Operator/User's Manual

Haulmark®.com

BY UNIVERSAL TRAILER

THE BEST NAME BEHIND YOU
FOR THE LONG HAUL

www.haulmark.com

For Your Records

Thank you for choosing Haulmark for your enclosed trailer needs. Now is a good time to complete the form below concerning your new trailer. This information will be needed when calling Haulmark or your Haulmark dealer for warranty problems, service, repair or parts.

Purchase Date _____

Model Number _____

Serial Number _____

Dealer Name _____

Address _____

City _____

State _____ Zip _____

Phone ( ) _____

Haulmark, Industries Inc.
14054 CR. 4
Bristol, IN 46507

Reporting Safety Defects

If you believe that your vehicle has a defect which 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 *Haulmark, Inc.*

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 any individual problems between you, your dealer, or *Haulmark, Inc.*

To contact NHTSA you may either call the Auto Body Hotline toll-free at 1-800-424-9393 (366-0123 in Washington, DC area) or write to:

NHTSA
U.S. Department of Transportation
400 7th Street SW (NSA-11)
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

⚠ WARNING

This User's Manual contains safety information and instructions for your trailer.

You must read this manual before loading or towing your trailer.

You must follow all safety precautions and instructions.

Loss of control of the trailer or trailer/tow vehicle combination can result in death or serious injury. The most common causes for loss of control of the trailer are:

- Driving too fast for the conditions (maximum speed when towing a trailer is 60 m.p.h.);
- Overloading the trailer or loading the trailer unevenly;
- Trailer improperly coupled to the hitch;
- No breaking on trailer;
- Not maintaining proper tire pressure;
- Not keeping lug nuts tight; and
- Not properly maintaining the trailer structure.

A user's manual that provides general trailer information cannot cover all of the specific details necessary for the proper combination of every trailer, tow vehicle and hitch. Therefore, you must read, understand and follow the instructions given by **the tow vehicle** and trailer hitch manufacturers, as well as the instructions in this manual.

Trailer Components

Our trailers are built with components produced by various manufacturers. Some of these items have separate instruction manuals. Where this manual indicates that you should read another manual and you do not have that manual, call 1-800-348-7530 for a free copy.

Important Information

Haulmark Industries, Inc. provides you with a 3-year warranty which gives you specific legal rights. Please be sure that you read and understand our Warranty.

Three Year Limited Warranty

Haulmark Industries, Inc., P.O. Box 281, Bristol, IN 46507 (Warrantor) warrants to the ORIGINAL CONSUMER PURCHASER (PURCHASER) for a period of THREE (3) YEARS from the date of purchase by PURCHASER (WARRANTY PERIOD), that its TRAILER (the PRODUCT) shall be free of DEFECTS in materials and workmanship attributable to Warrantor (WARRANTY).

Excluded from this three year Warranty are electrical, plumbing, windows, doors, seals, sealant, exterior metal, fenders, undercoating and fiberglass parts which are warranted for a ONE (1) YEAR period from the date of purchase by the original Purchaser.

THINGS EXCLUDED FROM WARRANTY

Warrantor is not responsible for claims relating to the following: (1) Product rental; (2) defacing: scratches, dents, chips, tears, and defacing on any surface not caused by Warrantor; (3) routine maintenance; (4) damage from unauthorized repairs, abuse, misuse or neglect - including damage from heavy snow accumulation; (5) damage caused from improper hitch ball or tow vehicle hook up; (6) damage to the contents of any Product, regardless of cause; (7) damages caused by loose or improperly torqued lug nuts.Warrantor reserves the right for final determination whether or not the Product has been abused or misused by the Purchaser.

WARRANTOR'S OBLIGATION

Warrantor may elect to remedy all defects in materials and workmanship by repair, replacement, or refund. These are the only remedies available to Purchaser. A refund may be given if replacement or repair is not possible. All defective Products shall be delivered to the selling Dealer, or brought to the factory if prior written approval is obtained from the Warrantor. Warrantor may, as its option, select another qualified location for the repair to be completed. Warrantor will not be obligated, in any way, to pay for any repairs made without specific prior approval. All costs incurred in shipping or delivering the Products for Warranty service, shall be borne by the Purchaser. The repair facility will remedy all defects within a reasonable time, not to exceed (60) sixty days after delivery by Purchaser.

PURCHASER'S OBLIGATIONS - HOW TO GET WARRANTY SERVICE

Purchaser must notify its/his/her selling Dealer of any defects in material or workmanship within the Warranty Period. It is the selling Dealer's responsibility to notify the Warrantor of any warrantable issues and to request authorization and replacement warranty parts. Purchaser is required to complete and return to Warrantor the

attached warranty registration card within (15) fifteen days of product purchase to obtain Warranty service. Purchaser is responsible for all costs, towing, and transportation charges incurred to obtain Warranty service.

LIMITATION OF LIABILITY

WARRANTOR EXCLUDES LIABILITY, WHETHER BASED ON CONTRACT OR TORT (INCLUDING NEGLIGENCE), FOR ANY DAMAGES TO PURCHASER OR ANY OTHER PARTY OTHER THAN AS DESCRIBED IN THIS WARRANTY OR ANY PUNITIVE, SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR FOR LOSS OF REVENUE PROFITS, LOSS OF BUSINESS OR OTHER FINANCIAL LOSS ARISING OUT OF OR IN CONNECTION WITH THE SALE, MAINTENANCE, USE OR FAILURE OF THE PRODUCT, EVEN IF WARRANTOR HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THIS DISCLAIMER OF LIABILITY SHALL NOT BE AFFECTED EVEN IF ANY REMEDY PROVIDED FOR HEREIN FAILS ITS ESSENTIAL PURPOSE. --

DISCLAIMER OF IMPLIED WARRANTIES

WARRANTOR MAKES NO EXPRESS OR IMPLIED WARRANTIES OTHER THAN AS SPECIFICALLY SET OUT IN THIS WARRANTY. EXCEPT FOR THE EXPRESS LIMITED WARRANTY SET FORTH HEREIN, THE PRODUCT IS SOLD "AS IS" AND THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, COMPLIANCE WITH DESCRIPTION AND NON-INFRINGEMENT IN CONNECTION WITH ANY SALE. THIS LIMITED WARRANTY DOES NOT COVER FAILURE OF THE PRODUCT RESULTING FROM CAUSES OTHER THAN PRODUCT DEFECTS, INCLUDING BUT NOT LIMITED TO IMPROPER MAINTENANCE OR USE OR ANY OTHER SUCH CAUSE. If any provision of this Warranty is held to be illegal or unenforceable by any court of competent jurisdiction, the remaining provisions shall remain effective. Some states do not allow the exclusion or limitation of implied warranties or the limitation of incidental or consequential damages for certain products supplied to consumers or the limitation of liability for personal injury, so the limitations and exclusions above may be limited in their application. When the implied warranties cannot be excluded in their entirety, they will be limited to the duration of the written express warranty.

DESIGN CHANGES

Warrantor reserves the right to change the design of its Products from time to time without notice and with no obligation to make corresponding changes in its Products previously manufactured.

LEGAL REMEDIES OF PURCHASER

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY HAVE OTHER RIGHTS WHICH MAY VARY FROM STATE TO STATE. No action to enforce this Warranty shall be commenced later than six (6) months after the discovery of any defect or after expiration of the Warranty Period.

About Your Manual

Although your Haulmark trailer was built to be "the best name behind you for the long haul", there are several maintenance steps you must take to ensure that your trailer looks and pulls as well as the day you brought it home.

This manual outlines the basic components of your trailer as well as provides you with guidelines to follow for proper maintenance. Simple instructions are given for the care of electrical systems, brakes, wheels, bearings and hitches. If you have any questions about your trailer contact either your dealer or Haulmark.

Please keep this booklet in your tow vehicle and refer to it often.

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Warnings-Instructions

Check your Haulmark trailer for the warning and instruction labels on the following pages. Many of those listed are mandated by the U. S. government and others will help you in the safe operation of your trailer. The following information is provided in the event that any of the labels are missing.

Federal I.D. plate mounted on side wall of trailer

MANUFACTURED BY / FABRIQUE PAR: DATE:

Haulmark Ind., Inc.

P.O. Box 281 Bristol IN 46507-0281 (219) 825-5867

GVWR/PNBV KG (LB)

GAWR/PNBE	TIRES/PNEU	RIMS/JANTE	COLD INFL. PRESS./PRESS. DE GONFL. A FROID
FRONT/ AVANT KG (LB)			KPA SINGLE DUAL (PSI/LPC) ☐ ☐
INTERM/ INTERM KG (LB)			KPA SINGLE DUAL (PSI/LPC) ☐ ☐
REAR/ ARRIERE KG (LB)			KPA SINGLE DUAL (PSI/LPC) ☐ ☐

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

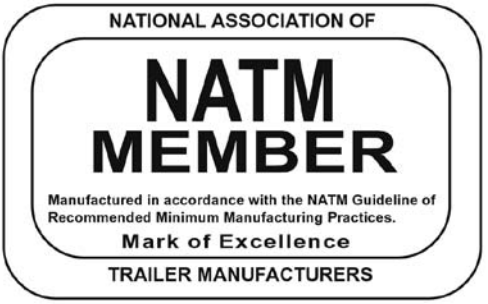
THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. - CE VEHICULE EST CONFORME A TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SECURITE DES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION.

V.I.N./N.I.V.: TYPE/TYPE: TRAILER HA2099

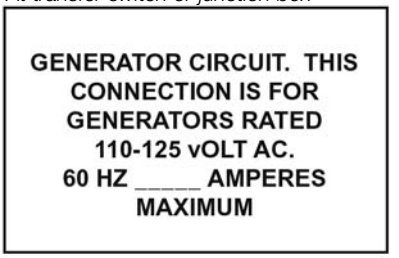
Located on tongue of trailer.

Warnings-Instructions

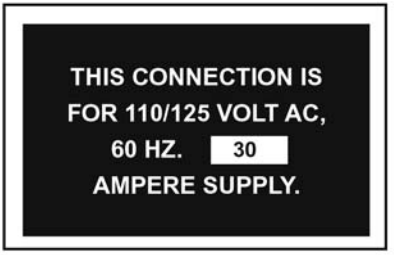
Located on side wall of trailer



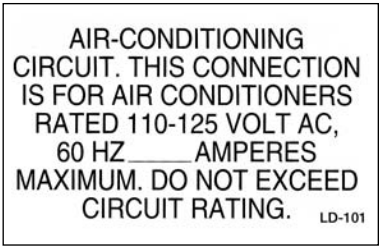
At transfer switch or junction box



Located outside power supply



At transfer switch or junction box



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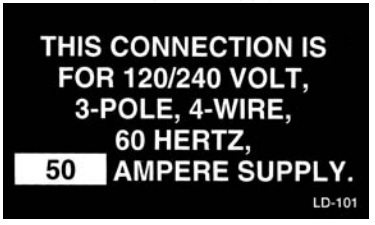

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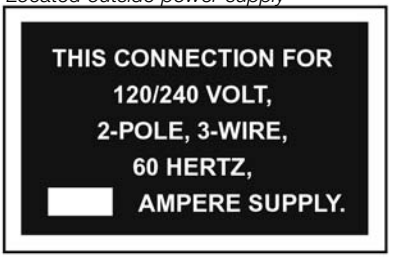

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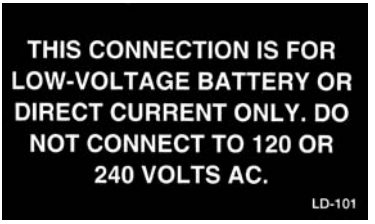

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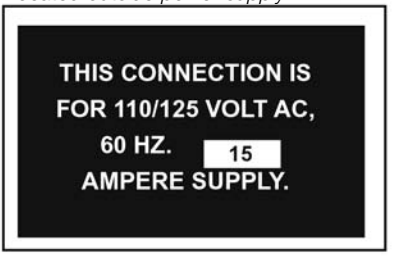
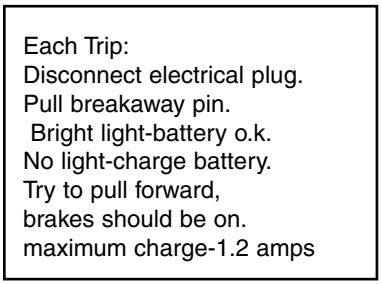


Warnings-Instructions

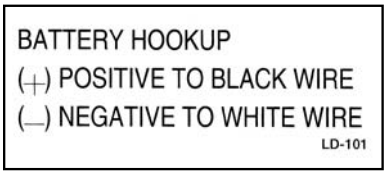
Located on battery box

Located on battery box



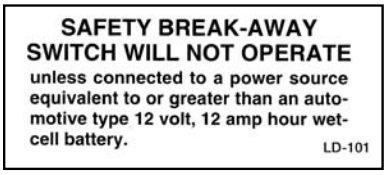
Located above fuel filler door/cap on trailers with tank for diesel fuel

Located on marine battery



Located above fuel filler door/cap on trailers with tank for gasoline

Located on breakaway switch



Located over side door

Warnings-Instructions

Located at LP tank on trailers with LP systems

THIS GAS PIPING SYSTEM IS DESIGNED FOR USE OF LIQUIFIED PETROLEUM GAS ONLY. DO NOT CONNECT NATURAL GAS TO THIS SYSTEM. DO NOT FILL CONTAINER(S) TO MORE THAN80 PERCENT OF CAPACITY. Securely cap inlet(s) when not connected for use. After turning on gas,except after normal container replacement, test gas piping and connections to appliances for leakage with soapy water or bubble solution. Do not use products that contain ammonia or chlorine.

WARNING

ALLPILOT LIGHTS & APPLIANCES SHALL BE TURNED OFF DURING REFUELING OF MOTOR FUEL TANKS

Located next to tongue tag at front side

⚠ WARNING

- **Do not operate this trailer unless you have read and understand the safety information in the owner's manual!**
- **Failure to properly operate and maintain the towing vehicle and trailer can result in injury.**

NOTICE!

CHECK WHEEL LUGS

1. On first trip, tighten wheel lugs at start and every 50 miles for first 200 miles. Tighten to manufacturer's specifications.
2. Thereafter, check wheel lugs before each trip.
3. Following winter storage, check before beginning a trip.
4. Following excessive braking, inspect wheel lugs.

LD-101

Mounted on round-top caps

THIS CAP MANUFACTURE IS PROTECTED UNDER ONE OR MORE OF THE FOLLOWING PATENTS:
U.S. PATENT NO.
DES296, 312 DES290, 106
CANADIAN PATENT NO.
58340 56596
HAULMARK INDUSTRIES "RD1987"

Located above stove

WARNING

IT IS NOT SAFE TO USE COOKING APPLIANCES FOR COMFORT HEATING!

Cooking Appliances need fresh air for safe operation.

BEFORE OPERATION:

1. Open overhead vent or turn on exhaust fan, and
2. Open window.

LD-101

Located above stove

IF YOU SMELL GAS

1. Extinguish any open flames, pilot lights and all smoking materials.
2. Do not touch electrical switches.
3. Shut off the gas supply at the container valve(s) or gas supply connection.
4. Open doors and other ventilating openings.
5. Leave the area until odor clears.
6. Have the gas system checked and leakage source corrected before using again.

LD-101

Located on all trailers with ladder racks and all Edge trailers

Located above doors with low openings

Warnings-Instructions

Located near all ramp doors

DANGER

Heavy Door
Stand Clear

Failure to comply can result in serious injury.

Located on or near generator

WARNING

Gas tank must be outside of trailer when generator is in use.

Located near awning door

WARNING

Safety device must be engaged when awning is up.

HA2095

Located on all ramp doors

WARNING

Stand clear of cables while loading & unloading. Failure to comply can result in injury.

Located on or near slideout generator

WARNING

Slideout generator must be outside of trailer when in use.

Located above water inlet on exterior, for trailers with city water connections

CITY WATER CONNECTION

LD-101

WARNING

POTABLE WATER ONLY.
SANITIZE, FLUSH AND DRAIN BEFORE USING.
(SEE INSTRUCTION MANUAL)

LD-101

CAP MUST BE SECURELY IN PLACE WHILE THE VEHICLE IS IN MOTION. LD-101

Located on roadside exterior

WASTE WATER HOLDING TANK

LD-101

Located next to smoke detector

WARNING: Test Smoke Detector operation after vehicle has been in storage, before each trip and at least once per week during use. LD-101

Located on roadside exterior

SEWER OUTLET CONNECTION

LD-101

WARNING

DO NOT STORE COMBUSTIBLE MATERIAL IN THIS AREA LD-101

Warnings-Instructions

Located on luggage rack

⚠ CAUTION

Luggage rack only-not for HUMAN occupancy

Located on roof rack

⚠ CAUTION

Racks must be folded down and pinned before travel

Located on all roof and luggage racks

LOAD CAPACITY
1000 LBS

Located on roof rack

⚠ CAUTION

Racks MUST be up and ALL pins must be in place!
Do NOT lean on or crawl over rack onto roof!

Located on electrical box cover of trailers with electrical connections

This Panelboard shall be connected by a Feeder Assembly having Overcurrent Protection rates at not more than _____ Amperes.

Located on interior sidewall of trailer

Electrical Inspected By:

_____

Located on swing-out lamp arm

⚠CAUTION	**LAMP IS HOT** **PLEASE USE HANDLE**

Located inside closet door

WARNING

Any motorized vehicle or any motorized equipment powered with flammable liquid can cause fire or explosion or asphyxiation if stored or transported within the recreational vehicle. To reduce the risk of fire, explosion, or asphyxiation:

1. Do not allow passengers to ride inside internal combustion engine vehicle storage area while vehicles are present.
2. Doors and windows in walls of separation are to be closed while the vehicles are present.
3. Run fuel out of engine after shutting off fuel at the tank.
4. Do not store or transport supplementary motor fuel within this vehicle.
5. Ventilate the interior of the vehicle to reduce the risk of fire, explosion, or asphyxiation.
6. Do not operate gas appliances, pilot lights, or electrical equipment when motorized vehicles or motorized equipment are inside vehicle.

First Trip Checklist

Your Haulmark dealer has checked the following before you took delivery of your trailer, but these are things which you should recheck before towing your trailer for the first time. A description of how these parts work and how they should be properly checked is included on the following pages of this manual.

First Trip Check List

- Wheel Lugs* ☐
- Brakes/Brake Controllers ☐
- Bearing Lube & Tightness ☐
- Running Lights/Turn Signals ☐
- Safety Chains ☐
- Tire Condition & Tire Pressure ☐
- Hitch ☐
- Breakaway Battery Charge (for trailers with electric brakes) Test for Proper Operation ☐
- Doors, Windows, Roof Vents Closed & Locked ☐
- All Jacks are Up in Travel Position ☐
- Load Distribution & Security ☐

*Also check at 10, 25, 50 miles and recheck every 3,000 miles or 3 months.

Load/Inflation Information

TIRE LOAD LIMITS (LBS) AT VARIOUS COLD INFLATION PRESSURES (PSI) HIGHWAY STEER AND ALL POSITION TREAD DESIGNS USED IN NORMAL HIGHWAY SERVICE

Tire Size	Inflation Pressure - PSI											
	15	20	25	30	35	40	45	50	55	60	65	80
530x12C												1045
ST175/80R13	670	795	905	1000	**1100(B)**	1190	1270	**1360(C)**				
ST175/80D13	670	795	905	1000	**1100(B)**	1190	1270	**1360(C)**				
ST185/80R13	740	870	990	1100	**1200(B)**	1300	1400	**1480(C)**				
ST205/75R14	860	1030	1170	1300	**1430(B)**	1530	1640	**1760(C)**	1850	1950	2040**(D)**	
ST205/75D14	860	1030	1170	1300	**1430(B)**	1530	1640	**1760(C)**	1850	1950	2040**(D)**	
ST215/75R14	953	1110	1270	1410	**1520(B)**	1660	1790	**1870(C)**				
ST205/75R15	905	1070	1220	1360	**1480(B)**	1610	1720	**1820(C)**				
ST225/75R15	1060	1260	1430	1600	**1760(B)**	1880	2020	**2150(C)**	2270	2380	**2540(D)**	

Tire Repair: If a tire loses all or most of its air pressure, it should be removed from the wheel for a complete inspection for possible internal damage. tires that are run even for short distances while flat are often damaged beyond repair. Remember these important points on tire repair:

- Most punctures and nail holes in the tread area up to 1/4" can be repaired.
- Only trained personnel, using industry approved methods and materials, should repair a tire.
- Tires with sidewall punctures or a tread depth of less than 1/16" should be replaced and not repaired.

Storing your vehicle without removing the tires: Ideally, a vehicle in storage should be placed on blocks to remove all weight from the tires. If the vehicle cannot be put on blocks, follow these steps for tire protection:

- Completely unload the vehicle so the minimum weight will be placed on the tires.
- Keep the tires inflated to recommended operating inflation pressure.
- Be sure the storage surface is firm, clean, well drained, and reasonably level.
- Avoid moving the vehicle during extremely cold weather.

- Move the vehicle at least every three months to prevent ozone cracking in the tire bulge area as well as "flat spotting" from the prolonged strain of sidewall and tread deflection.
- Adjust inflation to recommended operating pressure before putting the vehicle back into service.

Tire Inflation: Proper tire inflation is key for tire care. Since individual tire loads will vary, follow the recommended inflation pressure for each tire in your owner's manual. It is recommended that your fully loaded vehicle (with any tow vehicles attached) be weighed to determine the tire loading at each wheel position. **Inflation pressure should be adjusted to handle the maximum tire load, and all tires on the axle should carry the same inflation pressure.** Tire pressure should be checked cold, or before driving each day, and at least once a month. Valves and caps should be free of dirt and moisture. **It may be necessary to inflate your tires at a truck stop service center in order to find adequate air pressure for your coach's needs.**

How overloading affects your tires: Remember, tire pressure enables your trailer to support loads. Overloading tires carries serious consequences for passengers and your trailer. Excessive loads or under inflation can cause abnormal tire flexing, leading to excessive amount of heat and tire failure or other systems problems. If your tires cannot handle the load, lighten the weight or install tires with a higher carrying capacity according to manufacturer's specs.

Important Information

This portion of the User's Manual contains tire safety information as required by 49 CFR 575.6.

Section 1.1 contains "Steps for Determining Correct Load Limit - Trailer".

Section 1.2 contains "Steps for Determining Correct Load Limit – Tow Vehicle".

Section 1.3 contains a "Glossary of Tire Terminology", including "cold inflation pressure", "maximum inflation pressure", "recommended inflation pressure", and other non-technical terms.

Section 1.4 contains information from the NHTSA brochure entitled "Tire Safety – Everything Rides On It".
This brochure, as well as the preceding subsections, describes the following items;

- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:

A. Cold inflation pressure.
B. Vehicle Placard and location on the vehicle.
C. Adverse safety consequences of under inflation (including tire failure).
D. Measuring and adjusting air pressure for proper inflation.

- Tire Care, including maintenance and safety practices.
- Vehicle load limits, including a description and explanation of the following items:

A. Locating and understanding the load limit information, total load capacity, and cargo capacity.
B. Determining compatibility of tire and vehicle load capabilities.
C. Adverse safety consequences of overloading on handling and stopping on tires.

Section 1.5 contains "Safety First – Basic Tire Maintenance".

Section 1.6 contains "Tire Safety Tips".

1.1 Steps for Determining Correct Load Limit – Trailer

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided. If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR.

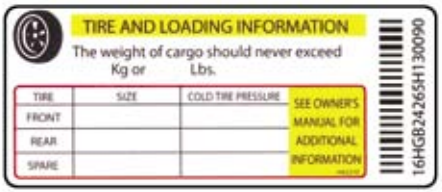
For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/

or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

1.1.1. Trailers 10,000 Pounds GVWR or Less



Tire and Loading Information Placard – Figure 1-1

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

Please also note the following information for Haulmark Tire and Loading Information Placards:

1. Cargo Capacity – Immediately following the label title, a carrying capacity will be listed in both pounds and kilograms. The total weight of contents should never exceed this capacity.
2. Tire Size & Pressure – Regardless of the number of axles, all tire size and pressure information will be listed in the "rear" row of the label. All tires on the trailer are the same size and have the same pressure rating – regardless of the number or position of axles on the trailer.
3. Spare Tire – Not all trailers are equipped with a spare tire. However, every label will indicate spare tire size and pressure.

The trailer's 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.

1.1.2. Trailers Over 10,000 Pounds GVWR (Note: These trailers are not required to have a tire information placard on the vehicle)

4. 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.
5. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.
6. 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.

Steps for Determining Correct Load Limit – Tow Vehicle

1. Locate the statement, "The combined weight of occupants

and cargo should never exceed XXX lbs.," on your vehicle's placard.

2. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the stated cargo and luggage capacity.

NOTE: A third party outside of Haulmark's control may have altered your vehicle and changed your cargo capacity. Before every trip, weigh your loaded vehicle to ensure that you never exceed the listed GVWR of your vehicle. (See Figure 1-2)

Warning Overload Hazard Label – Figure 1-2

Glossary Of Tire Terminology

Accessory weight
The combined weight of additional installed equipment.

Bead
The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead separation
This is the breakdown of the bond between components in the bead.

Bias ply tire
A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass
The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking
The breaking away of pieces of the tread or sidewall.

Cold inflation pressure
The pressure in the tire before you drive.

Cord
The strands forming the plies in the tire.

Cord separation
The parting of cords from adjacent rubber compounds.

Cracking
Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT
A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb weight
The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant,

and, if so equipped, air conditioning and additional weight optional engine.

Extra load tire
A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove
The space between two adjacent tread ribs.

Gross Axle Weight Rating
The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating
The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight
The downward force exerted on the hitch ball by the trailer coupler.

Innerliner
The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation
The parting of the innerliner from cord material in the carcass.

Intended outboard sidewall
The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light truck (LT) tire
A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating
The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum load rating
The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum permissible inflation pressure
The maximum cold inflation pressure to which a tire may be inflated.

Maximum loaded vehicle weight
The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring rim
The rim on which a tire is fitted for physical dimension requirements.

Pin Weight
The downward force applied to the 5^{th} wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic rim
A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-pneumatic spare tire assembly
A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic tire
A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic tire assembly
A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Open splice
Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer diameter
The overall diameter of an inflated new tire.

Overall width
The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply
A layer of rubber-coated parallel cords.

Ply separation
A parting of rubber compound between adjacent plies.

Pneumatic tire
A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

Production options weight
The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial ply tire
A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended inflation pressure
This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced tire
A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim
A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim diameter
This means the nominal diameter of the bead seat.

Rim size designation
This means the rim diameter and width.

Rim type designation
This means the industry of manufacturer's designation for a rim by style or code.

Rim width
This means the nominal distance between rim flanges.

Section width
The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall
That portion of a tire between the tread and bead.

Sidewall separation
The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) tire
The "ST" is an indication the tire is for trailer use only.

Test rim
The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread
That portion of a tire that comes into contact with the road.

Tread rib
A tread section running circumferentially around a tire.

Tread separation
Pulling away of the tread from the tire carcass.

Treadwear indicators (TWI)
The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle maximum load on the tire
The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle normal load on the tire
The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

Weather side
The surface area of the rim not covered by the inflated tire.

Wheel center member
In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding fixture
The fixture used to hold the wheel and tire assembly securely during testing.

1.4. Tire Safety - Everything Rides On It

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This booklet presents a comprehensive overview of tire safety, including information on the following topics:
- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

1.5. Safety First–Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, traction, and

load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

1.5.1. Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW–the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR– the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

1.5.2. Understanding Tire Pressure and Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle.

The tire inflation pressure is a number that indicates the amount of air pressure– measured in pounds per square inch (psi)–a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kpa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.) Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.3. Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.

- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets. The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

1.5.4. Steps for Maintaining Proper Tire Pressure

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

1.5.5. Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the

sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

1.5.6. Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

1.5.7. Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

1.5.8. Tire Repair

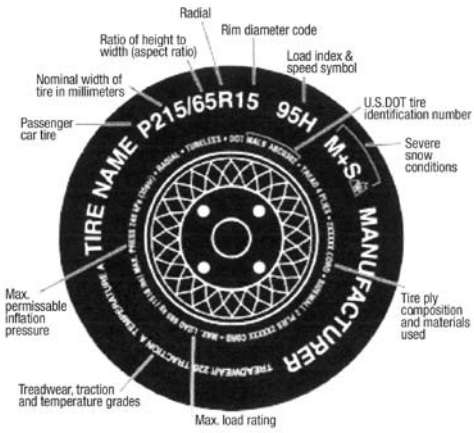
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

1.5.9. Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

1.5.9.1. Information on Passenger Vehicle Tires

Please refer to the diagram below.



P
The "P" indicates the tire is for passenger vehicles.

Next number
This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number
This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R
The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number
This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number
This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S
The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating
The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number
This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers repre-

sent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used
The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating
This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

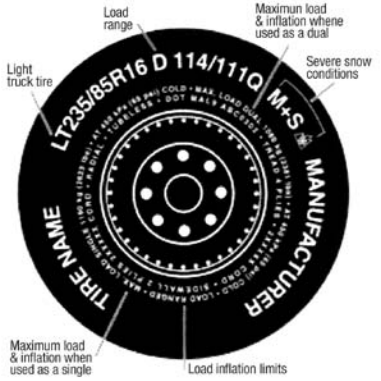
Maximum Permissible Inflation Pressure
This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.9.2. UTQGS Information

Treadwear Number
This number indicates the tire's wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter
This letter indicates a tire's ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA","A", "B", and "C".

Temperature Letter
This letter indicates a tire's resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire's resistance to heat is graded as "A", "B", or "C". Additional Information on Light Truck Tires. Please refer to the following diagram.



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT
The "LT" indicates the tire is for light trucks or trailers.

ST
An "ST" is an indication the tire is for trailer use only.

Max. Load Dual kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range
This information identifies the tire's load-carrying capabilities and its inflation limits.

1.6. Tire Safety Tips

Preventing Tire Damage

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

Tire Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and for eign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or User's Manual for the maximum recommended load for the vehicle.

Specifications

Axle system	2500# **	2500# **	2980#	7000# ***	7000#	10000#
Wheel Size	12"	13"	15"	14"	15"	15"
Bolt Pattern	5	5	5	5	5	6
Lug Nut Torque for Steel Wheel	50-75	50-75	90-120#	90-120#	90-120#	90-120#
Lug Nut Torque for Aluminum Wheel	n/a	n/a	90-120#	90-120#	90-120#	90-120#

All Wheels are Trailer Rated

Axle system	12000#	14000#	15000#	18000"	21000#	24000#
Wheel Size	16"	16"	15"	16"	16"	17.5"
Bolt Pattern	8	8	6	6	8	8
Lug Nut Torque for Steel Wheel	90-120#	90-120#	90-120#	90-120#	90-120#	190-210#
Lug Nut Torque for Aluminum Wheel	90-120#	n/a	90-120#	90-120#	n/a	190-210#

All Wheels are Trailer Rated

*Depending on Model
** Transport
***V-track/Snow-Tow

Wheel Bearings: Proper maintenance and inspection of wheel bearings is very important in the care of your trailer. Wheel lug nuts should be tightened with a torque wrench and checked every 10, 25 and 50 miles. Recheck them every 3,000 miles or 3 months thereafter. Please refer to the chart above for the proper torque of your trailer. You must also check the lube and tightness of bearings. This should be done on the first trip and then every 12, 000 miles or 12 months. Refer to the Dexter Axle owner's manual for complete instructions. Balancing is recommended.

Wheels: Check wheels for shape retention. If wheel is not round, this may be due to the lug nuts being loose or too tight. **Be careful to avoid chuck holes, curbs and other hazards in the road. Periodically checking your tires can help you avoid problems. Replace any wheel that is bent.

Brakes: Haulmark trailers are equipped with several types of brake options. Repair and service information for each available type of brake can be found in the Dexter Service Manual. Please follow all Dexter instructions concerning brakes to be eligible for

⚠ WARNING

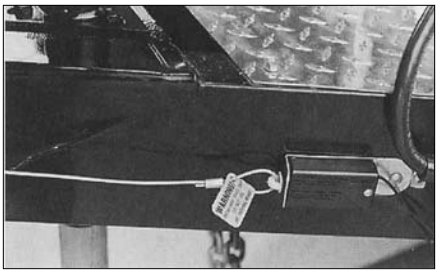
An improperly coupled trailer can result in death or serious injury.

Do not move the trailer until:

- The coupler is secured and locked to hitch;
- The safety chains are secured to the tow vehicle; and
- The trailer jack(s) are fully retracted.

Do not tow the trailer on the road until:

- Tires and wheels are checked;
- The trailer brakes re checked;
- The breakaway switch is connected to the tow vehicle;
- The load is secured to the trailer; and
- The trailer lights are connected and checked.



Be sure that breakaway device is connected and working before use.

⚠ WARNING

Never crawl underneath your trailer when coupling or changing a tire! You risk severe injury or death.

warranty provisions. Brakes on new trailers may tend to "pull" or pulsate. Don't worry, this is normal. To alleviate the situation, pull your trailer a short distance with the brakes slightly engaged.

Tire Pressure: The proper air pressure for your tires is printed on the tire. Air pressure should be checked while tires are cold. Be sure that you do not raise or lower pressure to meet your load. Excessive wear and tire failure will result if recommended pressure is not met.

Breakaway Battery: Before each trip, be sure to check and test the battery and break for proper charge and operation. Disconnect the electrical plug and pull breakaway pin. Light will indicate charge of battery. Maximum charge for the battery should not exceed 1.2 AMPS. **Breakaway cable must be connected to the tow vehicle; NOT to any part of the hitch or chains.**

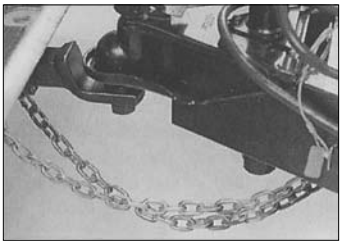
Safety Chains: Be sure to always cross your safety chains when hooking to your trailer. Crossing your safety chains will make stop-

**Check lights and brakes before every trip!

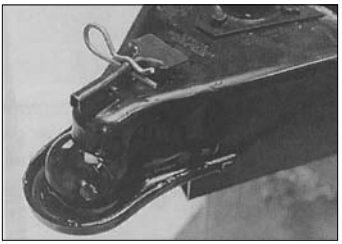
⚠ WARNING

Proper selection and condition of the coupler and hitch 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 th tow vehicle.



Safety chains must be crossed while you are towing the trailer! Inspect for wear or damage!



The safety pin must always be used on a coupler hitch when towing.

25000# Hitch

Safety Pin must be in the closed position when towing.

Hitch is shown in the open position for coupling only.

ping your trailer easier if the trailer hitch is dragging on the ground. **(Crossing your safety chains is required by law.)** Chains which are too long should be shortened and chains which have been stressed should be replaced.

Stabilizer Jacks: Always remember to block tires before using stabilizer jacks! Not blocking tires may result in the failure of your stabilizer jacks, property damage and personal injury.

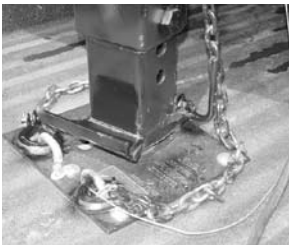
⚠ WARNING

Recommended Care for New Hitches:

1. Always keep hitch ball greased.
2. Replace worn hitch balls or locking lugs promptly.
3. Replace worn hitch pins and 5th wheel jaws promptly.
4. When in doubt, consult either tow vehicle manufacturer, vehicle owner's manual, dealership or hitch specialist.

Adjustable height king pin 5th wheel hitch

Adjustable ball coupler gooseneck hitch. Make sure latch is closed before towing.



Gooseneck hitch shown with safety chains and breakaway cable affixed to the tow vehicle. Always tow with the safety pin locked as shown. (5th wheel must have safety chains attached to vehicle also!)

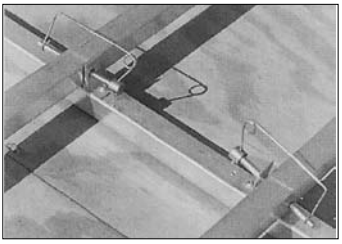
The Hitch: It is your responsibility to correctly match your tow vehicle to your trailer. To do this, here are some steps to follow:
1. Match the GVWR of your trailer to the maximum trailer weight allowed for your tow vehicle.
2. Match the hitch weight carrying capacity of your tow vehicle with the loaded tongue weight of your trailer. **3.** Match the size of the brake controller to the number of braking wheels on your trailer. **4.** Match the electrical wiring of your tow vehicle to the wiring on your trailer. Be sure to check that your tow vehicle has a ground wire running from the receptacle to the frame. **5.** Match the ball size to the coupler size.

****If you have any questions regarding your hitch, call a specialist!**

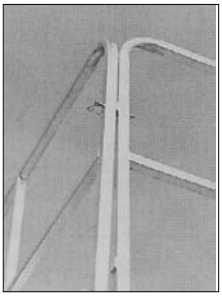
Gooseneck/5th Wheel Trailers: Your trailer will be equipped with one of the hitches shown above. Be sure that the king pin or ball coupler on tow vehicle is rated for at least as much weight as the GVWR on your trailer. The adjustable height king pin requires an S.A.E. 2″ 5th wheel hitch and the adjustable height ball coupler hitch requires a 2 5/16" hitch ball. (Some special order goosenecks are equipped with a 3" gooseneck ball.) **Always check your gooseneck ball or fifth wheel for cracks or wear before towing!**

Hitch Balls: Hitch balls come in a variety of diameters and capacities, the GVWR is always stamped on the ball. Depending on the GVWR, your trailer is equipped with either a 2" or 2 5/16" ball. Be sure that the ball matches or exceeds the GVWR of your trailer and the diameter of the ball matches the coupler on the trailer! **Never tow your trailer with an improper size ball!**

Walk-on Roof Platform: If you have a trailer with a walk-on roof platform, you must make sure that the safety locks are securely in place while in use and when it is not in use. Please refer to the pictures at right to see the proper locked positions.



42" railing locked in "down" position.



42" railing locked in "up" position.

Routine Maintenance Checklist

Routine maintenance must be performed on your trailer to ensure its safe and economical use. On the following pages you will find some simple steps that you may find useful. If you have any questions regarding trailer maintenance, call your dealer or Haulmark.

Check	How	Every Trip	Every 3000 mi or 3 mo.	Every 6000 mi or 6 mo.
Tire Pressure	Inflate to Pressure Indicated on Tire	✔		
Wheel Lugs, Nuts & Bolts*	Tighten to Proper Torque Specifications	✔		
Coupler Ball or 5th Wheel & Pin	Check for Unusual Wear, Sufficient Lube and Lock Mechanism	✔		
Safety Chains & Hitch Ball	Check for Unusual Wear on Chain Links and Hitch Ball	✔		
Coupler	Check Safety Pin for Proper Fastening	✔		
Brakes	Check General Operation and Proper Adjustment	✔		
Breakaway Battery	Check Charge Light by Pulling Switch Pin	✔		
Doors, Windows & Vents	Close and Lock all Doors, Windows and Vents before Travel	✔		
Welds	Check Welds for Cracking or Separations			✔
Hinges	Check for Proper Operation, Lubricate with Light Oil		✔	
D-ring Tie Downs, E-Track	Check for Fractures, Loose Anchor System		✔	
	Check for Proper Operation and Replace Burned Bulbs	✔		
Load Distribution	Check and Secure Load Distribution	✔		
	Check Door Latches	✔		

**Check first trip and after 10, 25, 50 miles. Then check after every 3,000 miles or 3 months.*
***Please refer to corresponding manufacturer's owner's manual.*

General Trailer Maintenance

Roof: Inspect your roof at least once a year. If there is any loose material, clean and follow with a roof coating. (This coating is available through a recreational vehicle dealer.) If you have any questions about your roof, contact Haulmark.

Frame: Normal road use will eventually chip away at the factory-protected underside of your trailer frame. Check the underside of your frame at least once a year and repair any chips with an automotive undercoating or matching paint. This protection can help prevent rust and deterioration of the trailer.

Floor: To protect your floor, promote long life and make cleaning easier, Haulmark recommends painting the floor with an oil-based enamel. This added protection will help with cleaning up spills and routine cleaning.

Exterior Skin: Your trailer should be treated with the same care as your car. To clean, use a mild soap and protect with an automotive-type wax.

Steel Edges: EXPOSED STEEL EDGES MAY BE SHARP TO TOUCH! Take extra precautions when touching exposed steel edges. When cut, steel edges sometimes have burrs which can cause injury. Use a file to get rid of burrs or cut them off with a wire cutter.

Aluminum Rims: Your aluminum rims are clear-coated so they may protect the finish and give you ease in cleaning. Be sure to use a gentle cleaning agent for your rims. Never use any cleaner which contains a lye or is acid-based. These cleaners will damage the finish of your rims.

Screws: If you should need to replace exterior screws, use a #2 square drive bit. These can be found at any hardware store.

Welds: We recommend that you check all welds every 6 months or 6,000 miles for cracks or fractures. Also check steel surfaces for cracking. If you detect any cracking or fractures, contact your dealer or Haulmark immediately.

Brakes: Your trailer brakes must be inspected and serviced at yearly intervals, or more often as use and performance requires. Consult your Dexter Maintenance Service Manual for more information.

⚠ WARNING

A spring and cable counterbalance can inflict serious injury if it breaks, or if incorrectly adjusted. Always stand clear of the door when opening.

Inspect the cable and cable ends for wear each time the door is operated.

Do no attempt to service the counterbalance. Take the trailer to your dealer for service.

⚠ WARNING

Gas springs on vending doors lose their lifting capability with age and cold weather; and can cause the door to fall, resulting in injury.

Always hold the door open until the prop rods are in place.

Always use prop rods to hold vending or accessory doors open.

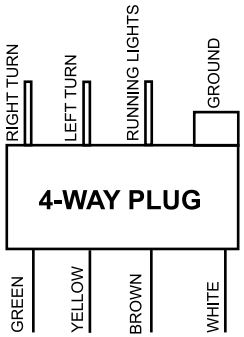
Be prepared to hold the weight of the door when removing the prop rod.

Ramp Door: Ramp door hinges must be lubricated with Lithium grease. And the ramp door extension must be lubricated periodically.

Tires: Improper tire pressure can result in a blowout and loss of control, which can lead to death or serious injury. Be sure tires are inflated to pressure indicated on side wall before towing trailer. If a tire has a bald spot, bulge, cuts is showing any cords, or is cracked, replace the tire before towing.

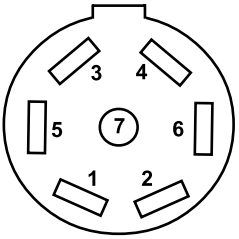
Huck Bolts: May be at various locations on the sub-frame. Huck bolts are not user serviceable. If you detect a loose huck bolt fastener, do not tow the trailer. Call your dealer for instructions.

Wiring: Your tow vehicle must have the correct plug at the rear and must be connected to the correct tow vehicle circuits for the vehicle to correctly tow the trailer. Trailers not equipped with brakes will have a 4-way flat plug and all other trailers will have a larger 7-way round plug.



Recept

WHITE	1	GROUND
BLUE	2	BRAKES
GREEN	3	RUNNING LIGHTS
BLACK	4	HOT LINE
RED	5	LEFT TURN SIG
BROWN	6	RIGHT TURN SIG
YELLOW	7	AUXILLARY



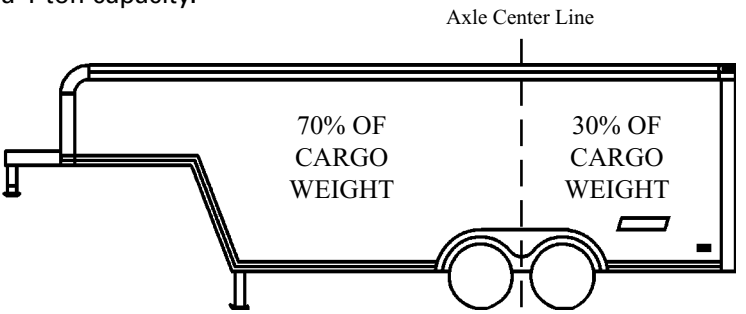
7-WAY PLUG
for tow vehicle

It is very important that you have a ground wire running from the plug to the frame of your tow vehicle. Hitches, safety chains and couplers are not adequate grounds for your trailer. If an auxiliary battery is added to your trailer, there must be a fuse installed between the battery and the trailer. If you have any questions regarding the wiring of either your tow vehicle or your trailer, contact either your dealer or Haulmark.

Loading Your Haulmark

Proper loading of your haulmark trailer is imperative! Uneven loading and insufficient hitch weight of your trailer can cause your trailer to be unstable and result in serious bodily injury. Be sure to follow these instructions when loading your trailer.

**Be sure to check the towing capacity of of your tow vehicle before towing your trailer.
**Light-weight cargo trailers are not designed to be pulled by trucks larger than a 1-ton capacity.

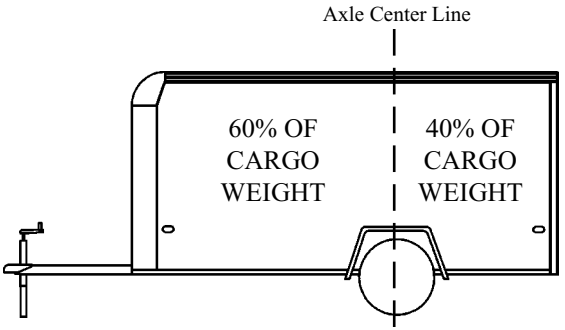


⚠ WARNING

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.



**Improper use of weight distributing hitch can cause damage to your trailer. Read all hitch instructions before use.
**You must secure your cargo so that it does not shift while the trailer is being towed.

Warnings-Transporting

⚠ 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.

⚠ 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

Accessories-Warnings

Generator:
If your trailer is equipped with a gasoline or diesel generator, you must have and follow the generator manufacturer's instructions. You must also have one or more carbon monoxide detectors in the trailer's accommodation spaces.

Carbon Monoxide is an odorless gas that can cause death. Be certain exhaust from a running generator does not accumulate in or around your trailer, by situations such as:

- **Being drawn in by fans or ventilators operated in a trailer.**
- **Prevailing wind**
- **Being trapped between your trailer and other trailers, vehicles or buildings;**
- **Being trapped between your trailer and, or in a snow bank, or other nearby objects**

⚠ WARNING

Accumulation of hazardous fumes can cause death or serious injury.

Do not block access to ventilation ports.

⚠ WARNING

Operating gasoline and diesel generators can lead to death or serious injury by:

- Carbon monoxide
- Fire and Explosion
- Electrocution

Have a working carbon monoxide detector in the accommodation spaces before operating a generator.

Do not refuel a running generator or refuel near ignition sources.

⚠ WARNING

Shore power poses a risk of death due to electrocution or fire

Always use an electrical cord specifically designed for shore power connection. Never use an ordinary extension cord.

Always connect the electrical cord to a grounded source of shore power.

Do not remove the “third prong” from the shore power plug.

Connect only to source of proper voltage.

Make certain polarity is correct.

Do not overload electrical circuits.

Always replace fuses or circuit breakers with correct rating.

⚠ DANGER

You can die or be brain damaged by Carbon Monoxide.

Make certain the exhaust from LP appliances is directed to the outdoors.

Have a working carbon monoxide detector in the accommodation spaces of your trailer before operating any LP gas appliance.

Do not operate portable grills or stoves inside inside the trailer.

⚠ WARNING

Risk of fire or explosion

Never use a flame, heat lamp or hair dryer to thaw an LP gas regulator. Use an incandescent light bulb.

Do not remove the regulator cover of attempt to service the LP gas regulator.

⚠ WARNING

Risk of fire or explosion

If LP gas is detected (by smell or by the LP gas detector):

- Do not touch electrical switches
- Extinguish flames and pilot lights
- Open doors for ventilation
- Shut off LP gas supply at the LP tank
- Leave the area until odor clears.

Correct the source of LP gas leakage before using LP appliances.

Do not use a flame to locate the source of an LP gas leak.

⚠ WARNING

Risk of death due to fire or explosion.

Only connect an LP gas system to supply of LP gas, NOT natural gas.

Do not store LP gas tanks inside the trailer.

Only fill an LP gas tank 80% full

Only fill the tank with LP gas (butane or propane).

Overfilled tanks can release gas and cause an explosion.

⚠ NOTICE

Use butane only when the temperature is above freezing (32 degrees F)

Propane gas will operate at temperatures as low as minus 44 degrees Fahrenheit (-44F).

Notes

Maintenance Record

DATE	SERVICE PERFORMED	MILES

Contact Information

Customer Service Help Line
1-866-393-6053 Phone 1-574-825-5732 Fax

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Phone: 574-848-4448
Fax: 574-848-4074

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Fax: 717-929-2141

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Fax: 801-491-7033

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Fitzgerald, GA 31750
1-800-270-8421
Phone: 229-423-2202
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Phone: 623-535-7700
Fax: 623-535-7702

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Our e-mail address is:sales@haulmark.com

FOR THE NAME OF THE NEAREST SERVICING DEALER OR MANUFACTURING FACILITY CALL

1-800-348-7530

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6 Locations to Serve You Better

Since 1977, Haulmark has grown because of you – the customer. From a small manufacturing facility in Bristol, IN, we have grown to six manufacturing sites to serve you better. In this business, not everyone can do that. The next time you find yourself by one of our locations we invite you to stop in and say hello. Our door is always open to you.

Haulmark Special Products
Bristol, IN

Haulmark Industries, Inc.
Bristol, IN

Haulmark Industries of Arizona, Inc.
El Mirage, AZ

Haulmark of Pennsylvania Corp.
McAdoo, PA

Haulmark of Georgia, Inc.
Fitzgerald, GA

Haulmark Industries, Inc. of Utah
Springville, UT

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01/06