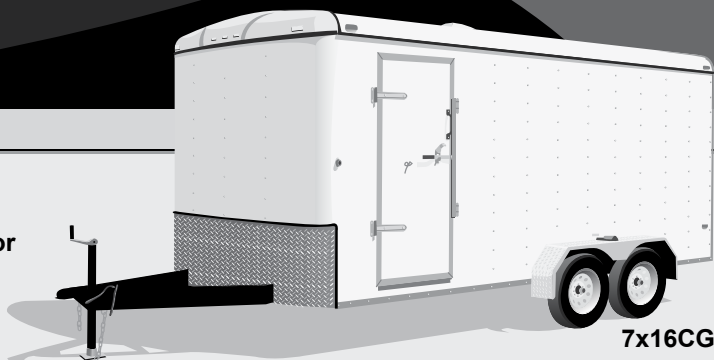


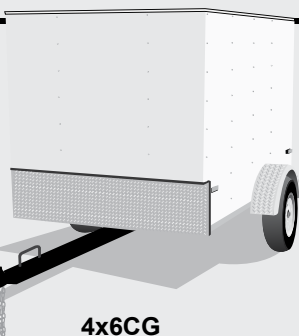
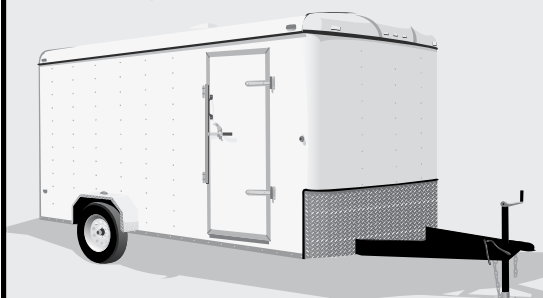


ENCLOSED TRAILER MANUAL & SAFETY GUIDE

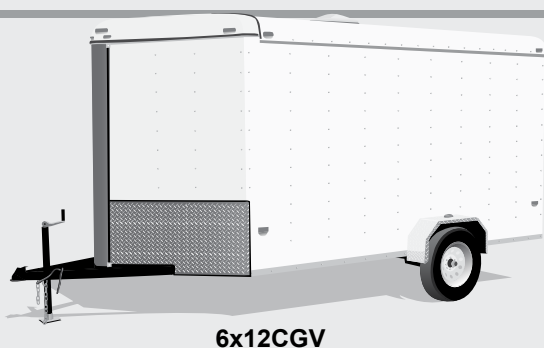
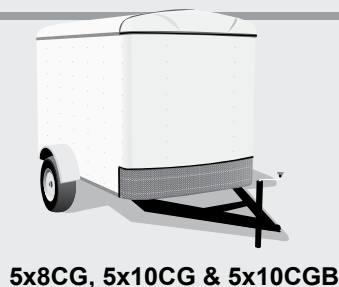
CG = Cargo
B = Brake
R = Ramp Door
V = V-Nose



6x10CG, 6x12CG & 6x12 CGR



Note: Not all Trailers are Shown on the cover



Please Read All Warnings Carefully Before Use.



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I. SAFETY INFORMATION

Introduction

This operator's manual is intended for Carry-On Trailer enclosed trailers. Read this manual before loading or towing your trailer and follow all of the safety precautions and instructions. It contains safety information, instructions and warnings for protection against death and serious injuries, including loss of control of the trailer, and the trailer/tow vehicle combination.

Common causes of loss of control of your trailer include:

- Driving too fast for conditions
- Failure to properly couple the trailer to the hitch
- Inadequate tow vehicle or towing hitch
- Absence of braking on trailer
- Failure to maintain proper tire pressure
- Failure to keep lug nuts tight
- Overloading or uneven loading of the trailer
- Failure to properly maintain the trailer structure

This manual is not all-inclusive and may not provide all of the specific details necessary for the proper combination of trailer, tow vehicle and hitch that you have. Therefore, the trailer owner is responsible for reading, understanding and following the instructions of the towing vehicle and trailer hitch manufacturers, as well as the instructions of this manual.

Warning!

Driving Too Fast

**Changed Handling
With A Trailer**

**Coupling of Trailer
to Tow Vehicle**

**Usage of Safety
Chains and Break
away Kit**

**Mismatch Be-
tween Trailer and
Hitch**

Tires and Wheels

**Weight and Load
Distribution**

Shifting Cargo

**Brakes, Lights,
and Mirrors**

**Reporting
Safety Defects**

I. Safety Information

• Warning!

The following signal word is used to indicate risk:

WARNING! Hazards or unsafe practices that COULD result in severe personal injury or death if the warning is ignored.



• Driving Too Fast

The maximum speed that the trailer can be safely towed, under ideal conditions, is 60 miles per hour. Do not exceed the maximum towing speed while towing your Carry-On Trailer.

WARNING! Driving too fast for conditions may result in loss of control and cause death or serious injury. Reduce your speed when towing a trailer.



• Changed Handling With A Trailer

When towing the trailer, you will have:

1. Slower acceleration
2. Increased stopping distance
3. Increased turning radius (watch the inside corner)
4. Longer distance to pass, due to slower acceleration
5. Increased vehicle length

Also, keep in mind the following information:

- Beware of slippery conditions. A tow-vehicle and trailer combination is more likely to be affected by slippery road surfaces than a tow vehicle without a trailer.
- Anticipate the trailer reaction to the air pressure wave caused by passing trucks and busses. This reaction is called “swaying”.
- Use rear view mirrors frequently to observe both the trailer behavior and traffic patterns.
- Use a lower gear when going down steep or long grades. Do not ride the brakes, or they may overheat to the point of becoming ineffective. Use the engine and transmission as a brake.
- Keep the height of your trailer in mind, especially when approaching

sheltered areas and when around trees.

• Coupling of Trailer to Tow Vehicle

A secure coupling, including the correct attachment of the safety chains, is vital. A loss of coupling may result in death or serious injury.

WARNING!



Coupler and hitch selection and condition are critical for safe towing. Uncoupling may result in death or serious injury.

- Make sure the hitch and ball are related for the trailer.
- Make sure the hitch [ball size] matches the coupler.
- Check the hitch ball for wear, corrosion and cracks before coupling. Replace worn, corroded or cracked hitch ball before coupling the trailer.
- Make sure the hitch ball nut is tight before coupling the trailer.

WARNING!



An improperly coupled trailer may result in death or serious injury.

Do NOT move the trailer until:

- the coupler is secured and locked
- the safety chains are secured to the tow vehicle
- the trailer jacks are fully retracted.

Do NOT tow the trailer on the road until:

- the trailer brakes are checked
- the breakaway switch is connected to the tow vehicle (if applicable)
- the trailer lights are connected

• Usage of Safety Chains and Breakaway Kit

Safety chains are provided so that control of the trailer can be maintained, even if the trailer becomes loose from the hitch. To be effective, safety chains must be in good condition and properly rigged.

WARNING!



Incorrect rigging of the safety chains may result in loss of control of the trailer and tow vehicle, leading to serious injury.

Safety Chains must:

- Fasten to the frame of tow vehicle, not to the trailer hitch or ball.
- Cross underneath the hitch and coupler with minimum slack to permit turning and to hold the tongue up, if the trailer comes loose.

Your trailer may be equipped with a breakaway brake system, in addition to having safety chains. This system will apply the brakes on your trailer, if the trailer comes loose from the hitch for any reason. To be effective, the breakaway brake system must be in good condition, and properly rigged.

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

- Test the function of the breakaway system before towing the trailer. Do not tow the trailer if the breakaway system is not working. Having it serviced or repaired.
- Connect the breakaway cable to the tow vehicle.
 - NOT to the safety chain.
 - NOT to the hitch, ball or support.

• Mismatch Between Trailer and Hitch

WARNING!  Use of an under-rated hitch, ball or tow vehicle may result in loss of control leading to death or serious injury. Make certain that your hitch and tow vehicle are rated for your trailer.

• Tires and Wheels

Tire or wheel failure may result in loss of control of the trailer and the towing vehicle. Trailer tires and wheels are more likely to fail than car tires and wheels because they carry a heavier load. Therefore, it is critical that you develop the necessary habit of always inspecting the trailer tires before towing. If tire pressure is too low or too high, the trailer will not be stable. They must be inflated to the proper pressure before getting underway. Trailer tires are designed to be inflated to

higher pressure than passenger vehicle tires.

WARNING!  Improper tire pressure causes an unstable trailer. Blow out and loss of control may occur. Death or serious injury may result.
Make sure of proper tire pressure before towing a trailer.
Inflate tires to pressure indicated on the sidewall.

Tire pressure must be checked “cold”. Allow 3 hours of cool down after driving as much as 1 mile at 40 m.p.h. before checking pressure. If the tires have too little tread, they will not provide adequate traction on wet roadways. This may result in loss of control of the towing vehicle and trailer, leading to death or serious injury.

Inspect the trailer tires before each tow. If a tire has a bald spot, bulge, cut, crack, or is showing any cords, immediately replace the tire before towing the trailer. Uneven tread wear may be caused by tire imbalance, axle misalignment or improper inflation. If you observe uneven tread wear, take the trailer to a Carry-On Trailer dealer service center for diagnosis.

Lug nuts or bolts may shift and settle quickly after assembly. You must check the lug nuts for tightness after the first 10, 25, and 50 miles of driving a new trailer (or remounted wheel), and before each tow thereafter. Trailer wheels and lug nuts are subjected to greater side loads than automobile wheels. This may cause the lug nuts to become loose.

Failure to perform this check may result in a wheel parting from the trailer, and a crash leading to death or serious injury.

WARNING!  Lug nuts are prone to loosen after assembly. Death or serious injury may result. Check lug nuts for tightness on a new trailer, and after re-mounting a wheel at 10, 25, and 50 miles.

Use a torque wrench to obtain the proper tightening of the lug nuts (or bolts). If you do not have a torque wrench, tighten the lug nuts with a lug wrench as much as you can, then have the lug nuts tightened

to the proper torque at a service garage or by your Carry-On Trailer dealer.

WARNING!  Inadequate lug nut torque may cause a wheel to part while towing. Death or serious injury can result. Make sure lug nuts are tight before towing trailer.

• Weight and Load Distribution

Proper loading of your trailer is essential for your safety. Tire, wheel, axle or structural failure may be caused by overloading.

WARNING!  An overloaded trailer may result in failure or in loss of control of the trailer, leading to death or serious injury.

Never load a trailer so that the weight on any tire exceeds its rating.

Never exceed the trailer Gross Vehicle Weight Rating (GVWR).

Never exceed an axle Gross Axle Weight Rating (GVWR).

Proper handling of your trailer depends on having the trailer load distributed properly. A proper weight distribution is equal, right to left; and proper tongue weight for stable trailer handling. Rules of thumb for proper tongue weight are:

Ball Hitch (or Bumper Hitch) 10-15% of GVW

Gooseneck Hitch 20-25% of GVW

Fifth Wheel Hitch 20-25% of GVW

The trailer is more stable when its center of gravity is low.

- Load heavy items on the floor and over the axles.
- Load additional items to maintain even weight distribution and to achieve desired tongue weight.

WARNING!  An improperly distributed load may result in loss of control of the trailer, leading to death or serious injury.

- Proper tongue weight is essential for stable trailer handling
- Distribute the load front to rear to provide proper tongue weight

- Distribute the load evenly, right and left to avoid tire overload
- Keeping the center of gravity low and centered is essential to minimize the risk of tipping over

• Shifting Cargo

You are responsible for securing your cargo in such a way that it does not shift within the trailer during the tow. The “ride” inside a trailer can be very bumpy and rough.

WARNING!



A shifting load may result in failure, or loss of control of the trailer, and can lead to death or serious injury. You must tie down all loads with properly sized fasteners, rope, straps, etc. to prevent the load from shifting while trailer is in motion. If the catch on the door latch has a hole for a linch pin, be sure to securely fasten the linch pin to the door.

WARNING!



Always secure the door latch after closing. Place a linch-pin in the catch. If the door opens, your cargo may be ejected onto the road.

Your Carry-On Trailer is not capable of safely transporting flammable, explosive, poisonous or other dangerous materials.

• Brakes, Lights, and Mirrors

The brakes (if equipped) and lights on your trailer are controlled via a connection to the tow vehicle, usually a multi-pin electrical connector. Trailer brake operation is critical for slowing the trailer. Lights are necessary for drivers behind you to see you at night, and be alerted to your intended moves. Make sure that the brakes and all of the lights on your trailer are functioning properly before towing your trailer.

WARNING!



Failure to connect the tow vehicle lighting and braking to the trailer will result in inoperable lights and brakes, and may lead to collision.

Check that all the trailer lights and brakes work before each tow.

Standard mirrors usually do not provide adequate visibility for viewing traffic to the sides and rear of a trailer under tow. You are responsible for providing mirrors that permit you to safely maneuver in traffic.

• Determining Correct Load Limit

Steps for Determining Correct Load Limit (10K GVWR or less):

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. This figure equals the available amount of cargo and luggage load capacity this placard is attached to vin tag.
2. Determine the combined weight of passengers, luggage and cargo being loaded in the tow vehicle and the trailer. That weight may not safely exceed the available cargo and luggage load capacity.
3. 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. $(1400 - 750(5 \times 150) = 650 \text{ lbs.})$
4. 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.
5. 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.

Steps for Determining Correct Load Limit (10K GVWR or more):

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN Certification label.
3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

• 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>.

Warning! Important Health Notice

Some of the building materials used in the manufacturing of this Cargo Trailer emits FORMALDEHYDE. Eye, Nose and Throat irritation, Headache, Nausea and a variety of Asthma-like symptoms, including shortness of breath, have been reported as a result of FORMALDEHYDE exposure. Elderly persons and young children, as well as anyone with a history of Asthma, Allergies, or Lung Problems, may be at greater risk. Research is continuing on the possible long-term effects of exposure to FORMALDEHYDE.

Reduced ventilation resulting from this Cargo Trailer remaining closed for long periods of time, may allow FORMALDEHYDE and OTHER CONTAMINANTS to accumulate inside of an enclosed trailer. Additional ventilation to dilute this air may be obtained from a passive or mechanical ventilation system offered by the manufacturer. Consult your dealer for information about the ventilation options offered with this Cargo Trailer.

High temperatures and humidity tend to raise FORMALDEHYDE levels. When a Cargo Trailer is to be located in areas subject to extreme summer temperatures, vents will help to control the temperature levels. Check with your dealer to discuss these other options if necessary.

If you have any questions regarding the health effects of FORMALDEHYDE, consult your doctor or local health department.



II. PREPARING TO TOW

Introduction

This chapter provides instructions for the operation and care of Carry-On Trailer's enclosed trailers. These instructions must be followed to ensure safety of persons, and satisfactory life of the trailer. Safety precautions protect against injury or property damage, and must be followed at all times.

This section of the manual is organized into subsections containing information pertaining to the correct methods of preparing to tow your Carry-On enclosed trailer. Reading this information is a prerequisite to towing your trailer and must be fully comprehended before use.

Providing an Adequate Tow Vehicle and Hitch

Trailer Information

Tow Vehicle

Coupling the Trailer

Loading the Trailer

Checking the Trailer Before and During Each Tow

Breaking in a New Trailer

Uncoupling the Trailer

II. Preparing to Tow

• Providing an Adequate Tow Vehicle and Hitch

You are responsible for providing a vehicle and hitch that have a towing capacity that is sufficient for your trailer. Vehicle and hitch manufacturers are the appropriate source of competent advice. If the vehicle or hitch is not properly selected and matched, you can cause an accident that may result in loss of life.

WARNING!  Use of an under-rated hitch or tow vehicle may result in loss of control leading to death or serious injury. Make certain your hitch and tow vehicle are rated for your trailer.

• Trailer Information

Your Carry-On enclosed trailer has an identification and information tag. The VIN tag is located on the tongue near the trailer on the right side as you face the trailer. The trailer VIN tag contains essential information for the safe use and identification of your Carry-On enclosed trailer.

EMPTY WEIGHT: The documents that accompany the trailer, such as the Manufacturer's Certificate Origin, are not a reliable source for "empty" or "net" weight of your Carry-On enclosed trailer, you must weigh it on an axle scale. Axle scaling requires knowing the axle weights of your tow vehicle, without the trailer coupled.

GAWR: This is the maximum gross weight that each axle can support. It is the lowest of axle, wheel or tire rating.

GVWR: This is the maximum allowable gross weight of your Carry-On enclosed trailer and its contents. The gross weight of the trailer includes the weight of the trailer and all of the items within it. 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. The sum total of the GAWR for all trailer axles may be less than the GVWR. The total weight of the cargo and trailer

must not exceed the lesser of the total GAWR or GVWR.

VIN: This is the Vehicle Identification Number.

• Tow Vehicle

If you are purchasing a new vehicle to tow your Carry-On enclosed trailer, consult the vehicle dealer for advice on how to equip the towing vehicle. The following information and equipment must be discussed with the vehicle dealer.

Automatic Transmission Oil Cooler:

A towing vehicle automatic transmission is handling more power when a trailer is being towed. Inadequate cooling will shorten transmission life, and may result in sudden transmission failure. Check with the tow vehicle dealer.

Brake Controller:

This device is part of the tow vehicle and is necessary to operate the electric brakes on your trailer (if applicable). Carry-On Trailer provides electric brakes on some trailers. The brake controller here is not the same as the safety breakaway brake controller that may be provided on some trailers.

Cooling System:

The engine on the tow vehicle is working harder when you are towing your trailer. Depending on the size of the trailer being towed, it may be necessary to have an engine oil cooler. Inadequate cooling may result in sudden engine failure. Check with the tow vehicle dealer.

Electrical Connector:

This component is used to connect the lighting and brake facilities on the trailer to the light and brake controls on the towing vehicle.

Emergency Flares and Emergency Triangle Reflectors:

It is suggested to carry these warning devices if you are towing a trailer. The hazard lights of your towing vehicle will not operate for as long a period of time because the battery is running the trailer lights as well as the towing vehicle lights.

Fire Extinguisher:

It is wise to carry a fire extinguisher in the tow vehicle.

Heavy Duty Flasher:

This electrical component may be required when your trailer turn signal lamps are attached to the tow vehicle flasher circuit.

Overall Carrying and Towing Capacity of Vehicle:

Vehicle manufacturers will provide you with the maximum capacities of their various models.

Suspension System:

Sway bars, shock absorbers, heavy duty springs, heavy-duty tires and other suspension components must be selected to accommodate the size and weight of the trailer that is going to be towed.

Side View Mirrors:

The size of the mirrors that are required depends on the size of the trailer that is being towed and your state law requirements. In addition, you must consider the fact that some states prohibit having extended mirrors on a towing vehicle, except while trailer is actually being towed. In these cases, detachable extended mirrors are required. You must check with your dealer or the appropriate state agency for mirror requirements.

• Coupling the Trailer

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

Improperly coupled trailers may result in death or serious injury.

Do not move the trailer until:

- the coupler is secured and locked, if applicable
- the safety chains are secured to the tow vehicle
- the trailer jacks are fully retracted

Do not tow the trailer on the road until:

- the trailer brakes are checked

- the breakaway switch is connected to the tow vehicle
- the trailer lights are connected

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

Coupler*: A device on the tongue of the trailer, that makes the connection to the hitch on the tow vehicle.

*Note Coupler Size: All 2,000 lb. GVWR trailers use a 1 7/8" Coupler. All 2,990 lb. GVWR trailers use a 2" Coupler. All 7,000lb - 14,000 lb. GVWR trailers use a 2 5/16" Coupler.

Hitch: A device on the tow vehicle, to which the coupler of the trailer is attached. The hitch also supports the weight of the trailer tongue.

Safety Chains: They keep the trailer attached to the tow vehicle in case the coupler connection comes loose. In order to be effective, safety chains must be properly rigged to pull the trailer in case the coupler comes loose from the hitch. With proper rigging, it is possible to keep the tongue of the trailer from digging into the 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. This connector operates the brakes, brake lights, running lights, and turn signals as required.

Breakaway Switch: A device that activates emergency electrical brakes on the trailer in case the coupler connection comes loose. In order to be effective, the breakaway switch must be rigged to the tow vehicle with the correct amount of slack. This will allow switch activation if the coupler connection comes loose.

Jack: A device on the trailer that is used to raise and lower the tongue (front) of the trailer. Sometimes called the "landing gear".

>>>Ball Hitch Coupler

Couple the trailer to the tow vehicle:

- Using the trailer jack, lower the trailer 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 holds the coupler securely to the hitch ball. Make sure that the coupler completely covers the hitch ball and the locking mechanism is engaged. A properly engaged locking mechanism will permit the coupler to raise the rear of the tow vehicle.

WARNING!  Incorrect rigging of the safety chains may result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer becomes uncoupled from the tow vehicle.

Fasten safety chains to the frame of the tow vehicle, not to the hitch of ball.

Cross underneath hitch and coupler with minimum slack to permit turning and to hold the tongue up, if the trailer comes loose.

• Loading the Trailer

An improperly loaded trailer is dangerous on the road. Many accidents and death's are caused by improper trailer loading. Safely loading a trailer is an activity that requires attention to many factors:

- Overall load weight
- Load weight distribution
- 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 total weight of the trailer and its contents must never exceed the lesser of the GVWR, or the sum total of the GAWR's as stated on the trailer's VIN tag.

Usually, the wheel and tire ratings determine the "GAWR", and the GVWR determines the maximum weight of the trailer and its contents.

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

- Never load a trailer so that the weight on any tire exceeds its rating
- Never exceed the trailer Gross Vehicle Weight Rating (GVWR)
- Never exceed an axle Gross Axle Weight Rating (GAWR)

It is also essential to distribute the load so that the tongue has enough weight to provide predictable handling, and so that no single tire is overloaded. Rules of thumb for proper tongue weight are:

- Ball (or bumper) Hitch 10-15% of GVW
- Gooseneck Hitch 20-25% of GVW
- Fifth Wheel 20-25% of GVW

GVW is the total weight of the trailer and all cargo. The cargo should be distributed so that the trailer center of gravity is as low as possible. Heavy items should be loaded on the floor and over the axles. Additional items should be loaded evenly, right to left, to achieve uniform tire loading and the total load should be distributed front-to-rear to obtain proper tongue weight.

>>> **Checking Tongue Weight**

Tongue weight can be measured on a fully loaded trailer by several methods. In each method, the trailer must be level, as it will be when being towed.

WARNING!



An improperly distributed load may result in loss of control of the trailer, and may lead to death or serious injury.

- Proper tongue weight is essential for stable trailer handling
- Distribute the load front to rear to provide proper tongue weight
- Distribute the load evenly, right and left, to avoid tire overload
- Keeping the center of gravity low and centered is essential to minimize the risk of tip-over.

You are responsible for securing your cargo in such a way that it does

not shift while the trailer is being towed. The “ride” inside a trailer tends to be bumpy and rough.

A shifting load may result in failure or loss of control of the trailer, leading to death or serious injury.

You must tie down all loads with properly sized fasteners, ropes, straps, etc. to prevent the load from shifting while towing.

>>> Loading Cargo

Before loading cargo into your enclosed trailer, inspect the trailer for any internal or external damage.

All trailers must be coupled to the tow vehicle before loading. This is critical for the bumper pull trailer. The tongue of a bumper pull trailer may rise during loading, before the cargo is properly distributed.

Depending on the exact model of your Carry-On trailer, the cargo carrying portion may be designed for carrying such things as:

- Automobiles
- Snowmobiles
- All-Terrain Vehicles
- Motorcycles
- Other Cargo

The enclosed cargo trailer is not to be used to transport people, animals, containers of hazardous substances, or containers of flammable substances. Fuel used by an off-road vehicle, a car, or a motorcycle comes in a gasoline tank that is designed to contain fuel while that vehicle is being driven. These “containers” of fuel may be carried inside your enclosed cargo trailer.

WARNING!



Never transport people, or animals inside your Carry-On enclosed trailer, even if it has living quarters. Besides putting their lives at risk, the transport of people in trailers is illegal.

WARNING!



Your Carry-On enclosed trailer is not capable of safely transporting flammable, explosive, poisonous or other dangerous materials.

Preparing the Trailer for Loading

Enclosed trailers may be equipped 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 closely for looseness or signs of bending before loading the cargo onto the trailer.

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

WARNING!  Damaged or loose D-rings might break. If this happens, the cargo may become loose inside the trailer and shift the center of gravity, resulting in an out-of control trailer.

Loading the Enclosed Trailer

Some enclosed trailers are equipped 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 is out of adjustment or worn out, it will not provide the expected assistance for slow and careful lowering and raising of ramp.

WARNING!  A spring and cable counterbalance may inflict serious injury if it breaks, or if it is 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 Carry-On Trailer dealer for service.

To load your trailer:

1. Carefully lower the drop ramp to the ground.
2. Load the cargo up the drop ramp and into the trailer.
3. Secure the cargo to the trailer using appropriate straps, chains and tensioning devices.
4. Close the drop ramp door and secure the trailer door catch, so that the catch and the door cannot open while the trailer is being towed.

WARNING!  Always secure the door latch after closing. Place a linch pin in the catch. If the door opens, your cargo may be ejected onto the road.

Some trailers are equipped with ventilation openings. These openings are provided to exhaust potentially deadly fumes. Open the vent(s) while loading the trailer. However, do not tow the trailer with the vents open, as this may cause damage to the vent.

WARNING! Accumulation of hazardous fumes may cause death or serious injury. Do not block access to ventilation ports.



• Checking the Trailer Before and During Each Tow

Pre-Tow Checklist:

Before you begin you tow, double check all of these items:

- ☐ Coupler secured and locked
- ☐ Safety chains properly rigged to tow vehicle, not to hitch or ball
- ☐ Safety breakaway switch cable fastened to tow vehicle, not to safety chain
- ☐ Tires: Check pressure while tires are “cold”;
Inspect tread and wear patterns (no cuts, bulges, cracks or cords)
- ☐ Wheels: Inspect for cracks, dents and bends
- ☐ Lug nuts tight
- ☐ Test of lights: tail, stop and turn
- ☐ Cargo appropriately restrained (doors are latched and secured)
- ☐ Fire extinguisher
- ☐ Flares and reflectors

Regular Stops Checklist:

After each 50 miles, or one hour of towing, stop and check the following items:

- ☐ Coupler is secure
- ☐ Safety chains are fastened and have not been dragging
- ☐ Tires not visibly low on pressure
- ☐ Cargo is secure
- ☐ Cargo door is latched and securely fastened.

• Breaking in a New Trailer

The wheel and brake system on your trailer require special attention early in their lives. Wheel lugs may shift and settle quickly after

assembly, and must be checked after the first 10, 25, and 50 miles of driving. Failure to perform this check may result in a wheel parting from the trailer, and a crash leading to death or serious injury.

WARNING!  Lug nuts are prone to loosen after assembly. Death or serious injury may result.
Check lug nuts before and during use.
Check lug nuts for tightness on a new trailer, and after re-mounting a wheel at 10, 25, and 50 miles.

• Uncoupling the Trailer

>>> Ball Hitch/Tongue Jack Uncoupling

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

- Before jacking the trailer up, block the trailer tires to prevent the trailer from rolling.
- Disconnect the electrical connector (if applicable)
- Disconnect the breakaway brake switch cable
- Disconnect the safety chains from the tow vehicle
- Unlock the coupler
- Rotate the jack handle (or crank) clockwise. This will slowly extend the jack and transfer the weight of the trailer tongue to the jack
- Continue to extend the jack(s), making sure that the ground is providing stable and level support for the trailer.

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>.



III. TRAILER TOWING GUIDE

III. Important Advice for Towing Your Trailer

As with driving a car, towing a trailer is a learning experience. The hazards, however, are greater than when driving a vehicle without a trailer. You are responsible for keeping your vehicle and the trailer under control, and for all of the damage that is caused if control is lost.

Driving a vehicle with a trailer is vastly different from driving that same vehicle without a trailer in tow. Acceleration, maneuverability and braking are all diminished. It takes longer to get up to speed and more room is needed to turn and pass. More distance is also required to stop when towing a trailer.

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 that you are able to see the trailer as well as the area to the rear of it. Then, as you did when learning to drive an automobile, find an open area with little or no traffic for your first practice tow. Drive slow at first, 5 m.p.h. or less, and turn the wheel to get the feel for how the tow vehicle and trailer combination responds. Next, make some right and left hand turns. Watch in your rear view mirror to see how the trailer follows the tow vehicle.

Stop the vehicle a few times from speeds no greater than 10 m.p.h. 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 engage just before the tow vehicle brakes.

It will take practice to learn how to back up a tow vehicle with a trailer attached. 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 their hands as being on the top of the wheel. When their 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. Avoid tight turns. Turning too tightly will cause the trailer to hit the rear of your vehicle and cause damage. To straighten the rig, either pull forward, or turn the steering wheel in the opposite direction.

• **Safe Trailer Towing Guidelines:**

- Before towing, check coupling, safety chains, safety brake, tires, and lights
- Check the lug bolts for tightness
- Check the coupler tightness after towing 50 miles
- Adjust the brake controller to engage the trailer brakes before the tow vehicle brakes (if applicable). (Your Carry-On Trailer dealer can assist you by making this adjustment)
- 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
- 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 required without a trailer)
- Shift your automatic transmission to a lower gear for city driving
- Use lower gears for climbing and descending grades
- Do not ride the brakes while descending grades, they may overheat and stop working
- 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. Be 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 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 even acceleration, will provide a stabilizing force.
- Make regular stops, about once each hour. Confirm that the coupling is in order and locked, electrical connectors made, and breakaway switch pull (if applicable) pin cable has an appropriate amount of slack. Also make certain that the tires are not visibly low on pressure, and that your cargo is secure and in good condition.



IV. SCHEDULED INSPECTION AND MAINTENANCE

Introduction

This manual provides instructions for the operation and care of Carry-On enclosed trailers. The instructions in this manual must be followed to ensure safety of persons, and satisfactory life of the trailer. Safety precautions protect against injury or property damage, and must be followed at all times.

Essential to the longevity of the trailer is the proper attention to the scheduled inspection and maintenance. This section is divided into the various sections providing maintenance and schedules for your new Carry-On enclosed trailer.

**Inspection and
Service Instructions**

Brakes/Electric

**Trailer Connection
to Tow Vehicle**

Trailer Structure

Tires

Wheels

IV. Scheduled Inspection and Maintenance

• Inspection & Service Instructions

>>> Axle, Bolts, & Frame Suspension

Various inspection and maintenance activities require that the trailer be jacked up.

WARNING!  Worn or broken suspension parts may cause loss of control resulting in death or serious injury. Have the trailer professionally inspected annually and after any impact

When jacking and using jack stands, place them clear of wiring, brake lines, and suspension parts (springs, torsion bars and the like). Place jacks and jack stands inside of the perimeter strip on the supporting structure to which the axles are attached.

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

• Brakes/Electric

An emergency electric breakaway system acts only if the trailer comes loose from the hitch, and the breakaway pin is pulled.

>>> Breakaway Battery

The breakaway battery automatically engages the trailer brakes if the trailer uncouples from the tow vehicle. It is critical to check, maintain and replaced this battery, as directed by the manufacturer.

>>> 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 operation of the switch, battery and brakes, you must pull the pin from the switch and verify that the brakes apply to each wheel.

>>> Magnets

To make sure that the electrically operated braking system will func-

tion properly, you must have your Carry-On Trailer dealer inspect the magnets at least once a year, or each 12,000 miles.

• **Trailer Connection to Tow Vehicle**

>>> **Coupler and Ball**

The coupler on the trailer connects to the ball attached to the hitch on the towing vehicle. The coupler, ball, and hitch transmit the towing forces between the tow vehicle and the trailer. To reduce wear and ensure proper operation, coat the ball with a thin layer of automotive bearing grease before each use of the trailer. Check the locking device on the coupler and make sure that it operates properly.

If you see or can feel evidence of wear, such as flat spots, deformations, pitting or corrosion, on the ball or coupler, have them examined immediately by your Carry-On Trailer dealer in order to take proper action in preventing possible failure of the ball and coupler system. Have all bent or broken coupler parts 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 may prevent proper operation of the latching mechanism.

Replace ball only with one having a load rating adequate for towing the trailer, that is, having a load rating that matches or exceeds the GVWR of the trailer.

• **Trailer Structure**

>>> **Cleaning**

The trailer floor is the surface that will receive the most abuse. While most floors are treated plywood, it is important not to allow standing water on the trailer floor.

>>> **Fasteners and Frame Members**

All of the fasteners and structural frame members are to be inspected

for bending and other damage, cracks, or failure. Depending upon the nature of the damage or failure, repair or replace the fastener and frame member. If you have any question about the condition or method of repair for fasteners or frame members, get the recommendation of, or have the repair done by your Carry-On Trailer dealer.

WARNING! Broken or damaged fasteners or welds may cause injury or damage to trailer and contents. Inspect for, and repair all damaged parts at least once a year.



>>> Welds

All welds can crack or fail when subjected to a heavy impact, such as can be delivered by collisions, or the movement of cargo that was not properly tied to prevent movement.

To prevent severe damage to your trailer, you must inspect all of the welds for cracks or failure any time you know or suspect that your trailer has been subjected to an impact load.

WARNING! Do not attempt to repair a cracked or broken weld unless you have the skills and equipment for a proper repair.



Improper weld repair may lead to early failure of the trailer structure and serious injury or death. Go to your Carry-On Trailer dealer.

>>> Drop Ramp Torsion Springs

If your trailer has a drop-ramp door, the weight of the door is partially held by a torsion spring and a cable.

The cable and ends must be regularly inspected for fraying and signs of loosening. If released, a torsion spring may inflict serious injury.

WARNING! A spring and cable counterbalance may inflict serious injury if it breaks or is 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 Carry-On Trailer dealer for service.

The torsion spring and cable are not user serviceable. The torsion spring must be serviced by a technician trained in torsion spring safety.

• Tires

Before each tow, check to make sure the tire pressure is at the value indicated on the sidewall. Tire pressure must be checked while the tire is cold. Do not check the tire pressure immediately after towing the trailer. If the trailer has been towed as much as one mile, allow at least three hours for the tires to cool. If the tire treads have less than 1/16" depth or the telltale bands show, replace the tire before towing the trailer.

Inspect both sidewalls of each tire for bubbles, cuts or bulges. Such conditions may lead to a tire blowout. Replace the damaged tire before towing the trailer.

WARNING! Check tires before use. Worn, damaged or under-inflated tires may result in loss of control of the vehicle, death serious injury or property damage.

• Wheels

>>> Unsealed Bearings (Hubs)

If your trailer has unsealed axle bearings, they must be inspected and lubricated once a year or every 12,000 miles to insure safe and reliable operation of your trailer.

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

Trailers that are subjected to extended periods of non-use should have bearings inspected and packed more frequently, at least every six months and prior to use.

To disassemble and service the unsealed wheel bearings, follow these steps:

- Removing the grease cap, cotter pin, and spindle washer. Next, remove the hub and drum to inspect the bearings for wear and damage.
- If the bearings exhibit flat spots on rollers, broken roller cages, rust, or pitting, they must be replaced. Always replace bearings and cups in groups. The inner and outer bearings are to be replaced at the same time.
- Check seals for nicks, tears or wear. Replace damaged or

worn seals.

- Lubricate the bearings with a high quality EP-2 automotive wheel bearing grease.

After reassembling the bearings, follow the steps below for proper adjustment. The wheel bearings must be checked for free running and be adjusted every time the wheel hub is removed. Adjustment of the wheel bearings is done by the following steps:

- Turn the hub slowly, by hand, while tightening the spindle nut. Tighten 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).

>>> **Lug Bolts or Nuts**

WARNING! Tighten the lug nuts (bolts) before each tow. Metal creep between the wheel rim and lug nuts (bolts) will cause the rim to loosen. Death or serious injury may occur if the wheel comes off.



Lug nuts are most likely to loosen right after a wheel is mounted to a hub. You must check the lug nuts for tightness at short intervals after mounting a wheel.

WARNING! Lug nuts are prone to loosen after assembly. If lug nuts are not properly maintained death or serious injury may result.



Check lug nuts for tightness on a new trailer, and after re-mounting a wheel at 10, 25, and 50 miles.

To prevent the wheels from coming loose, the lug nuts (bolts) must be tightened to the proper torque for the axle size on your trailer. You must use a torque wrench to obtain the proper tightening of the fasteners. If you do not have a torque wrench, use a lug wrench and then have the lug nuts (bolts) tightened to the proper torque at a

service garage or by your Carry-On Trailer dealer. Over-tightening will result in breaking the studs.

Lug Nut Torque-Steel Wheels

<i>Axle Rating (lbs.)</i>	<i>Stud Size (in.)</i>	<i>Torque (ft.-lbs.)</i>
3,500 to 7,000	1/2"	80 - 95
8,000	9/16"	120 - 140
9,000	5/8"	175 - 225
10,000	5/8" flanged	275 - 325
12,000	3/4" flanged	375 - 425

>>> Wheel Rims

If the trailer has been struck/impacted, on or near the wheels, or if the trailer has struck a curb, the rims must be inspected for damage, such as being out of round. Replace a damaged wheel. Inspect the wheels for damage every year, even if no obvious impact has occurred.

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 575.6 refer to Tire Warranty, Registration and Safety Information booklet included in your trailer owners packet.

VEHICLE REGISTRATION & TIRE REGISTRY
IMPORTANT
RETURN THIS COMPLETED CARD

City _____ State _____ Zip _____

[illegible]

41

[illegible]

[illegible]



Carry-On Trailer Corporation

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