:

- Block trailer tires to prevent the trailer from rolling, before jacking the trailer up.
- Disconnect the electrical connector.
- Disconnect the breakaway brake switch lanyard.
- Disconnect the safety chains from the tow vehicle.
- Unlock the coupler and open it.
- Before extending jack, make certain the ground surface below the jack pad will support the tongue load.
- Rotate the jack handle (or crank) clockwise. This will slowly extend the jack and transfer the weight of the trailer tongue to the jack.

Checking the Trailer Before & During Each Tow

4. LOADING THE TRAILER

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider:

- Overall load weight;
- Load weight distribution;
- Proper tongue weight; and
- Securing the load properly.

To determine that you have loaded the trailer within its rating, you must consider the *distribution* of weight, as well as the total weight of the trailer and its contents. The trailer axles carry most of the total weight of the trailer and its contents (Gross Vehicle Weight, or “GVW”). The remainder of the total weight is carried by the tow vehicle hitch. It is essential for safe towing that the trailer-tongue and tow vehicle hitch carry the proper amount of the loaded trailer weight, otherwise the trailer can develop an undesirable sway at towing speeds, or the rear of the towing vehicle can be overloaded. Read the “Tongue Weight” section below.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. This means that you must consider the rating of the tires, wheels and axles. For tandem and triple axle trailers, you must make sure that the front-to-rear load distribution does not result in overloading any axle.

Towing stability also depends on keeping the center of gravity as low as possible. Load heavy items on the floor and over the axles. When loading additional items, be sure to maintain even side-to-side weight distribution and proper tongue weight. The total weight of the trailer and its contents must never exceed the total weight rating of the trailer (Gross Vehicle Weight Rating, or “GVWR”).

^ WARNING

An overloaded trailer can result in loss of control of the trailer, leading to death or serious injury.

Do not load a trailer so that the weight on any tire exceeds its rating.

Do not exceed the trailer Gross Vehicle Weight Rating (GVWR) or the Gross Axle Weight Rating (GAWR).

TONGUE WEIGHT

It is critical to have a portion of the trailer load carried by the tow vehicle. That is, the trailer tongue must exert a downward force on the hitch. This is necessary for two reasons. First, the proper amount of tongue weight is necessary for the tow vehicle to be able to maintain control of the tow vehicle/trailer system. If, for example, the tongue exerts an upward pull on the hitch, instead of pushing down on it (because the trailer is overloaded behind its axle(s)), the rear wheel of the tow vehicle can lose traction or grip and cause loss of control. Also, even if there is some

Checking the Trailer Before & During Each Tow

weight on the tongue, but not enough weight on the tongue, the trailer can become unstable at high speeds. Remember, the faster you go the more likely the trailer is to sway.

If, on the other hand, there is too much tongue weight, the tow vehicle is prone to jack-knife (like the old Corvairs). Furthermore, the front wheels of the tow vehicle can be too lightly loaded and cause loss of steering control and traction, if the front wheels are driving.

In addition to tow vehicle control, tongue weight is necessary to insure that the trailer axle(s) do not exceed their Gross Axle Weight Rating (GAWR).

The table below has “rules of thumb” for proper tongue weight.

Tongue Weight as a Percentage of Loaded Trailer Weight	
Type of Hitch	Percentage
Ball Hitch (or Bumper Hitch)	10–15% for large trailers
	6-10% for smaller utility and cargo trailers
	4-6% for boat trailers

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.

^ 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.

CHECKING TONGUE WEIGHT

To check the tongue weight, the tow vehicle and trailer must be on level ground, as they will be when the trailer is being towed.

Checking the Trailer Before & During Each Tow

For lighter trailers the recommended method of checking tongue weight is to use an accessory called a “tongue weight scale.” If a tongue weight scale is not available from your dealer, call RallyTime™ Trailers, Inc. at (877) 725-5984 for assistance.

An alternate method of checking tongue weight involves the use of a bathroom scale. The loaded trailer must be on a smooth and level surface, and you must block the trailer wheels, front and rear.

^ WARNING

An unrestrained trailer can fall off its support, resulting in serious injury or death.

Before checking tongue weight, block trailer wheels, front and rear.

Raise the tongue of the trailer with the jack.
Place a bathroom scale on the ground, directly below the coupler.
Place a strong block support (such as a cement block) on the scale – note the scale reading for the weight of the block support.
Lower the tongue until the coupler rests on the block support and the jack is ½ inch above the ground.
The scale reading, minus the weight of the block support is the tongue weight.

If the tongue weight exceeds the capacity of a bathroom scale, you can use “leverage” to divide the tongue weight between the bathroom scale and another support (see “Checking Tongue Weight” figure).

- Raise the tongue of the trailer with the jack.
- Arrange a brick, 2 x 4 (or 4 x 4) board, bathroom scale and pipes as shown in “Checking Tongue Weight” figure. The brick should be about the same thickness as the bathroom scale.
- Leave a 3-foot distance between the pipes, and place the coupler about 2 feet from the pipe on the bathroom scale.
- Place a strong block support (such as a cement block) on the board. Note the weight indicated on the scale.
- Lower the tongue until the coupler rests on the block support and the jack is ½ inch above the ground.
- Subtract the scale reading with the block and board alone from the scale reading with the trailer on the block. Multiply the result by 3 to get the actual tongue weight.

Example:

Scale reading with block and board alone = 10 lbs.

Scale reading with trailer coupler resting on board = 50 lbs.

Actual tongue weight: $(50-10) \times 3 = 120$ lbs.

For heavier trailers it is easier to go to a truck stop where there is a “certified” scale. Pull only the tow vehicle onto the scale and get the weight. This weight must be less than your tow vehicle’s GVWR. Pull the trailer onto the scale and decouple it from the tow vehicle, leaving just the trailer on the scale. Get a “ticket”, which lists the total trailer weight. Re-connect the trailer to your tow vehicle and the drive the tow vehicle wheels off the scale, just leaving the trailer axles on the

Checking the Trailer Before & During Each Tow

scale. Get a second “ticket”, which lists the trailer’s axle weight. Simple subtract the axle weight from the total weight to determine the hitch weight.

While you are at the scale, you should weigh the entire combination vehicle. This result should be less than the Gross Combined Weight Rating (GCWR) for your towing vehicle. Some scales allow you to get individual axle weights also. If this is possible, get the tow vehicles front and rear axle weights to make sure they are in the same proportion as the tow vehicle alone, and that the rear axle is not overloaded. This is the best way to check that a weight distribution (or load leveling) hitch is adjusted properly, i.e., you have the proper number of chain links attached to the snap-up brackets.

SECURING THE 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.

4.1.1. DISTRIBUTING THE CARGO (OPEN TRAILER)

Couple the trailer to the tow vehicle before loading. This is essential for the bumper pull trailer because the tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed. To measure the tongue weight, you will have to uncouple the trailer after it is loaded.

Do not transport people, containers of hazardous substances, cans or containers of flammable substances, such as gasoline, kerosene, paint, etc. However, fuel in the tank of an off-road vehicle, or a car or motorcycle, etc. may be carried on your open trailer.

^ 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

Checking the Trailer Before & During Each Tow

4.1.1.1. Preparing the Trailer for Loading

Before loading cargo onto the trailer:

- Inspect the deck of the trailer for corrosion or damage; and
- Inspect the hold down openings and/or “D”-rings. Hold down openings must be sturdy with no visible cracks or kinks. D-rings must be tight to the deck and must not be bent.

If the deck or any required hold-down is damaged, do not load the cargo. Bring the trailer to your dealer or a competent repair service before using it to carry cargo.

^ WARNING

Damaged or loose “D”-rings can break, allowing cargo to become loose inside the trailer. Loose cargo can shift the center of gravity, and result in loss of control of the trailer.

Inspect “D”-rings, and test them for looseness before loading cargo.

Do not use a damaged or loose “D”-ring to secure cargo.

4.1.2. **LOADING CARGO (ENCLOSED TRAILER)**

Couple the trailer to the tow vehicle before loading. The tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed. To measure the tongue weight, you will have to uncouple the trailer after it is loaded.

Do not transport people, containers of hazardous substances, cans or containers of flammable substances. However, fuel in the tank of an off-road vehicle, or a car or motorcycle, etc., may be carried inside of your enclosed cargo trailer.

^ 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.

Checking the Trailer Before & During Each Tow

^ 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

4.1.2.1. Preparing the Trailer for Loading

Before loading cargo into your enclosed trailer, inspect the interior of the trailer.

Enclosed trailers may be fitted with “D”-ring hold-downs, and/or a track system that can be used to secure the cargo. Inspect the “D”-rings and track system for looseness or signs of bending before loading the cargo onto the trailer.

^ WARNING

Damaged or loose “D”-rings can break, allowing cargo to become loose inside the trailer. Loose cargo can shift the center of gravity, and result in loss of control of the trailer.

Inspect “D”-rings, and test them for looseness before loading cargo.

Do not use a damaged or loose “D”-ring to secure cargo.

4.1.2.2. Loading the Enclosed Trailer

Enclosed trailers may be fitted with a drop ramp door. The weight of the drop ramp door is partially held by a spring and cable counterbalance assembly. If the spring and cable counterbalance assembly is out of adjustment or worn out, it will not provide the expected assistance for slow and careful lowering and raising of ramp.

Checking the Trailer Before & During Each Tow

^ WARNING

A spring and cable counterbalance can inflict serious injury if it breaks, or if incorrectly adjusted.

Inspect the cable and cable ends each time the door is operated.

Do not attempt to service the counterbalance. Take the trailer to your dealer for service.

Carefully lower the drop ramp to the ground.

Load the cargo up the drop ramp and into the trailer, with approximately 60% of the cargo in the front half of the trailer. If the trailer has living quarters, the cargo area of your trailer will have ventilation openings near the floor. Do not block these ventilation openings. These openings are provided to exhaust potentially deadly fumes.

^ WARNING

Accumulation of hazardous fumes can cause death or serious injury.

Do not block access to ventilation ports.

Secure the cargo to the trailer using appropriate straps, chains and tensioning devices.

Close the drop ramp door and secure the trailer door catch using a linchpin or other locking device, so that the catch and door cannot open while the trailer is being towed.

^ 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.

5. CHECKING THE TRAILER BEFORE AND DURING EACH TOW

PRE-TOW CHECKLIST

Before towing, double-check all of these items: See section 0, "Inspection, Service & Maintenance Summary Charts," for more information.

- Tires, wheels and lug nuts (see the "Major Hazards" section starting on page 3 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 (see the "Coupling and Uncoupling the Trailer" section starting on page 29 of this manual)
- Safety chains properly rigged to tow vehicle, not to hitch or ball (see the "Coupling to the Tow Vehicle" chapter starting at Page 26 of this manual)
- Test of lights: Tail, Stop, and Turn Lights
- Test trailer brakes.
- Safety breakaway switch cable fastened to tow vehicle, not to safety chains (see the "Coupling to the Tow Vehicle" chapter starting at Page 26 of this manual)
- Cargo properly loaded, balanced and tied down (see the "Loading the Trailer" chapter starting at page 37 of this manual)
- Tongue weight and weight distribution set-up.
- Doors and gates latched and secured
- Fire extinguisher
- Flares and reflectors

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

6. BREAKING-IN A NEW TRAILER

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 7.1.10.2 page 55 on Proper Torque Technique.

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. If you do not have the axle and brake manual, call RallyTime™ Trailers, Inc. at (877) 725-5984 for a free copy.

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 7.1.4.2, “Manually Adjusting Brake Shoes,” for instructions.

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.

Breaking-In a New Trailer

^ 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. If you do not have these instructions, call RallyTime™ Trailers, Inc. at (877) 725-5984 for a free copy.

TIRE PRESSURE

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

7. INSPECTION, SERVICE & MAINTENANCE

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.

Inspection and Service before Each Use		
Item	Inspection / Service	Manual Section Reference
Breakaway Brakes > Electric > Hydraulic	Check operation Check fluid level	Sections 3.1.3.5, Error! Reference source not found. & Error! Reference source not found. Section 7.1.4.4
Breakaway Battery	Fully charged, connections clean	Sections 3.1.3.5, Error! Reference source not found. & Error! Reference source not found. Section 7.1.4.3.A.(I)
Brakes, all types	Check operation	Section 0
Shoes and Drums	Adjust	Section 0 7.1.4.2
Brakes, Hydraulic – Vacuum Actuated	Check gauge for proper vacuum of 18 in. Hg. (inches of mercury)	Section 7.1.4.4.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 & 7.1.5.1
Safety Chain(s) & Hooks	Check for wear and damage	Sections 3.1.3.4 & Error! Reference source not found.
Tires	Check tire pressure when cold. Inflate as needed.	Sections 0 & 7.1.8
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 0 Sections 0 & 7.1.10.2

Inspection, Service & Maintenance

Inspection and Service each 3 Months or 3,000 Miles		
Item	Inspection / Service	Manual Section Reference
Structure > Rubber mats and floor > Hinges, Doors and dividers	Remove mats. Wash both sides. Wash floor Inspect. Repair or replace damaged, worn or broken parts	Section 7.1.2 Sections Error! Reference source not found., Error! Reference source not found. & 7.1.2

Inspection and Service each 6 Months or 6,000 Miles		
Item	Inspection / Service	Manual Section Reference
Tires	Rotate @ 5,000 miles	Section 7.1.8
Brakes, electric > Magnets > Controller (in tow vehicle)	Check wear and current draw Check power output (amperage) and modulation	Section 7.1.4.3.C Section 7.1.4.3.B See Controller Mfr's Manual
Structure > Roof Vents > Windows	Clean dirt buildup, lubricate hinges and slides	Section 7.1.2
Tires	Inspect tread and sidewalls thoroughly. Replace tire when treads are worn, when sidewall has a bulge, or sidewall is worn	Section 7.1.8 Section 7.1.8

Inspection and Service Each Year or 12,000 Miles		
Item	Inspection / Service	Manual Section Reference
Brakes, all types > Shoes and drums	Check for scoring and wear. Replace per manufacturer's specifications	Section 7.1.4.1 See Brake Mfr's Manual
Jack, Drop-leg	Grease gears at top	See Jack Mfr's Manual
Structure > Frame members > Welds > Slide-out	Inspect all frame members, bolts & rivets. Repair or replace damaged, worn or broken parts. Inspect all welds. Repair as needed Clean dirt build-up. Lubricate slides, shafts and gears	Section 7.1.1 Section 7.1.2.2 Section Error! Reference source not found.
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 7.1.10 Section 7.1.10.1 See Axle Mfr's Manual Section 7.1.9
Structure > Axle Attachment Bolts	Check BY DEALER	Section 7.1.1

Inspection, Service & Maintenance

INSPECTION AND SERVICE INSTRUCTIONS

7.1.1. 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.

Use rear stabilizing and front rolling jacks to stabilize trailer. Make sure all jacks are in the up position prior to towing.

^ WARNING

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

7.1.2. TRAILER STRUCTURE

Your RallyTime™ Trailer floor is made of honeycomb polypropylene sandwiched between two layers of fiberglass. Keep floor clean by washing with hose or low pressure washer.

7.1.2.1. 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;
- Rivets, which are used to attach the sides and body to each other, and to the frame of the trailer; and
- Do not remove the tiedowns in your RallyTime™ Trailer; they are used to fasten the trailer body to the frame
- For additional tiedowns; use only RallyTime™ tiedown kits with backing plate.

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^ WARNING

Broken or damaged fasteners or welds can cause injury or damage to trailer and contents.

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

7.1.2.2. 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.

7.1.3. **DROP RAMP TORSION SPRINGS**

If your trailer has a drop-ramp door, the weight of the door may be partially held by springs and cables. 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. A person who is trained in torsion spring safety must service the torsion spring.

7.1.4. **TRAILER BRAKES**

7.1.4.1. 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. If you do not have this manual, call RallyTime™ Trailers, Inc.

at (877) 725-5984
for a free copy.

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7.1.4.2. Manually Adjusting Brake Shoes

Some 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. If you do not have this manual, call RallyTime™ Trailers, Inc. at (877) 725-5984 for a free copy.

- 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.

7.1.4.3. 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.

7.1.4.3.A. BREAKAWAY BRAKE

7.1.4.3.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.

7.1.4.3.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.

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7.1.4.3.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. If you do not have these instructions, call RallyTime™ Trailers, Inc.

at (877) 725-5984
for a free copy.

7.1.4.3.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.

7.1.4.4. 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. A dealer must inspect the hydraulic braking system, 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.

7.1.4.4.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.

7.1.4.4.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.

7.1.4.4.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.

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7.1.5. TRAILER CONNECTION TO TOW VEHICLE

7.1.5.1. 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 the coupler to the ball for proper operation.

See the coupler manufacturer's manual for other inspection and maintenance activities. If you do not have this manual, call RallyTime™ Trailers, Inc. at (877) 725-5984 for a free copy.

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.

7.1.6. LANDING LEG OR JACK

Grease the gears in the top of hand-cranked jacks once a year, by hand waxing grease into the screw mechanism.

7.1.7. 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.

7.1.8. 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 Certification 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

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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.

7.1.9. 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.

7.1.10. 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.

7.1.10.1. 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 operation of your trailer.

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

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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).

7.1.10.2. 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.

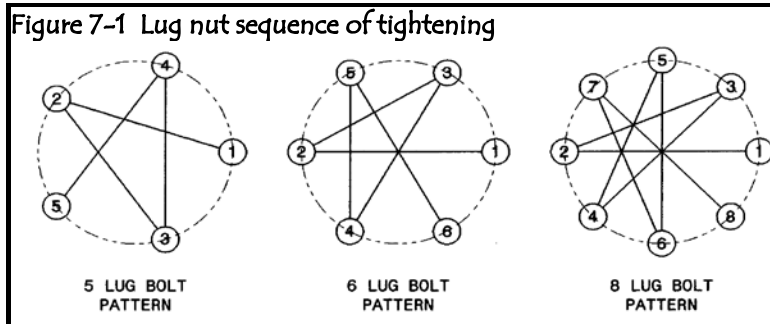
^ WARNING

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.

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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.



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.

Lug Nut Torque – Steel Wheels		
Axle Rating Pounds	Stud Size	Dry Torque Foot-pounds
3,500 to 7,000	½ inch	110-120 ft/lbs

Lug Nut Torque – Aluminum Wheels		
Rim Size	Stud Size	Dry Torque Foot-pounds
14 inch (5 hole)	½ inch	110-120 ft/lbs

Manufacturer determines dry Torque Foot-pounds.

8. FIBERGLASS CARE AND MAINTENANCE

8.1.1. INTRODUCTION

Your RallyTime™ enclosed trailer made from fiberglass...for good reason. Fiberglass trailers are easier to make in limited production than wooden or metal vehicles. They also weigh less, last very long and are quite durable. So just how do you take care of them, maintain their looks and make the finish last? This page will describe how to maintain fiberglass and why these vehicles can become dull and faded. Also examined here are the processes used to correct common problems caused by oxidation.

8.1.2. WHAT IS FIBERGLASS?

Fiberglass is just what the name sounds like...very tiny fibers of glass. Glass is one of the world's oldest and most available materials. Fiberglass was first created by accident in 1932 by a young Owens-Illinois researcher named Dale Kleist. He was working to attempt to weld together architectural glass blocks to form a vacuum-tight seal. A jet of compressed air accidentally struck a stream of molten glass he was working with resulting in fine glass fibers. Mr. Kleist then refined the process to utilize steam instead of air. Steam is cheaper, he reasoned, and would produce a finer fiber. Kleist was correct. The result was a glass fiber material thin enough to be used as a commercial insulation.

From 1933 to 1935 Owens-Illinois expanded its research and manufacturing. In 1935, realizing the marketing potential, Corning Glass approached Owens-Illinois with a proposal to join forces. Corning had briefly experimented with glass fiber manufacturing in the 20's. Recognizing the benefits of Corning's knowledge of glass formulations, Owens-Illinois agreed to the proposal. The two companies embarked on a path toward merger.

In 1936 "Fiberglas®" spelled with one "S" was trademarked and in 1938 the original 1935 petition for a patent for "glass fiber manufacturing" was granted to Dale Kleist and Jack Thomas, his boss.

In the late 30's to early 40's the companies began research on spinning the fibers into a cloth like material. Then in 1941, experiments progressed with heat cleaning and treating Fiberglas® cloth. The heat treatment gave the cloth more flexibility, and proved to be a key element in making Fiberglas® fibers suitable for use as reinforcements in plastic laminates.

In 1942 Owens Corning partnered with the United States Army Air Force to develop low-pressure, plastic laminates for use in structural aircraft parts; these laminates were made from Fiberglas® cloth impregnated with resin.

By 1944 Owens Corning had developed the first Fiberglas®-reinforced plastic boat hull. In 1946 they made Fiberglas® reinforced plastic fishing rods, serving trays and pleasure boats. In 1953 the company partnered with General Motors on the first production automobile with a body made entirely of Fiberglas®-reinforced plastic, the Chevrolet Corvette.

Fast forward to today. Many of the things we all take for granted are made with "fiberglass" spelled with "ss," the generic term. Fiberglass is a common term for fiber-reinforced plastic, or FRP, which is a plastic material, strengthened using glass fiber cloth. Some enclosed trailers, RVs and boats these days are made with fiberglass, along with pickup truck caps, some cars, roofing and even bathtubs! To give the fiberglass a smooth and shiny surface, a clear or colored gel resin material is applied to the outer surface in the first phase of lay-up production. For the most part, when you're looking at a fiberglass vehicle or surface, you're really seeing the hardened gel resin surface on top of the fiberglass itself. Most people refer to this as gelcoat, so we use the terms, fiberglass and gelcoat interchangeably.

Gelcoat is very durable, but it can become dull or faded as it weathers. Sunlight, heat and moist air combine to oxidize the gelcoat surface, fading it and making the surface cloudy. So how do you keep your fiberglass looking good? Simple: you coat the surface with either wax or a polish with regularity. Your RallyTime™ Trailer has 26-30 mil of a marine grade quality gelcoat.

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8.1.3. FIBERGLASS MAINTENANCE

Fiberglass should be maintained on a regular basis. So just how regular is regular? In order to answer that question we have to ask what kind of exposure to the elements the vehicle receives. If the vehicle is kept dry and inside a garage away from the elements, then exposure is minimal and the fiberglass can be maintained about every 6 months or so with great results. However, if the vehicle is kept out in the elements under constant exposure, then regular maintenance should be done every 3 months without fail. Without regular care and maintenance, fiberglass will begin to show signs of oxidizing in a year or two.

Choose a wax suitable for fiberglass, like **Protect All**, Polish, Wax and Treatment with UV Protectant. Regardless of the product you select, be sure to follow the application instructions to ensure that you get the best results and all the benefits that the product has to offer. Be sure to apply the products using the regular intervals suggested above.

For larger vehicles you may decide to develop an application schedule. This will help reduce the amount of effort spent caring for the vehicle at any one time. Mentally divide the vehicle into three workable areas. In the case of an enclosed trailer, this would be: 1) the right side, 2) the left side, 3) the front and back ends, and 4) the roof. Make sure the roof is well waxed as it receives the bulk of exposure.

8.1.4. FADED AND DULL FIBERGLASS

For fiberglass trailers that have been oxidized and have some fading or dullness, waxes and polishes may seem to restore the shine, but often don't maintain it for more than a month or so. This is because the gelcoat surface has microscopic pits and crevices in it from oxidation. Waxes cover the surface and provide a barrier between the elements and the gelcoat surface. Waxes work well for fiberglass trailers in good condition, but not so well for older trailers, which have weathered a bit. After awhile, the wax wears off and the elements oxidize the surface of the gelcoat. This is similar to how rust occurs on steel or iron, or fading on older car paints. The result is a faded or dull appearance. You can remove the oxidation and then reapply wax.

8.1.5. FIBERGLASS POLISH

Polish products are similar to waxes but they may also contain a small amount of abrasive that rubs off some of the oxidation and can restore some shine to the surface. These products work best for fiberglass trailers that have slight to moderate oxidation. Polishing compounds are a similar product which have more abrasives and can remove heavier oxidation but do not provide any protection afterwards, so you need to apply some protective coating after cleaning (preferably a wax so the process doesn't begin again).

8.1.6. CLEANING FADED OR OXIDIZED FIBERGLASS

There really isn't any secret to cleaning moderately faded or dull fiberglass, you just need some elbow grease and something to remove the oxidation such as a polishing compound or other accepted liquid abrasive. The application varies for different products, but in general you need to rub the surface with the oxidation remover or polishing compound to remove the oxidized layer. You then let the product dry to a haze and buff it off to reveal the clean shiny surface. This may require two or three different steps depending on the product or products that are selected to do the task. The surface should then be protected with a regular application of wax or polish. For moderate oxidation, we suggest **Protect All Fiberglass Oxidation Remover and Color Restorer**. Uniquely, it is a one step product that removes the oxidation with a mild abrasive and leaves a protective finish on the surface all in one process.

For more information on fiberglass care; go to www.protectall.com.

9. MANUFACTURER'S WARRANTY

MANUFACTURER'S WARRANTY ON RALLYTIME™ FIBERGLASS TRAILERS

RallyTime™ Trailers Inc. warrants that its product will be free from defective materials and/or workmanship to the original purchaser for a period of Two (2) years from the date of purchase, however no longer than 30 months after date of shipment from factory. This warranty is based on the following conditions:

A copy of the warranty, signed and acknowledged by the dealer and the purchaser, must be returned by the authorized selling dealer to RallyTime™ Trailers, Inc. at the address provided on the warranty registration card.

ITEMS EXCLUDED FROM WARRANTY

Warrantor is not responsible for claims relating to the following: (1) defacing: scratches, dents, chips, tears and defacing on any surface not caused by Warrantor; (2) routine maintenance; (3) damage from unauthorized repairs, abuse, misuse or neglect; (4) damage caused by improper hitch ball or tow vehicle hook up; (5) component parts covered by separate Supplier Warranty such as warranties of the manufacturer of tires, axles, jacks, couplers, windows, light fixtures, etc. These warranty claims must be presented to their respective component manufacturer for warranty service. RallyTime™ Trailers, Inc. reserves the right for final determination whether or not the product has been abused or misused by the Purchaser.

Stress or spider web cracking of fiberglass is a natural occurrence and therefore is not covered under this warranty.

NOTICE: Please send in your warranty forms for the various components in your trailer. This effort will minimize the frustration of obtaining satisfactory warranty assistance from the manufacturer of the component. Purchaser must postmark this copy, signed by the dealer and purchaser, no later than ten (10) days following the purchase of the trailer. If warranty is not postmarked by the tenth day, all warranties will be null and void. This two (2) year warranty covers the main frame, and the fiberglass body only.

All parts manufactured by others that attach to the main trailer, such as the doors, latches, axles, jacks, or any other materials, parts, or options supplied by another vendor to RallyTime™ Trailers, Inc. will be warranted for a period of one year or the manufacturers warranty whichever is greater. Normal wear items such as tires, wheel bearings or brakes, (where applicable) will not be replaced due to wear. Damage due to accident of abuse is not a material or workmanship defect. Climate, environment, and customer's style of use that is detrimental to the vehicle operation is not considered a defect in material or workmanship. Proper maintenance of the trailer is the responsibility of the owner; therefore damage caused by failure to check and torque lug nuts properly is not covered by warranty. RallyTime™ Trailers, Inc. is not responsible for damage caused by accident or negligence or by the abuse, misapplication, or misuse of a trailer or any of its component parts.

Loading in excess of gross vehicle load ratings stated on the certificate plate will invalidate any and all warranties. Products covered by this warranty are designed to be pulled with a truck (or other vehicle) with a hitch rated for the weight and GVW rating of the trailer. Pulling said product with an unsuitable vehicle or a hitch not rated for the GVW of the trailer, voids any warranty whatsoever.

Paint and finish warranty does not cover wear, deterioration, and/or damage from road elements, improper wash solvents, salt, sand, sun, and/or weather conditions. Any damage caused by or attributed to any act of God whatsoever is not covered by the manufacturer's warranty.

Any modification, alteration or repair to any product manufactured by RallyTime™ Trailers, Inc. without RallyTime™ Trailers, Inc.'s prior knowledge and written consent will void manufacturer's warranty. RallyTime™ Trailers, Inc.'s obligation under this warranty is limited to repairing or replacing, at RallyTime™ Trailers, Inc.'s option, any part or parts thereof that are determined by RallyTime™ Trailers, Inc. to be defective in material or workmanship.

Inspection, Service & Maintenance

Any RallyTime™ Trailers, Inc. product found to have defective material and/or workmanship must be serviced or repaired by an authorized factory representative or by another service facility which has been approved in writing by RallyTime™ Trailers, Inc. Warranty Department, prior to expenses being incurred relating to such possible warranty claims. RallyTime™ Trailers, Inc. may at its sole discretion, may request the customer to deliver its product to one of its service facilities or factory locations for warranty work to be done. Any freight transportation charge to or from factory or service center is the sole responsibility of purchaser and shall not be part of manufacturer's warranty whatsoever.

RallyTime™ Trailers, Inc. will not be responsible for consequential, incidental, special or indirect damages of any kind which may be incurred as a result of any defect in material or workmanship, including, but not limited to loss of time, inconvenience, loss of income of said product, damage to trailers contents due to defect, or in any way manufacturer will not be responsible for any other fees incurred by purchaser relating to any warranted claims against manufacturer. RallyTime™ Trailers, Inc. is only responsible for the cost of the defect that has occurred.

RallyTime™ Trailers, Inc. reserves the right to modify or improve its products covered by this warranty. When required, photos of defective part or parts or the actual part or parts may have to accompany the warranty approval before payment can or will be made. Any part or parts returned for warranty must be prepaid freight to RallyTime™ Trailers, Inc. at the address so specified by RallyTime™ Trailers, Inc. RallyTime™ Trailers, Inc. makes no other express or implied warranties of fitness or merchantability or any other warranties either express or implied: and any implied warranty of merchantability or fitness for a particular purpose which exceeds the foregoing warranty is hereby disclaimed by RallyTime™ Trailers, Inc. There are no warranties that extend beyond the description on the face hereof. The purchaser's exclusive remedy for breach of warranty as a result of defects in material and workmanship shall be as set forth herein. Any action for breach of warranty must be commenced within such period.

DISCLAIMER OF CONSEQUENTIAL AND INCIDENTAL DAMAGES

THE ORIGINAL PURCHASER OF WARRANTOR'S PRODUCT AND ANY PERSON TO WHOM THE PRODUCT IS TRANSFERRED, AND TO ANY PERSON WHO IS AN INTENDED USER OR BENEFICIARY OF THE PRODUCT SHALL NOT BE ENTITLED TO RECOVER FROM WARRANTOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES RESULTING FROM ANY DEFECT IN THE PRODUCT. DAMAGES INCLUDE LOSS OF USER OF TRAILER, LOSS OF REVENUES OR ANY OTHER COMMERCIAL LOSSES, SUBSEQUENT USE OF RENTAL EQUIPMENT, LOSS OF TIME AND INCONVENIENCE