

Coupling to the Tow Vehicle



Breakaway Brake System

Gooseneck Coupler

The breakaway brake system may be fitted with a charging facility that draws power from the tow vehicle. If the electrical system on your tow vehicle does not provide power to the breakaway brake battery you must periodically charge the battery on the trailer to keep the breakaway brake system in working order.

- ◆ Visually inspect the breakaway brake system for broken parts.
- ◆ Connect the pullpin cable to the tow vehicle so that the pullpin will be pulled out before all of the slack in the safety chains is taken up (see “Safety Chains” figure). Do **not** connect the pullpin cable to a safety chain or a safety chain receiver or to the gooseneck ball or its support. This would keep the breakaway brake system from operating when it is needed. Contact the hitch manufacturer or installer if you are not certain of the hitch provisions for breakaway brake connection
- ◆ Remove the pullpin from the switch and test tow the trailer at less than 5 m.p.h. You should feel the trailer resisting being towed, but the wheels will not necessarily be locked.

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- ◆ Immediately replace the pullpin. The breakaway brake system battery discharges rapidly when the pullpin is removed.

^ WARNING

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

Connect the breakaway cable to the tow vehicle; and NOT to the safety chain, safety chain receiver, gooseneck ball or gooseneck ball support.

Test the function of the breakaway brake system before towing the trailer. Do not tow the trailer if the breakaway brake system is not working; have it serviced or repaired.

Do **not** tow the trailer with the breakaway brake system ON because the brakes will overheat which can result in permanent brake failure.

^ WARNING

Failure to replace the pullpin will prevent brakes from working, leading to loss of control, serious injury or death.

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If you do not use your trailer for three or more months, or during winter months:

- Store the battery indoors; and
- Charge the battery every three months.

Replace the breakaway brake battery at intervals recommended by the battery manufacturer's instructions.

2.2.2.5. Connect the electrical cables

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

- ◆ Check all lights for proper operation:
 - 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).
 - Backup Lights (Put tow vehicle gear shift into reverse).
- ◆ Check electric brakes for proper operation

If your trailer has electric brakes, your tow vehicle will have an electric brake controller that sends power to the trailer brakes. Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer in order to confirm that the electric brakes operate. While towing the trailer at less than 5 m.p.h., manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brakes.

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^ WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.

Before each tow:

- Check that the taillights, brake lights and turn signals work
- Check that the electric brakes work by operating the brake controller inside the tow vehicle

2.2.2.6. Uncoupling the Gooseneck Trailer with Drop-leg Jack

Follow these steps to uncouple your gooseneck hitch trailer from the tow vehicle:

- ◆ Block trailer tires to prevent the trailer from rolling, before jacking the trailer up
- ◆ Disconnect the electrical connector.
- ◆ Disconnect the breakaway brake switch cable. Promptly replace the pin in the switchbox.
- ◆ Disconnect the safety chains from the tow vehicle.
- ◆ Move the spring-loaded gooseneck receiver lock plate locking pin to the OPEN position (see “Gooseneck Ball Receiver and Height Adjustment” figure).
- ◆ Rotate the lock plate to a position that permits the gooseneck ball to exit the receiver.
- ◆ Before releasing drop leg jack, make certain ground surface below jack base will support the trailer tongue load.
- ◆ Rotate the drop leg plunger pin handle so that the plunger pin is released from the drop leg (see “Releasing Drop Leg Mechanism” figure).

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- ◆ Push down on the drop leg base with your foot to place a drop leg to the desired lowered position.
- ◆ Rotate the plunger pin handle so that the plunger pin is attempting to engage the drop leg (see “Releasing Drop Leg Mechanism” figure)
- ◆ Slowly raise your foot, permitting the drop leg to raise. The plunger pin will engage a hole in the drop leg.

^ Caution

The drop legs are heavily spring loaded in the lowered position. They will rapidly return to the upper position when released and can inflict serious bruises, scrapes or pinching.

Keep your feet, shins and hands well clear of the drop legs and drop leg bases when releasing the drop legs.

Always wear shoes or boots while performing this operation

- ◆ Be sure the plunger pin is fully engaged. Push it in by hand if necessary. The bent part of the plunger pin handle must be touching the plunger pin housing.
- ◆ If your trailer has two drop leg jacks, lower them both to the same level, following the above instructions.

^ Notice

If the drop legs are not set at the same level, one of the drop leg jacks can be overloaded and can be damaged.

- ◆ Release the handle (or crank) from its holder and engage it with the jack shaft.

Coupling to the Tow Vehicle

- ◆ Rotate the handle (or crank) from its hold and engage it with the jack shaft.



Removable Handle

- ◆ Rotate the handle (or crank) clockwise to slowly extend the jack and transfer the weight of the trailer tongue to the jack.
- ◆ On two speed jacks, pushing the handle shaft toward the gearbox can perform rapid extension. This shifts the gearbox into a high speed mode.
- ◆ When the drop leg base contacts the ground, shift the gearbox into low speed mode by pulling out on the handle shaft until it locks into low gear.

3. LOADING THE TRAILER

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider:

- Overall load weight;
- Load weight distribution;
- Proper tongue weight; and
- 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 trailer axles carry most of the total weight of the trailer and its contents (Gross Vehicle Weight, or “GVW”). The remainder of the total weight is carried by the tow vehicle hitch. It is essential for safe towing that the trailer tongue and tow vehicle hitch carry the proper amount of the loaded trailer weight, otherwise the trailer can suddenly sway wildly at towing speed. Read the “Tongue Weight” section below.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. This means that you must consider the rating of the tires, wheels and axles. For tandem and triple axle trailers, you must make sure that the front-to-rear load distribution does not result in overloading any axle.

Towing stability also depends on keeping the center of gravity as low as possible. Load heavy items on the floor and over the axles. When loading additional items, be sure to maintain even side-to-side weight distribution and proper tongue weight. The total weight of the trailer and its contents must never exceed the total weight rating of the trailer (Gross Vehicle Weight Rating, or “GVWR”).

Loading the Trailer

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

Tongue Weight

It is critical to have a portion of the trailer load carried by the tow vehicle. That is, the trailer tongue must exert a downward force on the hitch. This is necessary for two reasons. First, the proper amount of tongue weight is necessary for the tow vehicle to be able to maintain control of the tow vehicle/trailer system. If, for example, the tongue exerts an upward pull on the hitch, instead of pushing down on it (because the trailer is overloaded behind its axle(s)), the rear wheel of the tow vehicle can lose traction or grip and cause loss of control. Also, even if there is some weight on the tongue, but not enough weight on the tongue, the trailer can suddenly become unstable at high speeds.

If, on the other hand, there is too much tongue weight, the front wheels of the tow vehicle can be too lightly loaded and cause loss of steering control and traction, as well, if the front wheels are driving.

In addition to tow vehicle control, tongue weight is necessary to insure that the trailer axle(s) do not exceed their Gross Axle Weight Rating (GAWR).

Loading the Trailer

The table below has “rules of thumb” for proper tongue weight.

In the table below, the second column notes the rule of thumb percentage of total weight of the trailer plus its cargo (Gross Vehicle Weight, or “GVW”) that should appear on the tongue of the trailer. For example, a trailer with a gooseneck hitch, with a loaded weight of 12,000 pounds, should have 20-25% of 12,000 pounds on the tongue. That is, the example trailer would have 2,400 to 3,000 pounds on its tongue.

Tongue Weight as a Percentage of Loaded Trailer Weight	
Type of Hitch	Percentage
Ball Hitch (or Bumper Hitch)	10-15%
Gooseneck Hitch	20-25%

^ WARNING

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:

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

Loading the Trailer

3.1. CHECKING TONGUE WEIGHT

To check the tongue weight, the tow vehicle and trailer must be on level ground, as they will be when the trailer is being towed.

If you know the weight on your tow vehicle axles when you are not towing a trailer, trailer tongue weight can be determined with the use of a truck axle scale.

The recommended method of checking tongue weight is to use an accessory called a "tongue weight scale." If a tongue weight scale is not available from your dealer, call Dalton Enterprises, Inc. (276) 686-9178 for assistance.

An alternate method of checking tongue weight involves the use of a bathroom scale. The loaded trailer must be on a smooth and level surface, and you must block the trailer wheels, front and rear.

^ WARNING

An unrestrained trailer can fall off its support, resulting in serious injury or death.

Before checking tongue weight, block trailer wheels, front and rear.

- ◆ Raise the tongue of the trailer with the jack.
- ◆ Place a bathroom scale on the ground, directly below the coupler.
- ◆ Place a strong block support (such as a cement block) on the scale – note the scale reading for the weight of the block support.
- ◆ Lower the tongue until the coupler rests on the block support and the jack is $\frac{1}{2}$ inch above the ground.

Loading the Trailer

- ◆ The scale reading, minus the weight of the block support is the tongue weight.

- ◆ If the tongue weight exceeds the capacity of a bathroom scale, you can use “leverage” to divide the tongue weight between the bathroom scale and another support (see “Checking Tongue Weight” figure).
 - Raise the tongue of the trailer with the jack.
 - Arrange a brick, 2 x 4 (or 4 x 4) board, bathroom scale and pipes as shown in “Checking Tongue Weight” figure. The brick should be about the same thickness as the bathroom scale.
 - Leave a 3 foot distance between the pipes, and place the coupler about 2 feet from the pipe on the bathroom scale.
 - Place a strong block support (such as a cement block) on the board. Note the weight indicated on the scale.
 - Lower the tongue until the coupler rests on the block support and the jack is ½ inch above the ground.
 - Subtract the scale reading with the block and board alone from the scale reading with the trailer on the block. Multiply the result by 3 to get the actual tongue weight.

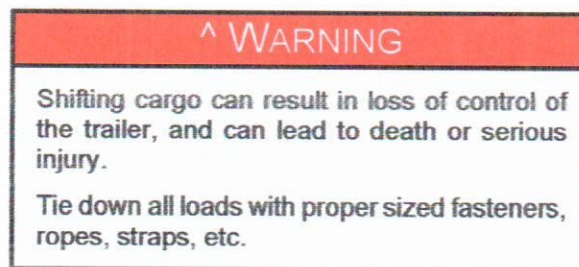
- Example:
 - Scale reading with block and board alone = 10 lbs.
 - Scale reading with trailer coupler resting on board = 50 lbs.
 - Actual tongue weight: $(50-10) \times 3 = 120$ lbs.

- ◆ The tongue weight can also be checked at an axle weighing scale.

Loading the Trailer

3.2. SECURING THE CARGO

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed.



3.2.1. Loading Cargo (Open Trailer)

Couple the trailer to the tow vehicle before loading. This is essential for the bumper pull trailer because the tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed. To measure the tongue weight, you will have to uncouple the trailer after it is loaded.

Do not transport people, containers of hazardous substances, cans or containers of flammable substances, such as gasoline, kerosene, paint, etc. However, fuel in the tank of an off-road vehicle, or a car or motorcycle, etc. may be carried on your open trailer.

Loading the Trailer

^ 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 proper containers used in trailer living quarters for cooking
- Fuel stored in the tank of an on-board generator

3.2.1.1. Preparing the Trailer for Loading

Before loading cargo onto the trailer:

- ◆ inspect the deck of the trailer for corrosion or damage; and
- ◆ inspect the hold down openings and/or “D”-rings. Hold down openings must be sturdy with no visible cracks or kinks. D-rings must be tight to the deck and must not be bent.

If the deck or any required hold-down is damaged, do not load the cargo. Bring the trailer to your dealer or a competent repair service before using it to carry cargo.

Loading the Trailer

^ WARNING

Damaged or loose "D"-rings can break, allowing cargo to become loose inside the trailer. Loose cargo can shift the center of gravity, and result in loss of control of the trailer.

Inspect "D"-rings, and test them for looseness before loading cargo.

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

3.2.1.2. Loading a Rigid-deck Trailer

Open trailers have either a rigid-deck or a pivoting deck, depending on the exact model. This subsection describes loading a rigid-deck trailer.

Before loading a rigid-deck trailer, couple the trailer to the tow vehicle and make sure the rigid-deck is level. Do not load or unload the trailer when the deck is not level.

Make sure the top of the ramp (or ramps) is secure to the trailer, and the bottom is resting on firm ground. Pockets may be provided to hold the ramp to the frame of the trailer.

^ WARNING

Load can suddenly move or topple, which can result in death or serious injury.

Do not load or unload your open trailer unless it is prevented from tipping and is on firm and level ground.

Loading the Trailer

Load the cargo onto the trailer.

Secure the cargo to the trailer using appropriate straps, chains and tensioning devices.

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed.

^ 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.

Return the ramp(s) to their stowed position(s), and secure them so that they will not move during transit.

3.2.1.3. Loading a Pivoting-deck Trailer

Some open trailers are equipped with a pivoting-deck instead of with ramps. The pivoting feature allows for easier loading and unloading.

The pivoting-deck trailer is fitted with a spring-loaded catch that keeps the trailer in the driving position. After the trailer is loaded and the cargo is secured with hold downs, be sure the spring-loaded catch has locked the trailer into “driving position.”

Couple the trailer securely to the tow vehicle before attempting to unlock the deck and load the trailer. Unlock the deck and pivot it to the loading position (see “Pivoting-Deck Trailer” figure). Before loading the cargo, be certain the deck catch pin is retracted.

Loading the Trailer

^ WARNING

Loading a pivoting-deck trailer before retracting the deck catch pin can crack the catch pin, which can cause loss of cargo or loss of control of the trailer. Death or serious injury may result.

Before loading the trailer, retract the deck catch pin.

If the deck catch pin becomes bent, do not straighten it. Replace the deck catch pin before towing the load.

Load the cargo onto the trailer. As the cargo is moved forward on the deck, the deck will pivot down into the driving position.

Extend the deck catch pin into the deck to lock the deck into the driving position (see “Pivoting-Deck Trailer” figure). Ensure that the catch engages the hole in the pivoting deck.

^ WARNING

An unlocked pivoting deck can result in loss or cargo or loss of control of the trailer, which can result in death or serious injury.

Before towing the trailer:

- Lock the pivoting deck in the driving position.
- Double-check that the catch engages the hole in the pivoting deck.

Secure the cargo onto the trailer using appropriate straps and tensioning devices.

Loading the Trailer

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed.

^ 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.

3.2.2. Loading Cargo (Enclosed Trailer)

Couple the trailer to the tow vehicle before loading. The tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed. To measure the tongue weight, you will have to uncouple the trailer after it is loaded.

Do not transport people, containers of hazardous substances, cans or containers of flammable substances. However, fuel in the tank of an off-road vehicle, or a car or motorcycle, etc., may be carried inside of your enclosed cargo trailer.

^ WARNING

Do not transport people inside the trailer, even if it has living quarters. The transport of people puts their lives at risk and may be illegal.

Loading the Trailer

^ 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 proper containers used in trailer living quarters for cooking
- Fuel stored in the tank of an on-board generator

3.2.2.1. Preparing the Trailer for Loading

Before loading cargo into your enclosed trailer, inspect the interior of the trailer.

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

^ WARNING

Damaged or loose “D”-rings can break, allowing cargo to become loose inside the trailer. Loose cargo can shift the center of gravity, and result in loss of control of the trailer.

Inspect “D”-rings, and test them for looseness before loading cargo.

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

Loading the Trailer

3.2.2.2. Loading the Enclosed Trailer

Enclosed trailers may be fitted with a drop ramp door. The weight of the drop ramp door is partially held by a spring and cable counterbalance assembly. If this assembly 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 can inflict serious injury if it breaks, or if 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 dealer for service.

Carefully lower the drop ramp to the ground. Load the cargo up the drop ramp and into the trailer. If the trailer has living quarters, the cargo area of your trailer will have ventilation openings near the floor. Do not block these ventilation openings. These openings are provided to exhaust potentially deadly fumes.

^ WARNING

Accumulation of hazardous fumes can cause death or serious injury.

Do not block access to ventilation ports.

Secure the cargo to the trailer using appropriate straps, chains and tensioning devices.

Loading the Trailer

Close the drop ramp door and secure the trailer door catch using a linchpin or other locking device, so that the catch and door cannot open while the trailer is being towed.

^ WARNING

If the door opens, your cargo may be ejected onto the road, resulting in death or serious injury to other drivers.

Always secure the door latch after closing. Place a linchpin in the catch.

3.2.3. Loading Horses (Horse Trailer)

Couple the trailer to the tow vehicle before loading. This is essential for the bumper pull trailer because the tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed.

The cargo-carrying portion of a horse trailer is designed only for carrying horses. Do not transport people, livestock, containers of hazardous substances, or containers of flammable substances.

^ WARNING

Do not transport people inside the trailer, even if it has living quarters. The transport of people puts their lives at risk and may be illegal.

Loading the Trailer

^ WARNING

Do not carry "loose" livestock in your horse trailer. They can cause the trailer to become unstable and can result in loss of control.

You must use a trailer designed to carry "loose" livestock.

Before loading a horse in your trailer, inspect the interior of the trailer. The interior of the trailer must be smooth, and have no protruding objects. There should be no loose objects that could move about and startle or injure the horse. Check the walls, floor, dividers, etc., for loose and broken parts, welds, hinges, etc.

3.2.3.1. Preparing the Horse Trailer for Loading

Open windows and vents to provide ventilation. Consider the weather and transport conditions (i.e. on warm sunny days, maximum ventilation is required). Do not carry a horse without providing ventilation, even in coldest weather. Ventilation is critical for the well being of your horses. Know your horses and adjust ventilation for your horses' comfort.

Be sure pivoting window latches are in a flush position, so they do not present a protrusion that can injure your horse. Tighten any loose or protruding screws in the walls.

Remove or secure loose objects, (i.e. butt bars, saddles, tack and equipment) so that items will not move during towing.

Inspect for cracks at the welds on the divider hinges, and the welds on the tie rings. If you are able to open any cracks in or near these welds by lifting the dividers or by twisting the tie rings, have the weld repaired before loading your horses.

Loading the Trailer

^ Caution

The trailer interior may contain hazards to a horse that can result in its serious injury or death.

Before loading a horse, inspect the trailer interior and adjust or repair all loose and protruding features such as handles, loose or broken parts of the trailer, etc.

Before towing trailer:

- Lock all stall dividers.
- Be sure all saddles, tack and equipment, as well as horse(s), are prevented from being thrown about.

^ WARNING

Improper weld repair will lead to early failure of the trailer structure and can cause serious injury or death.

Do not repair cracked or broken welds unless you have the skills and equipment to make a proper repair. Have the welds repaired by your dealer.

3.2.3.2. Loading the Horse Trailer

The trailering of horses introduces many variables that are not present in the trailering of non-living cargo. Horses are prone to take flight when they feel threatened or pain. In the confines of a trailer, the flight response can cause serious injury or death to a human handler. Even experienced and docile horses can be frightened.

Horses must be slowly acclimated to trailering. Be sure the horse's first trips are short trips, so you can gauge its

Loading the Trailer

reaction. Some will take to the experience easily, but others will strongly protest. You must act according to your horse's demeanor.

^ WARNING

When a horse is frightened, it is capable of inflicting serious injury or death to a human handler.

Know your horse's temperament before attempting to trailer it.

Handling a horse that is not trailer-acclimated may result in injury or death, or damage to your trailer.

Do not haul an unbroken horse in this trailer.

Horses must have a halter.

Open all stall dividers and lock them in their OPEN (against the wall) position.

If the trailer has living quarters, close and lock the door between the living quarters and the horse area.

If the trailer is fitted with a drop ramp, carefully lower it to the ground.

If your trailer is fitted with swinging loading doors, open them fully and fasten them against the side of the trailer using the door holdbacks.

Lead the horse into the trailer by a halter or lead rope. If the horse shows any signs of distress, stop loading, and calm the horse.

Loading the Trailer

^ WARNING

Improper weight distribution of the horses in the trailer will result in an unstable trailer.

Always load the first horse into the forward-most stall.

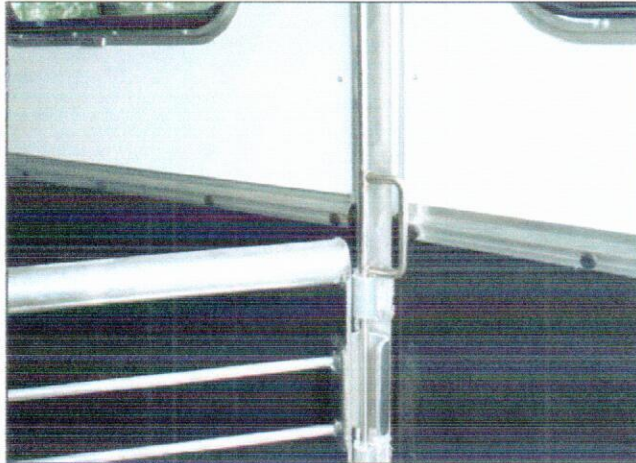
Tie the horse to the trailer interior by fastening the quick connect or tying the lead rope to the tie ring, or other facility provided on the trailer wall for attachment of the lead rope. A rule of thumb is to leave about 18 inches of free rope between the attachment point on the trailer and the horse. The layout of the horse trailer has been designed to safely contain your horse. If hauling a horse, the trailer should be equipped with stall dividers and tie rings to secure the horse, and have a rubber floor mat to keep shod horses from slipping on the underfloor. Restraining a horse without using a combination of a tie-strap and stall divider may result in serious injury or death to the horse.

Close and lock the stall divider.

^ Caution

Failure to secure a horse using a tie strap may result in its serious injury or death.

Loading the Trailer



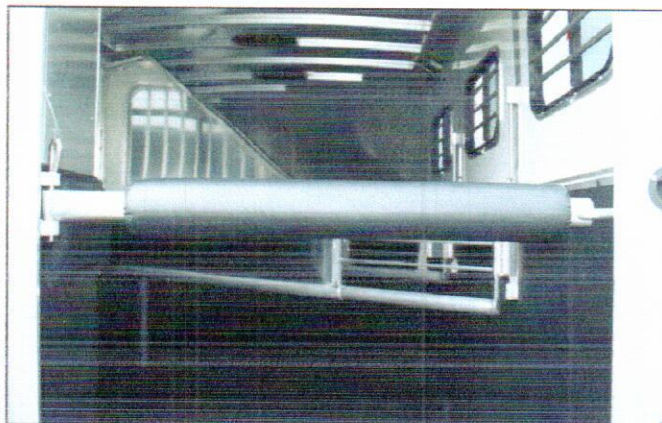
Stall Divider Locked

If additional horses are to be loaded, repeat steps 5-7 above for each horse – lead the horse, secure the horse, close and lock the stall divider.

After the last horse has been loaded, lock any unused dividers in the **CLOSED** (across the trailer) position. Double check that each horse is tied to the trailer and each stall divider is **LOCKED** in the **CLOSED** position.

If your trailer is fitted with a butt bar or butt strap to keep the horse away from the door, hook and lock the butt bar in place.

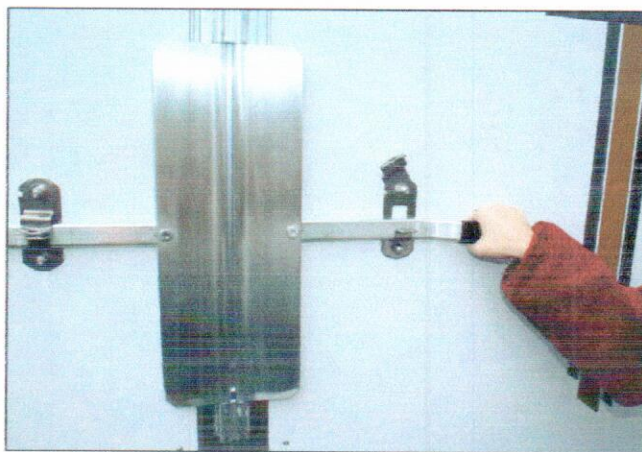
Loading the Trailer



Butt Bar

Close the trailer. Remove the door holdbacks and swing the hinged doors to a closed position, or raise the drop ramp.

Secure the trailer door, so that the catch and door cannot open while the trailer is being towed. If your trailer is fitted with feed doors, close and secure them



Push Handle Down To Secure

Loading the Trailer



Double Doors With Paddle Latch

If your trailer is fitted with double doors, close and secure them.

^ WARNING

If the door opens, your cargo may be ejected onto the road, resulting in death or serious injury to other drivers.

Always secure the door latch after closing. Place a linchpin in the catch.

Loading the Trailer

Check the horses after 5 to 10 miles or 10 minutes of towing, and then at least once per hour thereafter. Open a feed door or other access and look for signs of stress, cuts, or injury.

^ WARNING

Horses may kick when back door is opened.
Stay clear when opening back door.

3.2.4. Loading Livestock (Livestock Trailer)

Couple the trailer to the tow vehicle before loading. This is essential for the bumper pull trailer because the tongue of a bumper pull trailer can rise during loading, before the cargo is properly distributed.

The cargo-carrying portion of a livestock trailer is for carrying livestock (other than horses) only. The livestock trailer does not have the equipment required for the safe transport of horses, e.g. stall dividers, tie rings and a rubber floor mat. Do not transport people, containers of hazardous substances, or containers of flammable substances.

^ WARNING

Do not transport people inside the trailer, even if it has living quarters. The transport of people puts their lives at risk and may be illegal.

Loading the Trailer

^ 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 proper containers used in trailer living quarters for cooking
- Fuel stored in the tank of an on-board generator

^ Caution

Hauling a horse in a livestock trailer may result in its serious injury or death.

Do not carry a horse in a livestock trailer.
Use a trailer designed to carry horses.

3.2.4.1. Preparing the Livestock Trailer for Loading

Before loading livestock in your livestock trailer, inspect the interior of the trailer. The interior of the trailer must be smooth, and have no protruding objects, such as bolts, broken parts of trailer interior, etc. A protruding object can injure your livestock.

Tighten any loose or protruding bolts in the walls.
Remove or secure loose objects, so no items will move during towing.

Loading the Trailer

^ Caution

The interior space of a trailer may contain hazards that result in serious injury or death to trailered livestock.

Inspect the interior of the trailer before loading livestock.

- Adjust or repair all loose and protruding features.
- All cargo and equipment, besides the livestock, must be prevented from being thrown about before towing trailer.

3.2.4.2. Loading the Livestock Trailer

The trailering of livestock introduces many variables that are not present in the trailering of non-living cargo. Livestock may resist being loaded into a trailer.

^ WARNING

Large animals are capable of inflicting serious injury or death to a human handler.

Know your animals' temperament before attempting to trailer them.

If the trailer is fitted with a drop ramp, carefully lower it to the ground.

With the trailer in position, open and secure the loading door (either swinging or roll-up).

Open and secure the interior gates as necessary.
Guide the livestock into the trailer.