



***USER'S  
HAND  
BOOK  
for  
Unbraked  
Trailers***



**UNBRAKED TRAILERS – THE LAW**

To use an unbraked trailer rated at 750kg the towing vehicle must weigh at least 1500kg and at 500kg the towing vehicle must weigh at least 1000kg.

This is because the maximum gross weight of an unbraked Trailer must not exceed 50% of the kerbside weight of the towing vehicle – check the vehicle handbook for the maximum unbraked trailer weight permissible.

## GENERAL INFORMATION

### Please read this handbook before operating your trailer for the first time.

In order to maintain the function and safety of your trailer, only original parts of the manufacturers design must be used, and servicing undertaken by qualified personnel

#### TOWING LEVEL

Ideally the trailer should be towed level and not with the draw bar leaning up or down excessively. Some countries allow  $\pm 4^\circ$  from the level (approximately  $\pm 100\text{mm}$ ) but in others it remains at the discretion of the user for safe operating conditions.

#### LOADING

For safety, warranty and legal reasons, do not exceed the maximum allowable fully laden mass.

Never exceed the maximum nose weight shown on the coupling. A positive nose load will give better towing behaviour. Always load the trailer with this in mind. Ensure all loads are restrained and not likely to cause a hazard.

#### GALVANISED TRAILERS

The galvanized finish changes from bright silver when new to dull grey. This is perfectly normal, as the galvanized surfaces form a layer of oxide, protecting the reactive zinc and the underlying steel structure from further corrosion.

#### CONNECTION TO TOWING VEHICLE

Firstly check the compatibility of your 50mm Ball Coupling or Towing Eye with the Towing Jaw/Ball connection on your vehicle. Always check that the Coupling is correctly fitted on to the Jaw/Ball.



Coupling head is open.

**WARNING!** Do not drive in this condition.

Coupling head is engaged and no wear is indicated.

Incorrect engagement or worn towball or ball cup.

**WARNING!** Do not drive in this condition.



Always fit the breakaway cable to a substantial integral point on the towing vehicle. Ensure that the effective length is as short a possible, but still allows articulation (e.g. for cornering).

#### TYRES & WHEELS

The standard range of tyres fitted to our UNBRAKED TRAILERS are:

TYRE SIZE	LOAD INDEX	SPEED SYMBOL	PRESSURE BAR (PSI)	CAPACITY @ 60MPH kg/ Axle
<b>145 R 10</b>	74	N	2.4 (35)	750
<b>145/70 R 13</b>	74	T	2.4 (35)	825
<b>20.5 x 8.00 - 10</b>	76	M	2.4 (35)	800

It is important to ensure that replacement tyres are of the same size, construction, load index and speed symbol as shown on the sidewalls of the original tyres.

## TOWING SPEEDS

The maximum UK speed limit for trailers is 60mph on motorways and unrestricted dual carriageways. On other unrestricted roads the limit is 50mph.

## ROUTINE CHECKS

### VISUAL INSPECTION

Regular visual inspections will usually identify accidental damage if conducted systematically.

### TYRE DAMAGE

It is dangerous to neglect tyre damage, and should a blister, rupture or cut be detected, exposing the casing, or the tyre suffers a violent impact (e.g. against a kerb) such that there is a risk of internal damage, it is advisable to have the tyre examined by a specialist as soon as possible.

### WHEEL DAMAGE

Wheels damaged or distorted, or having wheel nut/bolt seatings cracked or deformed must not be repaired or used in service.

**WARNING: If the wheel is damaged, it is possible that the hub, stub axle or complete axle may also have been damaged, so investigate further.**

### TOWING EYE, BALL HITCH & DRAWBAR ATTACHMENT

Gripping the towing eye or ball in both hands, pull back and forth, up and down, feeling for excessive moment. Replace any parts that are bent or deformed in anyway. Check the attachment of the Coupling Body to the Drawbar.

### LIGHTS

Attach the electrical plug and check that all the lights are functioning correctly and the lenses are in good condition

### WHEEL HUB ASSEMBLIES

#### TO INSPECT:

Clean hub to remove any road debris.

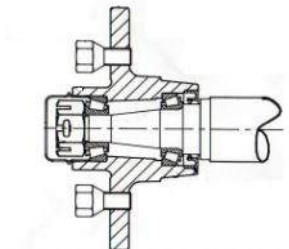
Rotate the hub slowly – there should be no roughness or restriction

Rotate the hub rapidly – there should be no rumble, rattle or high-pitched noises.

Rock the wheel while holding at the top and the bottom to detect essential bearing endplay.

The maximum movement should be 2mm measured at the Wheel Rim.

If any clearance / free movement appears to emanate from the suspension, check the axle housing for damage.



## WHEEL HUB ASSEMBLIES WITH TAPER ROLLER BEARINGS

In order to re-set, remove the grease cap, split pin and set the Slotted nut.

It is generally accepted that a finger tight slotted nut will result in a correct setting and running clearance for normal bearing life. Always replace the split pin with a new one when setting is complete and re-fit the grease cap.

**WARNING:** It is our experience that the majority of bearing failures are the result of over-tightening of the Slotted nut or failure to replace contaminated grease (e.g.: Water ingress – especially salt water).

The wheel bearings are greased on assembly at the factory and should be re-greased at a minimum every 24000 miles or 2 years with axle grease 'Elf Multi 2' or equivalent.

Use the service interval to inspect the bearings for wear/damage. Replace the seal if necessary, lubricating the lip and bore, not the outside diameter.

**WARNING:** It is as important not to over pack the hub with grease, as it is to not allow bearings to run dry.

### WHEEL NUT / STUD TORQUE SETTINGS

WHEEL STUD	Nm		Lbf.ft	
	MIN.	MAX.	MIN.	MAX.
WHEEL STUD M12 x 1.5	65	90	50	65

### SERVICE SCHEDULE

#### BEFORE EACH JOURNEY

Check the trailer visually for damage  
Check connection to towing vehicle  
Check tyre pressures

#### AFTER THE FIRST 500 MILES OR 1 MONTH (In addition to the above)

Re-torque wheel nuts/bolts  
Check wheel hub for side play

#### AFTER EVERY 12000 MILES OR 12 MONTHS (In addition to the above)

Lubricate the 50mm ball head (if fitted)  
Check/lubricate the jockey wheel and/or prop stand

#### AFTER EVERY 24000 MILES OR 24 MONTHS (In addition to the above)

Check/clean/re-grease wheel hub bearings



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