

INSTRUCTIONS FOR USE OF  
"R.M." BOAT TRAILERS  
(Fitted with over centre handbrake  
and sealed for life bearings)

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## IMPORTANT

These instructions are primarily designed to cover trailers fitted with couplings which have an over centre handbrake and axles with sealed for life bearings.

If your trailer has another style of coupling or axle/bearings then please refer to the notes at the end of the booklet.

## TIPS ON TOWING

1. Ensure the trailer/car weights are correctly matched.
2. Check lights and brakes work, and that all items on the trailer are secure before moving off.
3. Ensure correct noseweights as per instructions (page 9).
4. Observe speed limits, 50 mph on single carriageways and 60 mph on dual carriageways.
5. The most common problems with towing is the trailer snaking. This is caused by insufficient noseweight, or running with a 4 wheel trailer nosedown, causing the trailer to pivot around the front axle, or travelling too fast. If snaking occurs stay calm and hold the steering wheel firmly and gently slow down. Do not apply brakes or accelerate as this will make matters worse.
6. When taking sharp corners make sure you take the corner wider than you would if you were only driving a car, to avoid clipping the kerb. On long trailers also look out for the back end swinging and hitting cars in the adjacent lane.

## **IMPORTANT NOTES**

1. Maintain brake adjustment at regular intervals in the trailers life (see initial maintenance, thereafter every 2500 miles or 4000kms).  
Lubricate hitch and check cables/brake control rods for free movement.
2. Exercise caution during brake “Running In” period. When parking on hills remember to fully tension handbrake and in reverse, compress handbrake spring fully plus extra check when vehicle has moved back. Block wheels for safety.
3. Check tyres for wear and damage. Also correct pressure.
4. Take care not to inhale brake dust when changing brake shoes.
5. Never overload trailers, also maintain “nose weight” at hitch manufacturer’s recommendations.
6. Always ensure that breakaway cables is attached to the trailer before driving off – connect it to a suitable attachment on the towing vehicle (not the ball stem or towing pin).

## **INITIAL MAINTENANCE**

After first 25 miles or so, check/tighten wheelnuts.

After 500 miles check/tighten wheelnuts again and check/adjust brakes.

See instructions on page 16 for details of brake adjustment.

Couplings with over centre handbrake, i.e. Bradley Pozibrake and most Avonride couplings) – Please read the warning on page 14.

## **SETTING UP THE TRAILER FOR YOUR BOAT**

With a few exceptions most trailers are designed to take the deadweight of the boat on its keel, and the side supports are merely preventing the boat tilting sideways.

It will be easier, if possible, to load the boat for the first time by crane. This will ensure that adjustments to the position can be made easily.

Start by lowering the side support, and moving the bow snubber to its fully forward position. Lower the boat onto the trailer, and once the weight is taken raise the side supports to prevent tilting.

Very carefully release the final tension on the crane, and check the balance of the trailer (refer to distribution of load section on page 9). Move the boat forward to increase noseweight, or backwards to decrease it.

Most powerboat trailers have adjustable position axles, as different engine installations give varying centres of gravity. The axle subframes can be moved forward or backwards by jacking the trailer and supporting the frame on blocks so that the wheels are just clear of the ground. Then undo the "U" bolts securing the axle subframes, move the axles to the chosen position, and retighten. Do not forget to adjust the length of the main brake rod/cable (see instructions for adjusting brakes).

Once the correct position of boat is found then tighten the side supports, and move the bow snubber or keel stops close to the boat, to ensure that the same position is found next time. Make sure all "U" bolts and locking screws are tight.

## **GENERAL OPERATIONS**

### **The Brakes**

Your trailer is fitted with auto-reverse brakes, which means that in order to go backwards there is no need to engage a reversing catch, and the brakes automatically disengage as the wheels start to rotate backwards. One “shoe” in each brake is fitted with a device that allows the shoe to slide down on cams or rollers when the brake drum is rotated in reverse, thus reducing the overall brake diameter and resistance to movement. Once forward motion is resumed they become operative again.

Parking the trailer on level ground and facing down hill presents no problem, since the handbrake lever holds the brakes in the “on” position. When facing up-hill, however, under normal circumstances the trailer would tend to roll backwards and disengage the brakes in the auto-reverse mode. To overcome this, an “energy store” has been designed into the system to maintain sufficient pressure on the brakes in the reverse mode, to prevent the trailer from moving backwards. The handbrake must be applied sufficiently to ensure that the energy spring is compressed fully.

When operating the parking brake it is essential to pull it fully on, compressing the springs in the energy store. If the trailer tries to roll backwards the brakes will go into auto-reverse mode, and the springs in the energy store will re-apply them. Note that if parking on a reverse gradient when uncoupled from the towing vehicle (i.e. a slipway) it is good practice to chock the wheels.

When operating the parking brake when the trailer has just been reversed the lever will move backwards under the influence of the energy store spring with some considerable force. Care must be taken when operating the lever under these conditions. The same will apply if the brakes are allowed to get out of adjustment. Thus, the amount of movement on the handbrake lever is an indication of the state of adjustment of the brakes.

If your trailer does not have brakes its gross weight must not exceed half the kerbside weight of the tow vehicle.

### **Reversing**

Your trailer is fitted with auto-reverse brakes, and when you wish to reverse you merely go backwards without setting a reverse stop. As soon as forward motion is resumed they will change back to normal operating conditions. It is important to ensure the brakes are kept well adjusted, but not too tight, as the auto-reverse mode may not operate. When operating the parking brake when the trailer has just been reversed the lever will move backwards under the influence of the energy store spring with some considerable force. Care must be taken when operating the lever under these conditions.

### **The Guide Posts**

These are essential if you are planning to float the boat onto the trailer or trolley. We recommend you make a paint mark on the post to coincide with the waterline on the boat, as this will indicate how deep into the water the trailer/trolley must go. Do not tow trailer with guide posts installed in their sockets.

## **The Lights**

All trailers must exhibit lights and number plate as per construction and use regulations. Check your lights before moving off. Remove complete lighting system if immersing the trailer in water. If your lighting set is mounted on an extending bracket on the trailer tie it up to the stern cleats of the boat to prevent it flexing up and down.

## **The Hitch/Coupling**

The towing vehicle must be fitted with the correct towing attachment. With eye couplings always ensure the eye does not jam in the jaw on turning. This can happen with certain non-British Standard jaws. Always ensure the hitch is securely locked on, and the safety pin is fitted if eye and jaw combination. All modern over-run couplings are fitted with breakaway wires which must be connected to the towing vehicles. If the breakaway wire is not used then a safety chain must be employed.

Always keep the hitch well greased and ensure the rubber gaiter does not get damaged.

## **The Jockey Wheel**

The jockey wheel must be raised clear of the ground before moving off. Ensure that the jockey is wound up very tight and that the clamp screw/handle is also very tight. It is a good idea to get the point of the outer jockey tube between the forks.

## **The Winch**

Make sure the winch strap/cable does not become damaged, and replace it if it does. Do not allow the winch to freewheel out with the handle whirling around, and do not engage the ratchet under those conditions. When winding in check that the ratchet is properly engaged before releasing the handle.

## **The Wheels & Wheelnuts**

Wheelnuts should be checked after the first 25 miles of running, as it is during this period that any “bedding in” will occur between the wheel and the hub and nut seats. Another check should take place at 500 miles. Do not over-tighten wheelnuts as this can cause damage to the studs.

Correct wheelnut torques are as follows:

|           |             |
|-----------|-------------|
| 3/8 unf   | 45 lbs ft.  |
| 1/2” unf  | 80 lbs ft.  |
| M12 x 1.5 | 75 lbs ft.  |
| M16 x 1.5 | 145 lbs ft. |

These checks should also be carried out 25 and 500 miles after a wheel change.

Check wheels for damage or cracks regularly. Do not attempt to repair a bent or damaged wheel, but discard it and fit a new one. It is most important to fit exactly the same wheel as wheelnut seatings can differ.

## **WIRING FOR PLUG**

Continental D.I.N.

SMMT CV Plug

Caravan Type ISO1724

ISO1185

| <b>Pin No.</b> | <b>Colour</b> | <b>Lamp</b> |  | <b>Pin No</b> | <b>Colour</b> | <b>Lamp</b> |
|----------------|---------------|-------------|--|---------------|---------------|-------------|
| 1              | Yellow        | L/Flash     |  | 1             | White         | Earth       |
| 2              | Blue          | Fog         |  | 2             | Black         | Tail        |
| 3              | White         | Earth       |  | 3             | Yellow        | L/Flash     |
| 4              | Green         | R/Flash     |  | 4             | Red           | Stop        |
| 5              | Brown         | Tail        |  | 5             | Green         | R/Flash     |
| 6              | Red           | Stop        |  | 6             | Brown         | Tail        |
| 7              | Black         | Tail        |  | 7             | Blue          | Fog         |

## **DISTRIBUTION OF LOAD**

Always ensure there is a downward weight on the hitch of either a 2 wheel or a 4 wheel trailer. Suitable noseweights are as follows:

| Gross trailer weight | Nose weight   |
|----------------------|---------------|
| Up to 500 kgs        | 15 – 30 kgs   |
| 500 – 2000           | 50 – 100 kgs  |
| 2000 – 3500          | 80 – 120 kgs  |
| 3500 – 5000          | 120 – 200 kgs |
| 5000 – 10,000        | 200 – 400 kgs |

Also check with your towing manual concerning allowable noseweight and gross trailer weights. Always arrange towing heights so that the trailer is horizontal when laden. This is especially important for 4 wheel trailers to ensure even axle loading. Excessive noseweight can result in light steering and locking up of the front wheels of the towing vehicle when braking. It can also cause damage to the hydraulic coupling or its mountings. A negative or zero noseweight will cause swaying and possibly jack-knifing.

## **SECURITY OF LOAD AND FITTINGS**

Always ensure the load is securely tied down, and prevented from sliding back and forth, or sideways. Your trailer is fitted with lashing eyes, and we can supply tie down straps, etc., or special fixing down arrangements. Before moving off check that pipe clamps, ramp stowage, etc., are tight, handbrake is off, and jockey wheel and drop legs are raised, lights and breakaway cable connected. Remove guide posts from sockets and carry in tow vehicle or tie to trailer.

## **FLOATING ON AND OFF**

The trailer or trolley can be lowered into the water on a length of stout rope, until the waterline marks on the guideposts are just submerged (see notes on guide posts on page 6). Manoeuvre the boat in between the posts.

Sometimes it is helpful to have two pre-set lengths of rope with a loop in the end tied to the front end of the cable. Once the boat is between the posts then take the loop over the sterncleats of the boat. This ensures the same position each time, and also prevents the boat floating back as the trailer is pulled out of the water.

If you have a trailer/trolley system, for safety reasons, do not allow people to move onto the slipway behind whilst you are winching the boat onto the trailer.

Use a fresh water hose to wash salt water off the trailer paying particular attention to the wheels and other moving parts, and allow the water to flow down the gap between the brake backplate and the hub to flush out the brakes. If an immersion system is fitted the brakes can be flushed out by connected a ½" bore hose to the hose connector near the rear of the trailer. The trailer should be rocked to and fro as the hose is running. This must be done at the boatyard after dunking the trailer, not when you get home.

Do not leave the trailer parked for long periods with the parking brake on, as the shoes rust onto the drums, instead it is recommended that the wheels are chocked. Similarly, do not back a trailer into its parking space and then leave it as the shoes, being in auto-reverse mode, will be so close to the drums that corrosion may still occur; instead, it is suggested that having backed into a parking place the wheels are rotated forwards by half a turn.

If the trailer is fitted with a break back system then the trailer should not need immersing in water. Leave the trailer attached to towing vehicle and remove pin in drawbar after ensuring winch strap is attached to the boat or trolley. Allow winch to let out slowly allowing boat/trolley to roll back on the trailer. The trailer will break at pin point and allow the boat/trolley to be unloaded.

## **BEDDING IN AND TESTING PROCEDURE**

Fully apply the brake lever 5 or 6 times and then check the tension on the rods and cables. This procedure may have found some isolated stiction in the system which is now free. Re-adjust the system in accordance with the above instructions if necessary.

Road test the trailer as follows ensuring that any testing carried out on public or private roads is done taking due account of other road users.

1. Drive in a straight line at 20/25 mph; apply the brakes gradually and firmly to produce a smooth stop. Observe the behaviour of the trailer during braking (this may be more easily done by a passenger in the towing vehicle). If the trailer is pulling to one side under braking or the wheels are locking up on one side the system MUST be checked and reset before proceeding. Once smooth straight line braking is achieved at this speed, proceed to "2".
2. Drive in a straight line at 35/40 mph (assuming speed limits allow) and apply the brakes firmly and steadily without locking up the trailer wheels. Once again observe the behaviour and handling of the trailer under braking and, as "a" readjust the system if braking is not even on both sides.
3. Finally drive at 50 mph (if speed limits allow) and apply the brakes to reduce speed to 30 mph, accelerating back to 50 mph. If satisfied that the trailer is braking evenly and steadily, repeat the manoeuvre 3 or 4 times.

Please note all braking must be gradual and sympathetic to the system. Aggressive and violent braking should be avoided during these procedures in order to safely judge the braking performance and obtain optimum bedding in of the brake linings. The linings will wear, improving in performance as they take on the contours of the drum.

They will also generate heat which in turn will optimise the coefficient of friction on the linings and provide improved braking performance as they “bed-in”.

Dependent on the type of driving style used the brakes may not achieve optimum efficiency either in overrun or on the brake lever for 500 miles. Stop/start driving will bed the brakes in more quickly than motorway driving where the brakes are hardly used.

### **ADHERENCE OF BRAKE SHOES TO DRUM**

During the bedding in process the properties at the surface of the lining change. Until the brakes are bedded in according to this recommended procedure there is a possibility that the brake shoes may adhere to the brake drum surface when parked with the handbrake lever in the “on” position. Since the introduction of asbestos free brake linings this has been found to occur with ALL makes of lining material. It is therefore recommended that, if the trailer is to be parked for extended periods or in damp or humid conditions, the wheels are chocked and handbrake lever released. In addition, it is also good practice, if reversing the trailer in to position, to draw the trailer forward slightly. This ensures that the brake shoes have returned to their normal running position.

In the even of the shoes adhering to the drum it will be necessary to release them using the following procedure.

1. Turn the adjuster bolt anticlockwise by approximately half a turn.
2. Tap the bottom of the backplate using a soft faced or wooden mallet.
3. If the brake shoes have not released jack up the trailer as described on page 16.
4. Remove wheel assembly.
5. Tap brake drum with mallet.
6. Once the brake shoes have released, readjust the brakes.

Please note that there may be corrosion within the drum that has been a contributory factor to the brake linings sticking. If this is suspected remove the drums and clean them before the trailer is once again parked. Frequent use of the overrun brakes should ensure that the drum surface remains free of corrosion.

Brakes should be readjusted as often as is necessary. There is no set time or distance limit. Users should check the slack in the system before each journey and readjust accordingly. The simplest way to check the slack on most systems is to push the bottom of the coupling brakelink forward. Most couplings have 90 or 100mm of travel through the drawtube (connecting rod) and damper, thus the top of the brakelink would also move up to 90 or 100mm. However, if the slack movement is more than half of that, i.e. 45 or 50mm, it is recommended that the brakes are readjusted.

A service should also be performed on the braking system at regular intervals. The timing of this may depend on the use of the trailer, in terms of distance and driving style. Trailers that are for occasional use only should also be checked to ensure that no parts have seized. Linings should be replaced if there is less than 2mm lining thickness left on the shoe, visible by removing the plastic plug from the backplate. This should ensure that the linings do not wear out before the next service. If drums need removing to check for damage and serious wear follow instructions on page 17 – “First identify hub”.

## **WARNING**

When the brakes are in auto-reverse mode or the hitch drawtube is pushed back, the handbrake lever can fly on with **considerable force**. Take care when applying it in this condition.

If the lever passes the 11 o'clock position when viewed from the nearside when the brakes are in forward mode, then the brakes require adjusting.

## **MAINTENANCE**

After 25 and 500 miles check tightness of wheelnuts, after 500 miles check/tighten wheelnuts again and check/adjust brakes. Every subsequent 2500 miles check and adjust the brakes.

If the trailer has been immersed brake adjustment should be done more frequently, depending on the frequency of immersion. The brake cables will also require maintenance as below.

Prior to the brakes being "bedded in" (500 miles) or when replacement brake linings have been fitted, care must be taken during normal braking and when using the handbrake for parking, we would advise blocking the wheels for safety.

Remove the brake cables at the hub, and fill the cup on the end with oil and allow it to flow down the cable (this does not apply to bare brake cables running around a pulley). Grease the hitch, jockey wheel screw clamp, stem and wheel spindle, clamp screws for chocks, light board brackets and guide posts. Oil the handbrake mechanism.

## **INSTRUCTIONS FOR SERVICING BRAKES & HUBS**

Note – should the brake cables or rods need disconnecting it is essential for safety reasons to ensure that the handbrake lever cannot be inadvertently operated once the brakes are disconnected, as it can fly on with considerable force, with risk of injury. On some couplings there are devices which can be inserted to overcome this, but it will be easier to tie the lever down using wire, strong cord, plastic straps, etc. Ensure that the strap cannot slide back down the lever.

### **Adjustment of wheel brakes**

Brake and coupling adjustment (to be carried out on level ground).

Ensure handbrake is in the fully OFF position.

Jack the trailer off the ground sufficiently to allow free movement of the wheels. If crawling under the trailer to maintain the system, ensure that the whole trailer is securely chocked. It may be unwise to rely on jacks alone.

1. Rotate wheels in forward direction and tighten adjustment nut in a clockwise direction until hubs will no longer operate.
2. Slacken adjustment nut until very slight resistance is felt between brakes and brake drum.
3. When adjusting the brakes, ensure that the shoes only just touch the inside of the brake drums. In order for the system to work correctly in the reverse mode, the brake drums must rotate in reverse sufficiently to disconnect and collapse the auto reverse shoe. The moving tube inside the coupling must continue to stroke fully and rest on a “stop” without re-applying the brakes and prevent further reverse movement.

## **First it is important to identify the type of hub on you trailer**

The standard type is the Avronride “X” or “Y” series hub with “sealed for life” double row linear contact ball bearings. It usually has wheel bolts to secure the wheel and the hub is secured with a self locking one shot nut.

The other simpler type has taper roller bearings and the hub is secured by a castellated nut and split pin. It usually has wheelnuts to secure the wheel. See notes at the end of this booklet for taper roller.

Access to the brakes can be obtained by removing the hub (see instructions). It is helpful to make a sketch of the layout of shoes and springs. Note that brakes are auto-reverse and handed.

Avronride sealed for life hubs “X” and “Y” series have “sealed for life” bearings which should not be disturbed. However, the hub can be removed for access to the brakes. Using a screwdriver lever off the grease cap. Back off the brake adjuster. Undo the centre hub nut and pull the hub off the stub axle. If the bearing falls apart when the hub is removed then a new bearing unit and/or hub will be required. The bearings cannot always be replaced on their own.

On reassembly it is necessary to fit a new self locking nut, and this must be tightened to a torque of 280nm (200lbs.ft).

## **REMOVAL OF BOWDEN BRAKE CABLES**

Corroded (or damaged) Bowden brake cables can cause brakes to drag, creating heat which can eventually destroy the bearings, and thus possibly the axle. Periodic maintenance should thus be carried out on Bowden brake cables as follows:

Disconnect the front end of the brake cable at the balance bar at the centre of the axle, and undo the cable abutment nut. Behind the hub the outer casing of the cable fits over a "horn". Remove the outer cable from the horn, half of which will then drop away. Unclip the inner cable from the expander unit.

If the cables are basically in good condition it can be helpful to introduce some oil into them. Hang them up with the cups uppermost and fill the cups with light oil (3 in1) and allow it to drain down. If the cables are at all stiff or kinked they must be replaced.

## **INSPECTION OF BRAKE COMPONENTS**

The above applies mainly to Bowden brake cables and not to bare brake cables. The latter need far less maintenance but can be removed in a similar way if required.

Check the condition of the brake return springs. If any are severely corroded or broken they must be replaced.

Dismantle the brake adjuster, apply waterproof grease to the thread and reassemble.

Reassemble the brake shoes and springs, being careful to put them back in the same positions that they were before.

Refit hub and re-adjust brakes (see relevant sections).

## TRAILER RUNNING GEAR FAULT

### DIAGNOSIS & REMEDIES

IDENTIFY POSSIBLE CAUSE, AND THEN REFER TO  
FAULT/REMEDY TABLE

\* Likely Cause    0 Most Likely Cause

| Symptom                                     | a | b | c | d | e | f | g | h | i | j | k | l | m | n | o | p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brakes over-heating                         | 0 | * |   |   | * | * | * |   | * |   |   |   | * | * |   |   |
| Trailer failing to auto-reverse             | * | * | * |   | 0 | * |   | * | * |   |   |   | * | * | * | * |
| Handbrake not working efficiently           |   | * | * | 0 | * | * |   |   |   |   |   |   | * |   |   |   |
| Brakes not working efficiently              |   | * | * |   | * | * |   |   |   | 0 |   |   | * |   | 0 |   |
| Brakes snatching                            |   | * | * |   |   | * |   |   |   |   |   | 0 | * |   | * |   |
| Trailer "snaking"                           |   | * | * |   | * | * |   |   |   |   |   |   | * |   | 0 | * |
| Trailer swerving to one side                | * | * | * |   |   | 0 | * |   |   |   |   |   | * |   |   |   |
| Brakes remaining on after handbrake release | * | * | * |   |   | 0 | * |   |   |   |   |   | * |   |   |   |
| Trailer failing to tow easily (resistance)  | 0 | * |   | * | * | * |   |   | * |   |   |   | * |   |   |   |
| Trailer brakes "jerkily"                    |   | * | * |   | * | * | * |   |   | 0 | * |   | * |   |   |   |

**Fault****Remedy**

|  |  |
|--|--|
| A) Brake shoes – adjusted too tight, wheel difficult to rotate | Reset brakes according to procedure  |
| B) Brake cable – sticking, dirty, trapped or corroded          | Remove cables, clean, re-grease, fit to reset procedure  |
| C) Brake spring – broken or dislodged                          | Remove hubs, clean brakes and drums, refit new springs and brake shoes   |
| D) Brake shoes – worn  | Remove hubs, clean brakes and drums, replace brake shoes   |
| E) Hitch – incorrectly adjusted                                | Follow adjustment procedure, as laid down  |
| F) Cable linkage system incorrectly adjusted, sticking         | Remove linkages, cables, rods, clean, refit, re-adjust linkage system  |
| G) Cable system insufficiently supported or supports broken    | Refit flexible supports under trailer to reduce friction in system   |
| H) Reversing vehicle on slippery surface                       | Use manual stop on over-run coupling if fitted   |
| I) Hand brake left “on” or “partially on”                      | Ensure hand brake is fully off – if vehicle has been driven extensively with handbrake on, remove hubs, check brakes and hub bearings – replace if damaged |
| J) Damper failure in coupling                                  | Return coupling to supplier for damper replacement   |
| K) Coupling shaft jammed or damaged/rusty                      | Return coupling to supplier for repair/replacement   |
| L) Too much noseweight on trailer coupling                     | Adjust load to give between 50-100 kilos noseweight on trailer coupling  |
| M) Rust formation or hub grease in brake drum                  | Remove hubs/drums – clean way rust, oil, refit. <u>Take care to avoid breathing brake lining dust.</u>   |
| N) Brake shoe carrier rollers rusty, damaged/worn              | Remove hubs & brakes, clean carrier shoe with wire brush. Grease rollers with “copperslip” or similar material, refit & adjust                             |
| O) Brakes not equally adjusted on all wheels                   | Jack up trailer – adjust   |
| P) Wrong tyre pressures  | Check tyre pressures and correctly inflate to trailer manufacturer’s recommendations   |

## The Tyres

The same laws apply to trailer tyres as for car tyres as regards depth of tread, cuts, abrasions, etc. Check your tyres regularly for damage and correct pressure, and avoid running up kerbs.

Pressures for maximum loading at 60 mph:

|                | psi |
|----------------|-----|
| 400x8 4ply     | 45  |
| 400x8 6ply     | 55  |
| 500x10 6ply    | 45  |
| 500x10 8ply    | 65  |
| 140/70R 12     | 62  |
| 145 SR 13      | 35  |
| 165 SR 13      | 36  |
| 165 x 80 R13   | 36  |
| 175 SR 13      | 36  |
| 175 R 13C 6ply | 54  |
| 175x13         | 45  |

|               | psi |
|---------------|-----|
| 670x13 6 ply  | 47  |
| 185 R13C 6ply | 55  |
| 185 R14C 8ply | 65  |
| 205 R14C 8ply | 65  |
| 650x16 8ply   | 62  |
| 750x16 8ply   | 58  |
| 750x16 12ply  | 91  |
| 825x16 14ply  | 98  |
| 155/75 R12    | 90  |
| 185/70 R13C   | 80  |
|               |     |

Always make sure your tyres are free from cuts and abrasions, have sufficient tread and are inflated to the correct pressure.

Tyre pressures are related to the tyre load. If you are towing the trailer empty over long distances tyre life can be prolonged by temporarily running at a lower pressure. Contact R.M. Trailers if you require further details.

## **ADJUSTMENT & MAINTENANCE OF OVERCENTRE COUPLING/HITCH**

After approximately 3000 miles (5000km), at least once a year, the system should be greased using a light duty grease to BS100V/10.

Reaction test – pull the handbrake lever as far as possible. Push the ball coupling as far back into the over-running hitch as it will go. It should then push itself out with a gas filled shock absorber. Grease the ball coupling using light duty grease.

### **Taper Roller Bearings & Push Button Ratchet Style Brake Levers**

If your trailer has either of these contact us on 01962 732560 for the relevant information sheet on these items.

## **WARRANTY**

R.M. Trailers Ltd guarantees a warranty period of twelve months following the date of invoice.

In the event of a warranty claim, R.M. Trailers will make repairs or replace parts providing that:

The trailer is returned to us for inspection and the claim is proved justified.

The trailer has been correctly maintained and used.

The claim is notified to us in writing within 7 days of the alleged defect.

R.M. Trailers Ltd shall not be responsible for the transport of the trailer before/after repair to/from R.M. Trailers, see standard terms and conditions.

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All our trailers are manufactured to EC specifications and are for use in the EC. If an R.M. trailer is to be used out of the EC please check that it conforms to local regulations before using it.