

# SAFELY CONNECTING OUR TRAILERS

1. Line the centre of the vehicle up with the centre of the trailer.

\*\*Please ensure that the tongue is jacked up enough so you have enough clearance and do not hit the trailer.



2. Once the ball sits immediately below tongue of the trailer, lower the trailer onto the ball by turning the handle on the jockey wheel until the full weight of the trailer is on the ball.

3. The handle of the trailer will be pulled up to enable coupling to sit comfortably on the ball of the vehicle. Push the top of the latch in to enable the handle to lock the coupling down onto the tow ball. Insert pin provided through handle and coupling to ensure the trailer is properly secured.



4. \*NOTE\* the jockey wheel ONLY sits vertical when trailer is NOT connected to the vehicle or whilst being lowered onto the vehicle\*. Once trailer is secured onto the ball, you will need to pull the handle next to the jockey wheel out to enable it to rotate and sit in a horizontal position. You must ensure that the pin on the handle of the jockey wheel locks into place to hold the jockey wheel horizontally. The jockey wheel MUST be horizontal before towing commences.

5. You will see the double safety chain attached to the trailer, these must run underneath the tongue and be crossed and tightly connected by the provided D rings to the vehicle. It is ESSENTIAL that the chains are NOT dragging on the ground before towing commences.



6. Plug in the electrical connections provided and ensure all trailer lights are working



7. You will see a small latch sitting behind the coupling on the trailer, this is the reversing latch. It will be in the OFF position. In this position, the trailer brakes will NOT work. The latch WILL need to be in this position when reversing. Flick the latch into the opposite position to enable the brakes to work.



8. The handbrake lever will be in the ON position. Please ensure the ratchet lever sits in the position as shown in the second picture below whilst towing the trailer.

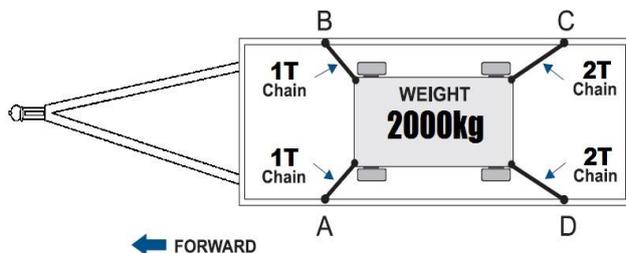


### Restraining a vehicle on the trailer

Ensure the vehicle is loaded onto the trailer STRAIGHT, and the engine MUST be facing forward while travelling, closest to the towing vehicle. This helps to prevent trailer sway by keeping 60% of the load weight in the front half of the trailer.



When restraining the vehicle to the trailer it is minimally required that the front straps are rated to carry half the load of the weight of the vehicle and the back straps are rated to carry the full weight. We recommend using all straps that are rated to carry the full weight on all 4 corners of the vehicle. The vehicle MUST be secured on all 4 corners. We recommend the "wheel restraint" method when securing your vehicle to the trailer. When using this method it is important to tension the wheel from the outermost point to prevent ANY movement whilst travelling.



I \_\_\_\_\_ have read and understood instructions on how to correctly attach trailer and safely load and restrain any vehicles I may be using.

Signed \_\_\_\_\_ Date \_\_\_\_\_

## Loading a stock crate

**NOTE:** Anyone involved in the loading of livestock crates needs to be aware that they share responsibilities with the driver for animal welfare and road safety.

1. Make sure there are no gaps between the loading ramp and crate which stock can fall or escape through.
  2. If loading at night or early in the morning, make sure the area is well lit.
  3. Before loading the stock crate, ensure the door is open and well secured.
    4. Ensure the area is well clear of people and equipment.
    5. Check for overhead powerlines in the vicinity.
6. Once livestock are loaded, ensure door is latched correctly to avoid accidents or door coming open whilst in transit.
  7. Do not overload stock crate with livestock.