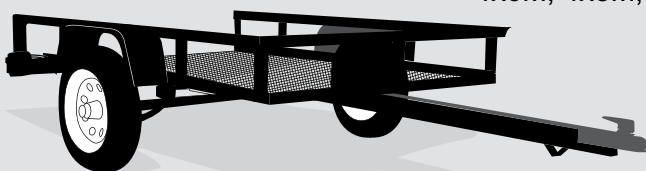


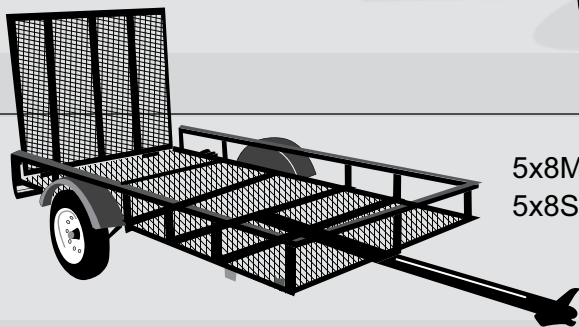
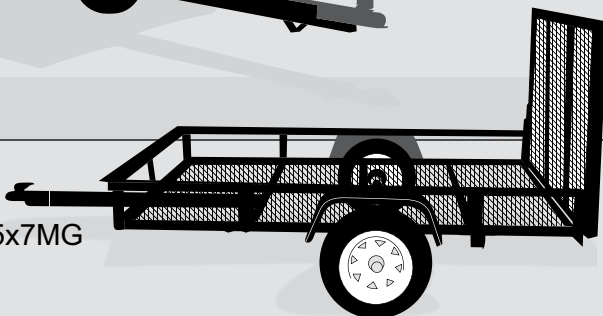


2,000 LB. GVWR MANUAL & SAFETY GUIDE

4x6M, 4x8M, 5x7M & 5x8M



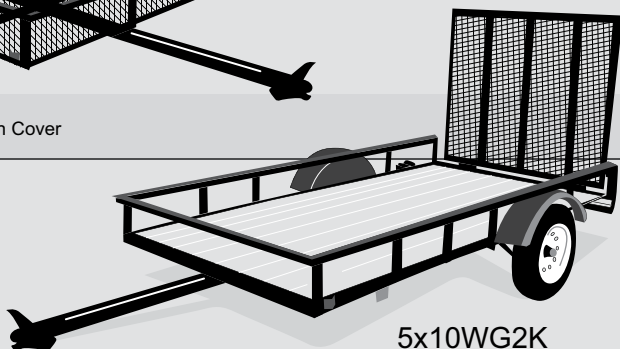
4x6MG, 4x8MG & 5x7MG



5x8MG & 5x10 MG
5x8SG (Not Shown)

Note: Not all Trailers are Shown on Cover

M = Mesh Floor
W = Wood Floor
G = Ramp Gate
SG = Steel Floor



5x10WG2K



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INTRODUCTION & SAFETY GUIDELINES

GET TO KNOW YOUR NEW TRAILER!

With the purchase of your new professionally built utility trailer you have added an exciting new dimension to your recreational and hard working lifestyles. You can now have a safe and secure way of moving anything at anytime to any state. Carry-On Trailer Corporation has provided you with a vehicle designed for many years of trouble-free service. This manual is to help you maintain and tow the trailer safely. Please read and follow all of its warnings and instructions carefully. Each trailer varies from one to the next, so be sure to read and comply with any warnings and information supplied about your specific model. This will help to obtain peak performance.

Trailer Check List ✓

WARNING! Before towing this trailer be sure to read and familiarize yourself with the instructions and warnings supplied with the trailer.



Never Tow This Trailer Before You Check ✓

- ✓ Safety chains are safely secured and cross under the hitch.
- ✓ Coupler and hitch ball are of the same size.
- ✓ Lug nuts are tight.
- ✓ Load is secured and properly tied down to trailer.
- ✓ Wheel bearings are maintained.
- ✓ Load is within maximum load carrying capacity.
- ✓ Tires are inflated to correct PSI.
- ✓ The ramp gate is in the up and locked position with holding pins in place.

[IF TRAILER IS EQUIPPED WITH A RAMP GATE]

- ✓ Lights are working and safely connected to tow vehicle.

Get To Know
Your New Trailer

Trailer Check List

Safe Towing
Guidelines

Trailer Wheel
Safety Guide

SAFE TRAILER TOWING GUIDELINES

- Recheck the load tie downs to make sure the load will not shift during towing.
- Before towing, check coupler, safety chains, tires, wheels, and lights.
- Check the lug nuts or bolts for tightness.
- Check coupler tightness after towing 50 miles.
- 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.
- Never drive faster than 60 mph.
- Allow plenty of room for passing. As a rule, the passing distance with a trailer is 4 times the passing distance without a trailer.
- Use lower gears for climbing and descending grades.
- Do not ride the brakes while descending grades, as they may get so hot that they stop working. Then you will potentially have a runaway tow vehicle and trailer.
- Slow down for bumps in the road. Take your foot off the gas when crossing the bump.
- Do not brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve and power through the curve. This way, the towing vehicle remains in charge.
- Do not apply the brakes to correct extreme trailer swaying. Continued pulling of the trailer, and slight acceleration will provide a stabilizing force.
- Check lug nuts for tightness after first 15, 30 and 60 miles of driving and before each tow thereafter.

MAKE REGULAR STOPS AND CHECK ✓

- ✓ The coupler is secure to the hitch and is locked.
- ✓ Electrical connectors are made and working.
- ✓ There is appropriate slack in the safety chains.
- ✓ Tires are not visibly low on pressure.
- ✓ The cargo is secure and in good condition.

Before coupling the trailer to the tow vehicle

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

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

WARNING!



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

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.

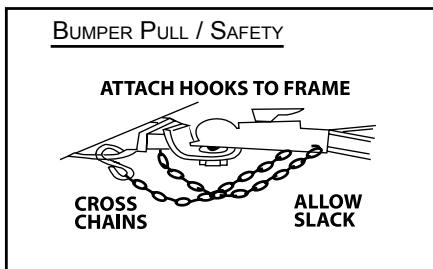
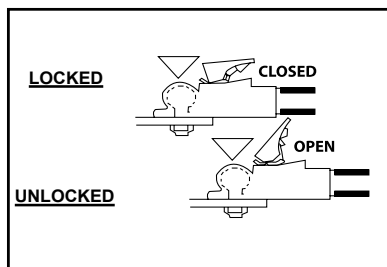
1. Wipe the ball clean, inspect it visually and feel for flat spots, cracks, or pits.
2. Rock to make sure the ball is tight to the hitch, and visually check that the hitch ball nut is solid against the lock washer and hitch frame.
3. Wipe the inside of the coupler clean and inspect it visually for cracks and deformations; feel the inside of the coupler for worn spots and pits.
4. Be sure the coupler is tight to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.
5. Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.
6. Rig the safety chain so that they cross underneath the coupler; 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]
7. Have enough slack to permit tight turns, but not so slack that they drag on the road surface. So if the trailer uncouples, the safety chains can hold the tongue up above the road.

TRAILER WITH BALL-HITCH COUPLER

A ball hitch coupler connects to a ball that is located on or under the rear bumper of the tow vehicle. This system of coupling a trailer to a tow vehicle is sometimes referred to as “bumper pull”. We have utilized a ball hitch coupler that 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. The load rating of the hitch and ball must be 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 become loose from the tow vehicle, and may cause death or serious injury.

It is essential that the hitch ball be of the same size as the couplers. The ball size and load rating [capacity] are marked on the ball. Hitch capacity is marked on the hitch.



PREPARE THE COUPLER AND HITCH

- Lubricate the hitch ball and the inside of the coupler with a thin layer of automotive grease.
- Open the locking mechanism. Ball couplers have a locking mechanism with an internal moving piece and an outside handle that is locked in the downward position.

WARNING!



Proper selection and condition of coupler and hitches are essential to safely towing your trailer. A loss of coupling may result in death or serious injury.

- Be sure the hitch load rating is equal to or greater than the load rating of the coupler.
- Be sure the hitch 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.

WARNING!



An improperly coupled trailer can result in death or serious injury. Do not move the trailer until:

1. The coupler is secured and locked to hitch and
2. The safety chains are secured to the tow vehicle and
3. The trailer jack is fully retracted

WARNING!



Improper rigging of the safety chains can result in loss of control of the trailer and the 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.

- 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.

COUPLE THE TRAILER TO THE TOW VEHICLE

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

1. Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball.
2. Insert a pin or lock through the hole in the locking mechanism.
3. Be sure the coupler is all the way on the hitch ball and the locking mechanism is engaged.
4. A properly engaged locking mechanism will allow the coupler to raise the tow vehicle.

IF THE COUPLER CANNOT BE SECURED TO THE HITCH BALL, DO NOT TOW THE TRAILER

CONNECT THE ELECTRICAL CABLES

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

Check all lights for proper operations.

- ✓ 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].

Before making any alterations to your trailer, contact your dealer and describe the alteration you are contemplating. Alteration of the trailer structure or modification of mechanical, electrical systems on your trailer must be performed only by qualified technicians who are familiar with the system as installed on your trailer.

WARNING!



An improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and could lead to a collision.

- Before each tow, check that the tail lights, brake lights, and turn signals work.

WARNING!



Altering your trailer can result in damage to your trailer's essential safety items and can become a serious safety hazard. Even simply driving a nail or screw to hang something can damage an electrical circuit.

LOADING YOUR TRAILER

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, look on the certificate of origin. In addition, you must distribute the load in the trailer such that the load on any tire or axle does not exceed the tire load rating or the Gross Axle Weight Rating (GAWR).

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's Gross Vehicle Weight Rating (GVWR) or an axle Gross Axle Weight Rating (GAWR).

UNEVENLOAD

Uneven load distribution can cause tire, wheel, axle or structural failure. Be sure that your trailer is properly loaded. A proper weight distribution is equal, right to left; and creates a tongue weight that is in the proper range for stable trailer handling.

TONGUE WEIGHT AS A PERCENTAGE OF LOADED TRAILER WEIGHT	
TYPE OF HITCH	PERCENTAGE
BALL HITCH (OR BUMPER HITCH)	10–15%

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:

WARNING!



- Distribute the load front-to-rear to provide proper tongue weight.
- Distribute the load evenly, right and left, to avoid tire overload.
- Keep the center of gravity low.

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.

If the rampgate is equipped with a catch that has a hole for a gate pin, use the gate pin to prevent the rampgate latch from opening.

WARNING!  If the rampgate of your trailer opens, this may eject the load onto the road, resulting in death or serious injury to other drivers. Always secure the rampgate latch after loading.

Steps for Determining Correct Load Limit

(For Trailers 10,000 lbs. GVWR or less):

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard.
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 trailers 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

(For Tow Vehicles 10,000 lbs. GVWR or Less):

1. Locate the statement, "The combined weight of the occupants and cargo should never exceed XXX lbs.," on your vehicle's 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 XXX kg or XXX lbs.
4. The resulting figure equals the available amount of cargo and luggage capacity available. 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. ($1400 - 750(5 \times 150) = 650$ 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.

Inappropriate Cargo

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.

WARNING!



Do not transport people on the trailer. The transport of people, in this manner, 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 the tank of an on-board generator

Wheel 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.

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 15, 30 and 60 miles of driving. 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.

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. 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. Overtightening will result in breaking the studs or permanently deforming the mounting stud holes in the wheels.

LUG NUT TORQUE – STEEL WHEELS		
AXLE RATING POUNDS	STUD SIZE	TORQUE FOOT-POUNDS
3,500 TO 7,000	1/2 INCH	80 TO 95
8,000	9/16 INCH	120 TO 140
9,000	5/8 INCH	175 TO 225
10,000	5/8 INCH FLANGED	275 TO 325
12,000	3/4 INCH FLANGED	375 TO 425



II. PREPARING TO TOW

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. When towing a trailer, it takes longer to get up to speed, you need more room to turn and pass, and more distance to stop. 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 driving with your trailer. Before you start towing the trailer, 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.

Drive slowly at first, approximately 5 mph, 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.

Trailer Towing Guide

General Terms

Tow Vehicle

Reporting Safety Defects

Trailer Wheel Safety Guide

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 and trailer combination is moving in reverse, moving your hands to the right (counter-clockwise), moves the trailer to the right. Conversely, moving your hands to the left (clockwise), will move the trailer to the left. 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.

HITCH BALL/COUPLER

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. Make certain the trailer's rated capacity is less than or equal to the tow vehicle's rated towing capacity.

WARNING!



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.

GENERAL TERMS

GAWR: The maximum gross weight that an axle can support. It is the weakest rating of the axle, wheel or tire. If the tire or wheel rating is lower than the axle rating, this then determines GAWR.

GVWR: 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). GVWR is sometimes referred to as GTWR (Gross Trailer Weight Rating), or MGTW (Maximum Gross Trailer Weight). GVWR, GTWR, and MGTW are all the same rating.

PSIC: The tire pressure (Pounds per Square Inch) measured when Cold.

VIN: The Vehicle Identification Number.

EMPTY WEIGHT: Some information that comes with the trailer (such as the Manufacturer's Statement of Origin) is not a reliable source for "empty" or "net" weight. The shipping documents list average or standard weights and your trailer may be equipped with options. To determine the "empty" or "net" weight of your trailer, weigh it on an axle scale. To find the weight of the trailer using an axle scale, you must know the axle weights of your tow vehicle **without** the trailer coupled. Some of the trailer weight will be transferred from the trailer to the tow vehicle axles, and an axle scale weighs all axles, including the tow vehicle axles.

TOW VEHICLE

When equipping a 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 capacities of their various models. No amount of reinforcement will give a 100 horsepower, 2,500 pound truck the towing capacity of 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. Only your vehicle dealer or hitch professional can provide and install the proper hitch on your tow vehicle.

Suspension System: Sway bars, shock absorbers, heavy duty springs, heavy duty tires and other suspension components must be able to sufficiently serve the size and weight of the trailer that is going to be towed.

Coupler: A device on the tongue of the trailer that connects to the hitch on the tow vehicle.

Note Coupler Size: All 2,000 lb. GVWR trailers use a 1-7/8" coupler.

Hitch: A device on the tow vehicle that supports the weight of the trailer tongue and pulls the trailer.

Safety chains: A device on the trailer that can keep the trailer attached to the tow vehicle. With properly rigged safety chains, 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.

Trailer lighting 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.

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.

Do not tow the trailer on the road until:

- Tires and wheels are checked.
- The trailer brakes are checked.
- The load is secured to the trailer.
- The trailer lights are connected and checked.

Never overload rampgate.

Only tow trailer with rampgate in the up position and locked in place.

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 Carry-On Trailer Corporation, PO Box 542, Lavonia, GA 30553. Phone number is 706-356-5379.

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 Carry-On Trailer Corporation, PO Box 542, Lavonia, GA 30553. Phone number is 706-356-5379.

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 Avenue S.E. Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

TRAILER WHEEL SAFETY GUIDE

Wheel Mounting and Application for Utility and Enclosed Trailers

Instruction Guidelines

Assembly of the wheel onto the hub is a critical, safety-related process. The proper method of assembly and the consistency of the torque applied to wheel fasteners are important factors in ensuring reliability of the fastening system and retention of the wheel to the trailer. Torque is the measure of the amount of tightening applied to a fastener (nut or bolt) and is expressed as length force. For example, a force of 90 lbs. applied at the end of a wrench 1 ft. long will yield 90 lbs.-ft. torque. Torque wrenches are the best way to assure the proper amount of torque is being applied to a fastener. The trailer manufacturer/distributor/dealer and end user must consistently follow proper torquing technique in order to ensure the hub and wheel are properly seated and use caution to prevent anything from interfering with the flat, full designed mating contact of wheel mounting surface and hub. Excess paint, oil and grease must be removed from the fastener contact surfaces (the mounting surfaces, studs, and lugs) or not applied at all. Adherence to all instructions, warnings and procedures set out below will minimize the likelihood of fastener torque-loss and wheel separation.

Instruction Cautions

1. Surfaces of contact on a wheel (the nut seat and mounting surface) the axle (flat hub surface and threaded studs) must be free of paint, oil, grease, contamination and physical damage. Smooth, clean surfaces provide uniform clamping pressure and best retain torque.
2. Lug nut geometry and cone angle of wheel (usually 60 or 90 degrees) must match.
3. Stud length must be sufficient that after mounting the wheel to the hub, the lug nut is engaged to a depth at least equivalent to the diameter of the stud. For example, a lug nut threaded on a 1/2 inch diameter stud should thread on for a depth of at least a 1/2 inch.

WARNING!



Wheel nuts or bolts must be tightened and maintained at the proper torque levels to prevent loose wheels, broken studs, and possible dangerous separation of wheels from your axle, which can lead to an accident, personal injury or death.

Torque Procedures

1. Start all bolts or nuts by hand to prevent cross threading.
2. Tighten bolts or nuts in the sequence shown below for Wheel Torque Requirements. (See Figure 1.)
3. The tightening of the fasteners should be done in stages. Following the recommended sequence, tighten fasteners per Wheel Torque Requirements shown below.
4. Wheel nuts/bolts should be torqued before first road use and after each wheel removal.

IMPORTANT! Check and re-torque after the first 10 miles, 25 miles and again at 50 miles. Check periodically thereafter.

Wheel Torque Requirements			
Wheel Size	1st Stage	Torque Sequence 2nd Stage	3rd Stage
12"	20-25	35-40	50-75
13"	20-25	35-40	50-75
14"	20-25	50-60	90-120
15"	20-25	50-60	90-120
16"	20-25	50-60	90-120
16.5"x6.75"	20-25	50-60	90-120
16.5"x9.75"	55-60	120-125	175-225
14" Demount	Tighten Sequentially to		85-95
17.5" Hub Pilot Clamp Ring & Cone Nuts	50-60	100-120	190-210
17.5" Hub Pilot 5/8" Flange Nuts	50-60	90-200	275-325



4 BOLT



5 BOLT



6 BOLT



8 BOLT

Figure 1

Torque Requirement DO's:

- DO remove all oil and grease from threaded fasteners (studs and lugs).
- DO mask or shield (cover) all fastener contact surfaces (mounting surfaces and studs) before painting axles, whether for improved cosmetics or for corrosion protection.

- DO only use an impact wrench with torque stick as a tool initially to lightly secure the wheel, applying a criss-cross or star pattern. (See Figure 1)
- DO use a calibrated torque wrench to complete the torque fastening process applying the same criss-cross or star pattern.
- DO re-torque periodically during the trailer's initial towing and thereafter in accordance with the component supplier's recommendations.
- DO maintain records of the maintenance and torque checks performed by transporters, noting any loss of torque or any corrective measures taken.

Torque Requirement DON'T's:

- DON'T deviate from the component manufacturers recommendations regarding compatible components without a competent engineering review.
- DON'T substitute any component for the component the suppliers have specified without a competent engineering review.
- DON'T deviate from the component's suppliers fastener torque specifications, where provided, without a component engineering review.
- DON'T use adhesive products to maintain fastener retention.
- DON'T use lubricants or oils on threaded fasteners (studs or lugs) to make applying the torque easier unless assembly specifications require it.
- DON'T apply any additional paint on fastener contact surfaces (mounting surfaces/hub faces or studs)

WARNING!



Do not attempt to repair or modify a damaged wheel. Even minor modifications can cause a dangerous failure of the wheel and result in personal injury or death.



VIN TAG AND MANUFACTURING CERTIFICATION OF ORIGIN

The Vehicle Identification Number (VIN) tag must be in a visible location on the trailer.

The serialized VIN tag number matches the number on the trailer Manufacturer's Certificate of Origin. The bill of sale with this certificate of origin will be all that you need to obtain license plates and registration in most states. VIN tags should be attached to the trailer before you receive your trailer tag. The VIN tag also has other required information that will provide you with needed payload capacity, GVWR, and other tire and wheel ratings.

For more information on VIN tags or the certificate of origin contact

Carry-On Trailer Corporation at

(toll free) 1-800-240-3121
1-706-356-5379

:

or write to Carry-On Trailer Corporation
P.O. Box 542
Lavonia, Ga. 30553



TIRE CARE, SAFETY AND WARRANTY INFORMATION

• Important Safety Information

Any tire, no matter how well constructed, may fail due to improper maintenance or service factors, creating a risk of property damage and serious or fatal injury.

For your safety, comply with the following:

- Check air pressure monthly, when tires are “cold”. Use an accurate tire pressure gauge. Do not reduce pressure when tires are hot. Proper inflation is essential. Underinflation produces flexing of sidewalls and builds up heat to the point that premature tire failure may occur. Overinflation can cause the tire to be more susceptible to impact damage.
- Never overload your tires. The maximum load capacity and inflation pressures are molded onto the sidewall of your tire. Overloading builds up excessive heat and can lead to early tire failure.
- Avoid damaging objects (chuckholes, glass, rocks, curbs, ect.) which may cause internal tire damage. Continued use of a tire that has suffered internal damage, which may not be visible externally, can lead to dangerous failure. Diagnosis of the internal damage will require dismounting the tire and examination by trained tire personnel.
- Property damage and serious or fatal injury can also result from the following causes:
 - 1) Improper tire mounting and inflation procedures may cause the tire beads to break with explosive force during installation of the tire on the rim. Tire and rim must match in size. Rim parts must match by manufacturer’s design. Clean rim. Lubricate rim and

beads. Do not exceed the maximum recommended pressure to seat the beads.

ONLY SPECIALLY TRAINED PERSONS SHOULD MOUNT TIRES.

- 2) Use of worn out tires (less than 1/8" remaining tread depth) increases the probability of tire failure.
- 3) Excessive speed creates heat buildup in a tire, leading to possible tire failure.

ATTENTION!

IMPORTANT TIRE WARRANTY INFORMATION

Refer to the trailer information packet provided with the trailer for Tire Warranty, Registration and Safety Information.

For Tire Safety Information as required by 49 CFR 575.5 refer to the Tire Warranty, Registration and Safety Information booklet included in your trailer owners packet.

NEW TRAILER WARRANTY INFORMATION AND REGISTRATION

IMPORTANT

RETURN THIS COMPLETED CARD



Date of Purchase

Trailer Model# _____

VIN#

Customer's Name (Please Print)

Address	QTY	DOT Tire Identification Numbers

City	State	Zip

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Any warranty implied or stated is only intended for you the first purchaser, and is not transferable.

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Carry-On Trailer Corporation

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