GORE

TRAILERS

MANUFACTURED IN COMPLIANCE WITH NATM GUIDELINES

NATM

National Association of Trailer Manufacturers

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OWNERS MANUAL

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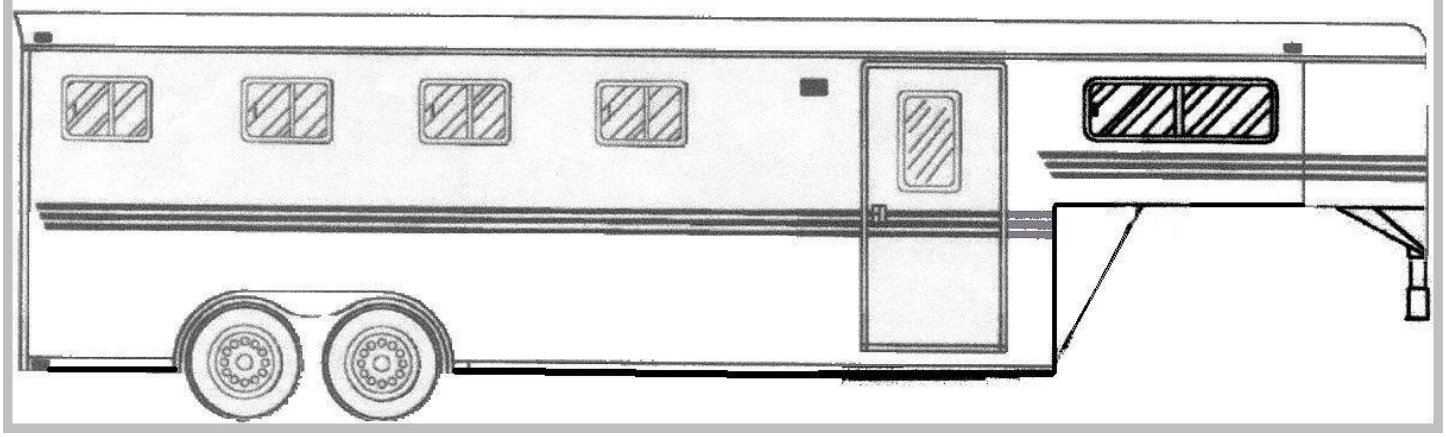

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1. TIRE SAFETY INFORMATION

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

Section 2.1 contains "Steps for Determining Correct Load Limit - Trailer".

Section 2.2 contains "Steps for Determining Correct Load Limit – Tow Vehicle".

Section 2.3 contains a Glossary of Tire Terminology, including "cold inflation pressure", "maximum inflation pressure", "recommended inflation pressure", and other non-technical terms.

Section 2.4 contains information from the NHTSA brochure entitled "Tire Safety – Everything Rides On It".
This brochure 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:
  - E? Locating and understanding the load limit information, total load capacity, and cargo capacity.
  - F? Calculating total and cargo capacities with varying seating configurations including quantitative examples showing / illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants' increases. This item is also discussed in Section 3.
  - G? Determining compatibility of tire and vehicle load capabilities.
  - H? Adverse safety consequences of overloading on handling and stopping on tires.

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.

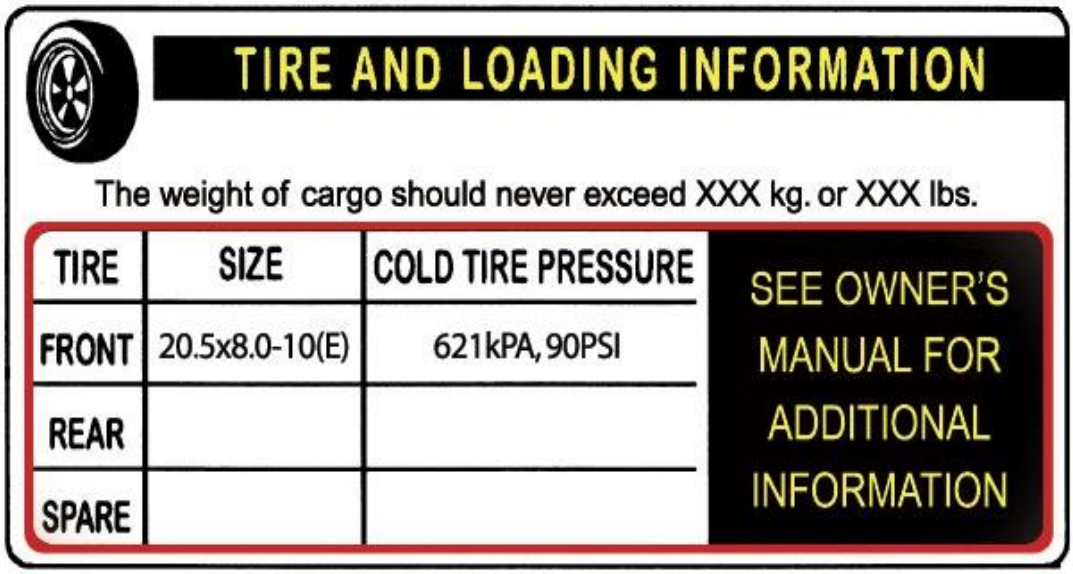
For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, 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.
4?
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)

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

1.2. 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 the driver and passengers who will be riding in your vehicle.
3? Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4? The resulting figure equals the available amount of cargo and luggage capacity. For example, if the "XXX" amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. (1400-750 (5 x 150) = 650 lbs.).
5? Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6? If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

1.3. GLOSSARY OF TIRE TERMINOLOGY

Accessory weight

The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

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 5th 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.

Normal occupant weight

This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant distribution

The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

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 capacity weight

The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

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

1. Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
2. Step 2: Record the tire pressure of all tires.
3. 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.
4. 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.
5. Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
6. 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 have 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

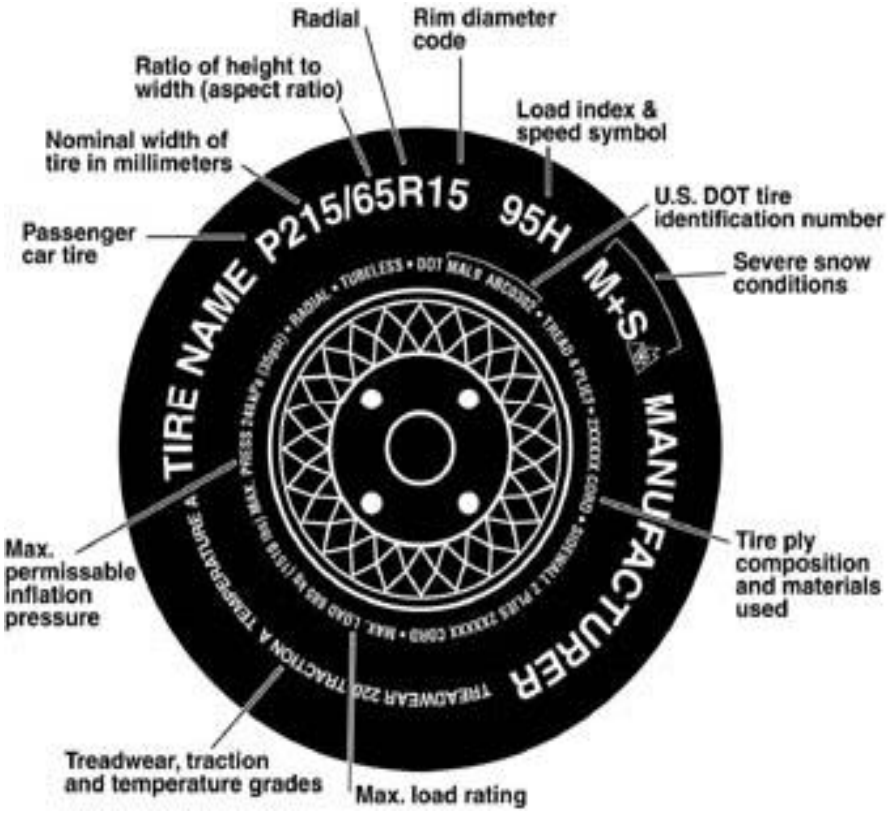
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim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

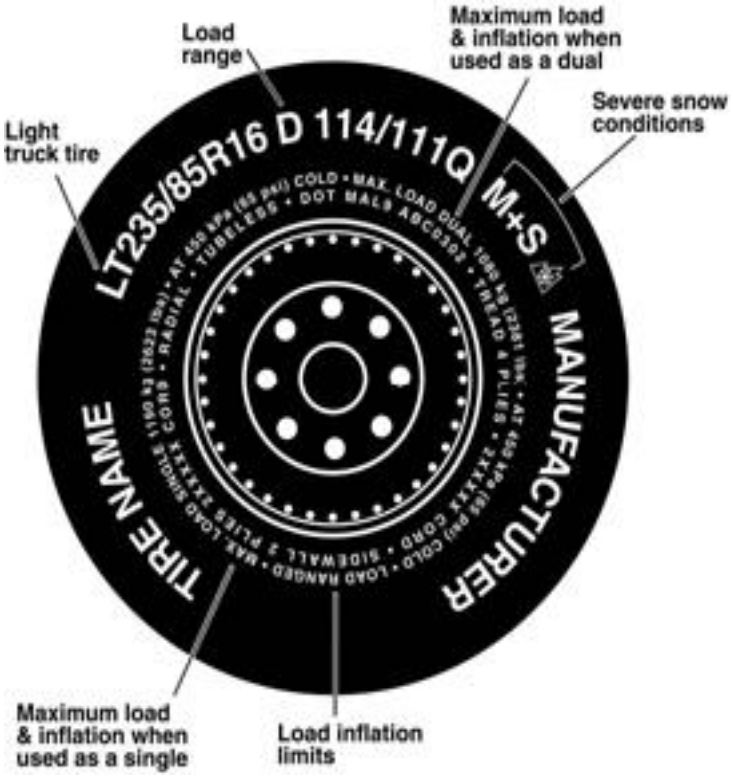
Traction Letter
This letter indicates a tire's ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA","A", "B", and "C".

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".

1.5.9.3. 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 foreign 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.

WARNING

Check Torque on lug nuts after your initial trip or 50 miles, whichever comes first, then weekly thereafter. Any damage caused by failure to properly torque lug nuts is the responsibility of the owner. Warranties on the trailer and axles will not apply to damage or injuries caused by loose lug nuts and/or broken studs. ***Torque as follows:***

½ inch cone lug nuts - tighten 90-120 lbs. Ft
9/16 inch cone lug nuts - tighten max 170 lbs. Ft
5/8 inch cone lug nuts - tighten 175-225 lbs. Ft
5/8 inch flange nuts - tighten 275 - 325 lbs. Ft

WARNING

"DO NOT EXCEED THE TOW VEHICLES'S TOW RATING"

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 Gore Trailer Mfg, 305 Gore Trailer Road, Whiteville, NC 28472.

If NTHSA receives similar complaints, it may open an investigation, and if it finds that safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Gore Trailers.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153) or go to http://www.safercar.gov; or write to: Administrator, NHTSA, 1200 New Jersey Ave. West Building W41-227 Washington, DC 20590. You can also obtain information about motor vehicle safety from http://www.safercar.gov.

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SAFETY TIPS

1. HOOKING UP YOUR GORE TRAILER:

Stand Clear of truck and trailer when hooking up. Be sure no small children or other persons are in the immediate area while backing up. DO NOT MOVE YOUR TRAILER UNTIL THE COUPLER AND BALL OR FIFTH WHEEL AND PIN IS IN LOCKED POSITION AND SAFETY CHAINS ARE ATTACHED TO TOWING VEHICLE.

2. TIRE CAPACITY

Do not overload tire capacity recommended by tire manufacturer.

3. GROSS VEHICLE WEIGHT

At no time exceed the Gross Vehicle Weight (GVW) of the trailer indicated in the vehicle identification number (VIN) plate.

4. SPEED

Use extreme caution when pulling your Gore Trailer. Do not exceed the posted speed limits on the roads you are traveling. Be aware that traveling at higher speeds or hauling heavier loads will increase your stopping distance.

5. SECURING YOUR LOAD

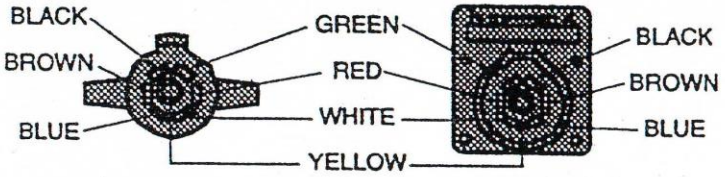
Gate or tie your livestock as tightly as possible. Livestock or horses shifting in the trailer may cause driver to loose control and could lead to an accident.

6. LOADING AND UNLOADING YOUR TRAILER

Use caution when loading and unloading your trailer. Be sure to keep small children away during your loading and unloading process. Carelessness may cause injury or death.

7-WAY CONNECTOR WIRING DIAGRAM

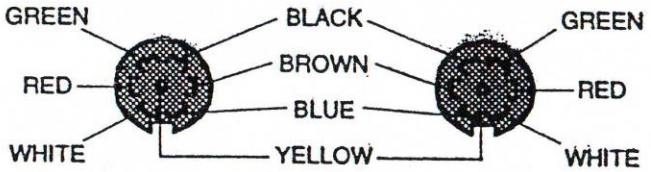
7-WAY MOLDED TRAILER/ SEALED CAR CONNECTOR & CABLE



TRAILER END
As viewed from front face of 7-way connector with molded on cable.

CAR END
As viewed from front face of 7-way connector with sealed cable.

7-WAY THERMO-PLASTIC/ METAL CONNECTOR



TRAILER END
As viewed from core back side where wires are attached with screws.

CAR END
As viewed from core back side where wires are attached with screws.

7 - WAY WIRING INDEX

Wire Color & Gauge Pigtail	Molded Trailer/Sealed Car Connector Terminal	Thermo-Plastic/Metal Connector Terminal
White / 10 gauge	Common Ground	#1 Common Ground
Blue / 12 gauge	Electric Brake	#2 Electric Brake
Green / 14 gauge	Tail & License	#3 Tail & License
Black / 10 gauge	Battery Charge	#4 Battery Charge
Red / 14 gauge	Left Stop & Turn	#5 Left Stop & Turn
Brown / 14 gauge	Right Stop & Turn	#6 Right Stop & Turn
Yellow / 14 gauge	Center Auxiliary	#7 Center Auxiliary

4-6.5.3 Labeling of Potable Water Tank Inlet.

This requirement applies to all potable water tanks whether permanently installed or removable. The sanitizing instructions need to be furnished with each vehicle.

INSTRUCTIONS FOR DISINFECTION OF POTABLE WATER SYSTEMS ON RECREATION VEHICLES

As approved by the U.S. Public Health Service

To assure complete disinfection of your potable water system, it is recommended that the following procedures be followed on a new system, one that has not been used for a period of time, or one that may have become contaminated. This procedure is also recommended before long periods of storage such as over winter.

1. Prepare a chlorine solution using 1 gallon of water and 1/4 cup of household bleach (sodium hypochlorite solution). With tank empty, pour chlorine solution into the tank. Use 1 gallon solution for each 15 gallons of tank capacity. This procedure will result in a residual chlorine concentration of 50 ppm in the water system. If a 100 ppm concentration is required as discussed in item 3, use 1/2 cup of household bleach with 1 gallon of water to prepare the chlorine solution. One gallon of the solution should be used for each 15 gallons of tank capacity.

2. Complete filling of tank with potable water. Open each faucet and run the water until a distinct odor of chlorine can be detected in the water discharged. Do not forget the hot water taps.

3. Allow the system to stand for at least 4 hours when disinfecting with 50 ppm residual chlorine. If a shorter time period is desired, then a 100 ppm chlorine concentration should be permitted to stand in the system for at least 1 hour.

4. Drain and flush with potable water.

CEQUENT™
TRAILER PRODUCTS

Bulldog Forged Couplers

Read, Understand, Follow and SAVE These Instructions

- Read, understand and follow all instructions before installing and using this product. Never allow anyone unfamiliar with these instructions to use this product.
  Read, understand and follow all instructions provided by the manufacturer of the product(s) on which this product will be installed.
- Installation of this product must conform to the following mounting instructions.
- Save these instructions for use as a reference in the future.

⚠ WARNING

Failure to follow these warnings and instructions may result in property damage, serious bodily injury, and/or death.

- Purchaser/owner must ensure that product is installed according to these instructions.
- Purchaser/owner must not alter or modify the product.
- Operator and bystanders should never position any part of body under any portion of this product or the load being supported.
- Do not allow children to play on or around this product or the load being supported.
- Weigh your trailer plus added load. Do not exceed lesser of bracket, coupler, hitch, vehicle, ball, or trailer weight ratings (including load).
- Use only the proper ball for this coupler as indicated on the coupler body. If uncertain, contact Cequent Trailer Products at 800-604-9466 or www.cequentgroup.com.
- Always secure load, vehicle and trailer (by blocking wheels) before latching/unlatching coupler.
- Use caution when uncoupling as tongue may rise suddenly due to negative tongue load.
- After installing channel and/or coupler, if coupler operation has been impared in any way, do not use it.
- Keep the ball pocket and mechanism clean. When parking or storing your trailer, keep the coupler off the ground so dirt and/or other foreign material will not build up in the coupler ball pocket.
- Do not tow if ball is not fully seated and/or coupler is not closed.
- All welding must be performed by a certified AWS welder.

Before Towing:

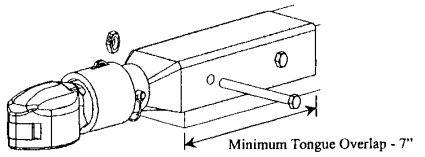
- Check vehicle, channel, hitch, hitch ball and coupler for signs of wear or damage and that the coupler handle opens and closes freely. If coupler and/or channel is deformed or damaged, replace complete coupler and bracket.
- Replace bent, broken, or worn parts before using this product.
- Close coupler securely by ensuring that the hitch ball is fully seated in the coupler ball pocket and the pin is inserted behind the collar or latch.
- Check channel hardware for wear and proper tightness. Replace bent, broken, or worn hardware. Tighten hardware to 75-100 ft. lbs. Use only grade 5 hardware.
- Make sure that the trailer safety chains are properly connected to the towing vehicle and trailer according to SAE J684.
- Make sure that all trailer lighting is hooked up and working properly.

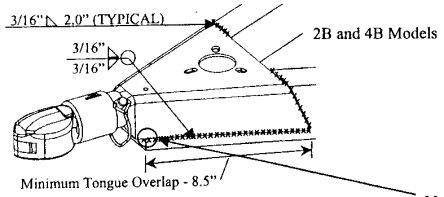
Installation Instructions

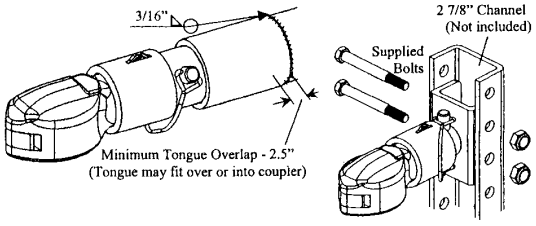
Warning: Failure to follow all installation instructions could result in coupler failure

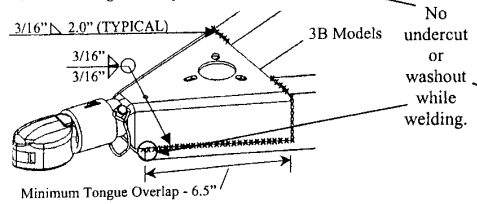
Before mounting the coupler confirm that there will be no interference from the tow vehicle, tongue, ground, and any other mounted accessories while stationary or in motion. Before installing, check for interference in open and closed positions. Check for interference again after installation is complete. All welding must be performed by an AWS certified welder. The coupler must be rigidly attached to the trailer in order for the coupler to support its maximum rated load according to SAE J684. After installation, check to make sure that coupler operation has not been impaired in any way. Do not use coupler if its operation has been impaired.

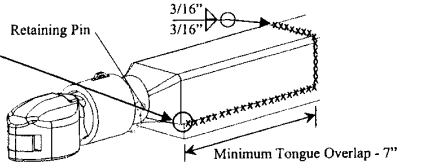
- All welding must be performed by an AWS certified welder.
- If using a weld-on coupler, weld 3/16" around the interface between coupler and tongue. See illustrations below.
- Assure the coupler internal stop is butted against the end of the trailer tongue for maximum overlap.
- For bolt-on couplers, use (2) 5/8" Grade 5 through bolts with nylon locknuts, torque to 75-100 ft. lbs. Do not deform tongue or coupler.







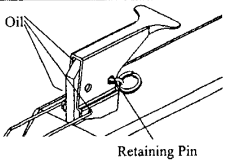


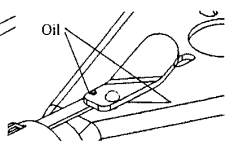


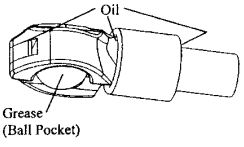
Maintenance

Keep ball pocket and mechanism clean. The following procedures should be performed at least annually:

- Check set screw torque
- Grease ball pocket
- Oil pivot points with SAE 30 wt. motor oil
- Inspect retaining pins and replace if necessary

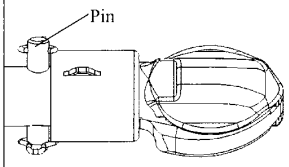






Operation

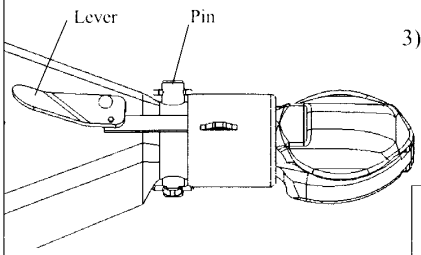
M-Style Coupler

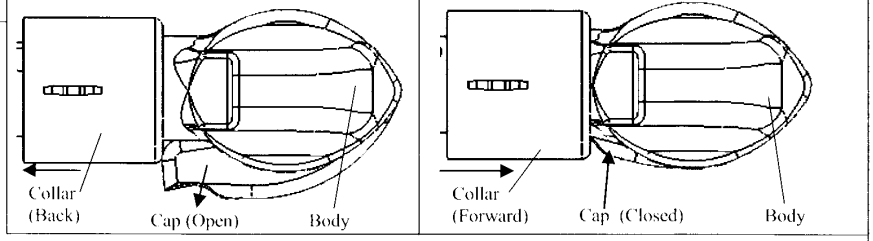


To Couple:
1) Block trailer wheels.
2) Align hitch ball beneath coupler.
3) If the coupler is closed, open it by removing the pin behind the collar and sliding the collar away from the ball pocket. Be sure the coupler cap is open and holds the collar back.
4) Lower the trailer onto the hitch ball.
5) Visually check that the hitch ball is fully seated in the coupler.
6) After the hitch ball is seated in the coupler, carefully close the coupler cap. Be sure the collar springs toward the ball pocket and captures the coupler cap.
7) Reinsert the pin behind the collar. Do not tow without pin in place.

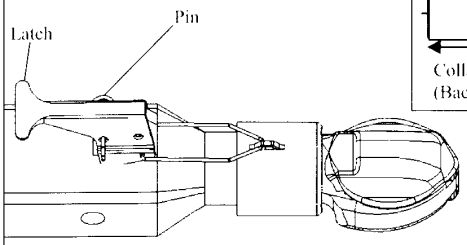
To Uncouple:
1) Block trailer wheels.
2) Open the coupler by removing the pin behind the collar and sliding the collar away from the ball pocket. Be sure the coupler cap is open and holds the collar back.
3) Raise the trailer from the hitch ball.

L-Style Coupler





H-Style Coupler



To Couple:
1) Block trailer wheels.
2) Align hitch ball beneath coupler.
3) If the coupler is closed, open it by removing the pin in the latch and lifting the latch. Be sure the coupler cap is open and holds the collar back.
4) Lower the trailer onto the hitch ball.
5) Visually check that the hitch ball is fully seated in the coupler.
6) After the hitch ball is seated in the coupler, carefully close the coupler cap and lower the latch. Be sure the collar springs toward the ball pocket and captures the coupler cap.
7) Reinsert the pin in the latch. Do not tow without pin in place.

To Uncouple:
1) Block trailer wheels.
2) Open the coupler by removing the pin in the latch and lifting the latch. Be sure the coupler cap is open and holds the collar back.
3) Raise the trailer from the hitch ball.

How to Order

Use only Cequent Trailer Products' parts. Replacement parts are available through Cequent Trailer Products' Customer Service Department, 715-693-1700 or 800-604-9466. Please specify product model number.

Limited Three Year Warranty

Warranty. Cequent Trailer Products, Inc. ("We") warrants to the original consumer purchaser ("You") that the product will be free from defects in material and workmanship for a period of three years under normal use and service, ordinary wear and tear excepted. If the product does not comply with this warranty, We will replace the product without charge to You and within a reasonable time or, at Cequent's option, refund the purchase price. This warranty is not transferable.

Limitations on the Warranty. The warranty does not cover the following: (a) normal wear and tear; (b) damage through abuse, neglect, misuse, or as a result of any accident or in any other manner; (c) damage from misapplication, overloading, or improper installation; (d) improper maintenance; (e) a product altered in any manner by anyone other than us.

Obligations of Purchaser. To make a claim, contact us at 1050 Indianhead Drive, Mosinee, WI 54455, 1-800-604-9466, identify the product, and follow the instructions that will be provided. Any returned product that is replaced or refunded becomes the property of Cequent. You will be responsible for shipping costs to us. Please retain your purchase receipt to verify date of purchase. This must be produced to honor warranty claim.

Remedy Limits. Repair or replacement is the purchaser's sole remedy under this or any other warranty on the product, whether express or

TRAILER PRODUCTS

Tongue Jacks

Read, Understand, Follow and Save These Instructions

- Read, understand and follow all instructions before installing and using this product. Never allow anyone unfamiliar with these instructions to use this product.
- Read, understand and follow all instructions provided by the manufacturer of the product(s) on which this product will be installed.
- Installation of this product must conform to the following mounting instructions.
- Save these instructions for use as a reference in the future.

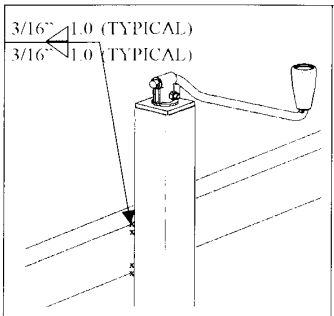
⚠ WARNING

Failure to follow these warnings and instructions may result in property damage, serious bodily injury, and/or death.

- Purchaser/owner must ensure that product is installed according these instructions. Purchaser/owner must not alter or modify product.
- Operator and bystanders should never position any part of body under any portion of this product or the load being supported.
- Fully retract and rotate jack before towing.
- When using the drop foot or drop leg, make certain the supplied pin is fully inserted through both sides of the inner tube and the drop tube before using the jack.
- If using optional drop foot or caster, always remove drop foot or caster before towing to maximize ground clearance.
- This product is not intended to be used as a transport device for the implement it is attached to. Minimize movement of implement while jack is under load.
- Do not allow children to play on or around this product or the load being supported.
- Secure the load, vehicle and trailer from rolling (by blocking wheels) when operating jack or coupling trailer.
- Jack capacity is limited to the lesser of the jack, footplate, or caster wheel capacity.
- Never exceed maximum rated capacity. Refer to stamped markings or decals on product to obtain rated capacity. If uncertain, contact Cequent Trailer Products at 800-604-9466 or www.cequentgroup.com.
- These jacks are designed for vertical loading. Excessive side forces may cause jack failure and must be avoided.
- Before manually moving trailer, crank to lowest position.
- If this product has a pivot tube mount, make certain the pivot pin is fully inserted through both sides on the pivot tube and the pivot mount.
- If this product is a swivel jack, lock the plunger pin into a hole in the mounting bracket before raising or lowering the tongue.
- Before installing the snap ring, inspect the snap ring groove and remove any debris. Seat the snap ring fully into the groove.
- Do not attempt to weld "Bolt-On" brackets or straps to the tongue. Special brackets are available for "Weld-On" applications.
- If this product has a drop foot or drop leg, never attempt to adjust the drop foot or drop leg when there is any load on the jack.
- If this product is a rack jack, do not raise the gear housing above inner tube.
- These jacks are not designed for mounting to round tongues.
- All welding must be performed by an AWS certified welder.
- Always replace bent, broken, or worn parts before using this product.

Installation Instructions

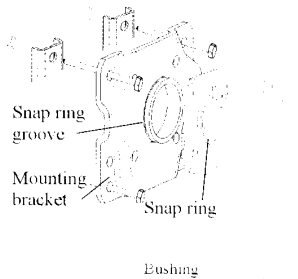
Before mounting the jack confirm that there will be no interference from the tow vehicle, tongue, ground, and any other mounted accessories while stationary or in motion. Before installing, check for interference in all positions including handle swing and swivel positions if applicable. Check for interference again after installation is complete.



Direct-Mount:

The same welding instructions apply to other weld-on mounts.

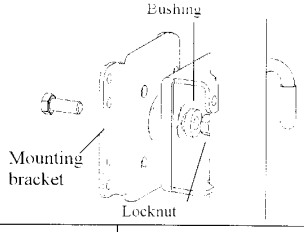
1) All welding must be performed by an AWS certified welder.
2) Place the jack at the desired location. Weld 1" in 2 locations on both sides of the jack using a 3/16" fillet weld.



Bolt-On Mounting Bracket Instructions:

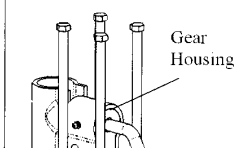
If using a bolt-on jack, assure the correct mounting hole pattern for your tongue size. The gap between the mounting bolts and the tongue is not to exceed 1 16"

1) Place the jack against the tongue and position the mounting straps on the opposite side of the tongue. Align the holes in the mounting bracket with the holes in the mounting straps.
2) Insert the 4 bolts through the mounting bracket and mounting straps. The upper bolts should rest on the top of the tongue. The lower bolts should be less than 1/16" from the bottom of the tongue.
3) Secure with locknuts, torque to 25 ft. lbs.
4) Check for clearance of handle, trailer light cables, and coupler.



Snap Ring/Bolt-Thru Instructions:

1) To attach a snap ring model jack, place the jack bracket over the mount and place the snap ring in the groove. Seat the snap ring fully into the groove.
2) To attach a bolt-thru model jack, place the jack bracket into the recessed opening on the mount. Place the small end of bushing into the jack bracket and onto the bolt. Tighten locknut until there is little movement in the bushing. Note: The bolt should be installed between the trailer tongue and mount, the jack bracket will be held by the bushing between the locknut and the mount.



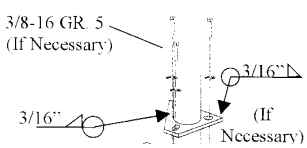
Bolt-on Rack Jack Instructions:

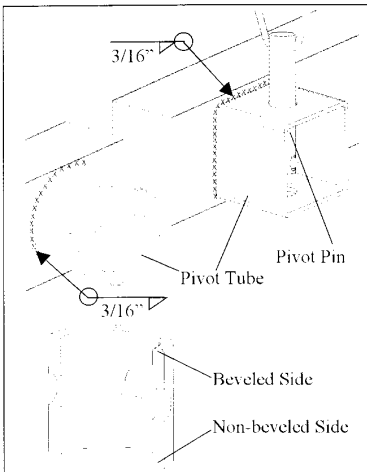
1) Place the gear housing on the tongue, insert supplied bolts in holes correspond-

"A" Plate Mounting Instructions (Bolt-On or Weld-On):

A-plate jacks are designed for mounting to trailers with A-plate couplers. It is recommended to attach a bottom support plate to the bottom of the tongue.

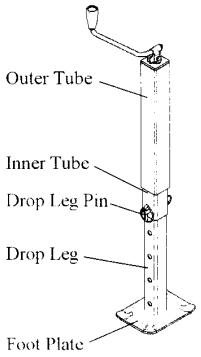
1) All welding must be performed by an AWS certified welder.
2) If the "A" plate is separate from the jack, align the jack (and





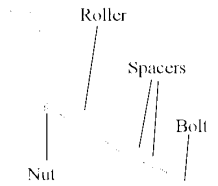
Weld-on Pivot Tube Mounting Instructions (Round and Square Pivot Tubes):

1) All welding must be performed by an AWS certified welder.
2) The non-beveled side of the pivot tube is welded to the tongue unless otherwise specified on hardware.
3) Place the weld-on pivot tube against the tongue and weld all around with a 3/16" fillet weld. Align one set of pivot mount holes vertically.
4) Mate the jack to the pivot tube and secure with the supplied pin.



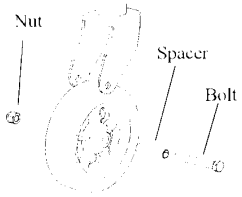
To attach a handle assembly:

1) Insert the long spacer into the roller followed by the thin spacer and the bolt.
2) Secure to the crank stem with the nut provided.



To attach a wheel assembly:

1) Insert the long spacer into the wheel.
2) Set the wheel into the caster body and place the bolt through the caster body and wheel.
3) Secure with the nut provided.



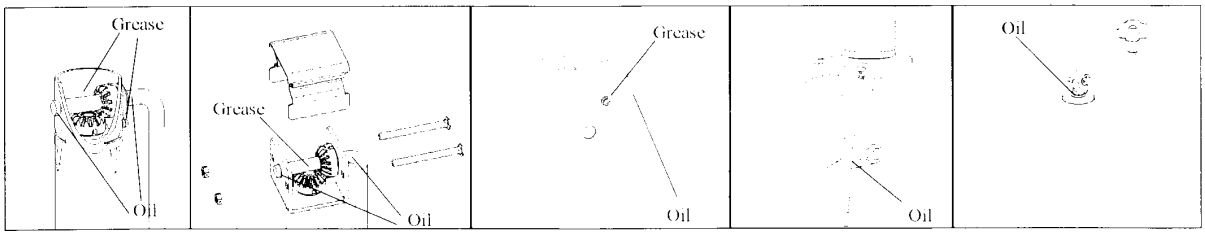
Heavy Duty Caster:

1) Jack capacity limited to lesser of jack or caster.
2) Use 4 3/8" bolts, washers, and locknuts as shown.

Maintenance

The following procedures should be performed at least annually:

For side-wind models, the internal gearing and bushings of the jack must be kept lubricated. Apply a small amount of automotive grease to the internal gearing by removing the jack cover, or if equipped, use a needle nose applicator or standard grease gun on the lubrication point found on the side of the jack near the crank. Rotate the jack handle to distribute the grease evenly. A lightweight oil must be applied to the handle unit at both sides of the tube for side-wind models. If equipped, the axle bolt and nut assembly of the caster wheel must also be lubricated with the same light weight oil. For top-wind models, apply a lightweight oil to the screw stem. If this product is used in a marine environment, flush the jack assembly and bushings with fresh water, and apply fresh lubricant.



How to Order

Use only Cequent Trailer Products' parts or parts of equal quality for repair. Replacement parts are available through Cequent Trailer Products' Customer Service Department, 715-693-1700 or 800-604-9466. Please specify product model number.

Limited Three Year Warranty

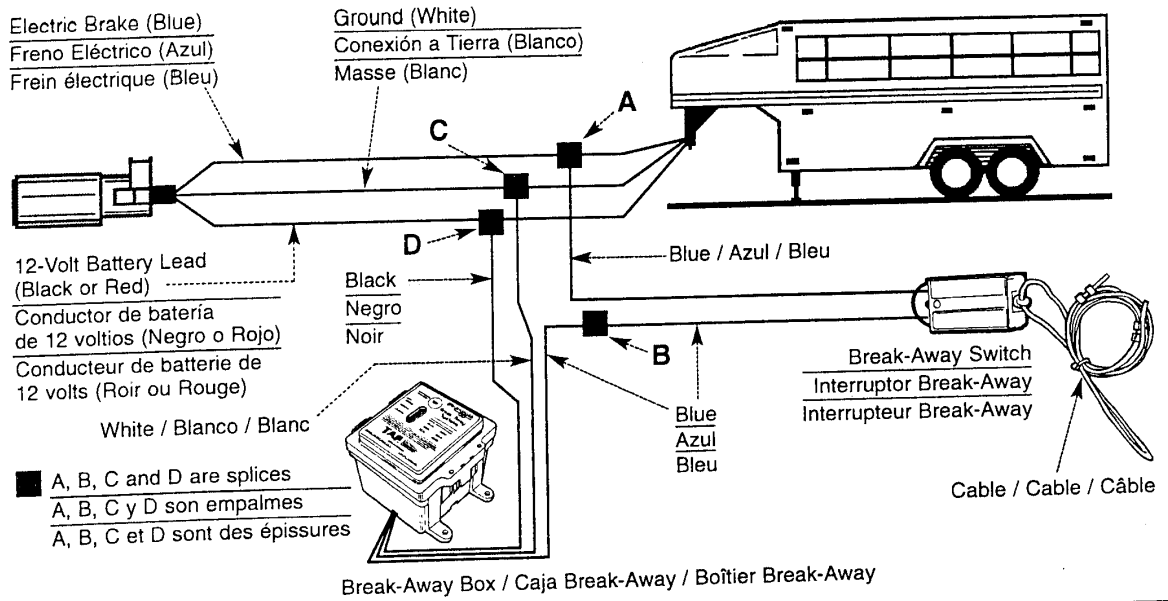
Warranty. Cequent Trailer Products, Inc. ("We") warrants to the original consumer purchaser ("You") that the product will be free from defects in material and workmanship for a period of three years under normal use and service, ordinary wear and tear excepted. If the product does not comply with this warranty, We will replace the product without charge to You and within a reasonable time or, at Cequent's option, refund the purchase price. This warranty is not transferable.

Limitations on the Warranty. The warranty does not cover the following: (a) normal wear and tear; (b) damage through abuse, neglect, misuse, or as a result of any accident or in any other manner; (c) damage from misapplication, overloading, or improperly installed; (d) improper maintenance; (e) a product altered in any manner by anyone other than us.

Obligations of Purchaser. To make a claim, contact us at 1050 Indianhead Drive, Mosinee, WI, 1-800-604-9466, identify the product, and follow the instructions that will be provided. Any returned product that is replaced or refunded becomes the property of Cequent. You will be responsible for shipping costs to us. Please retain your purchase receipt to verify date of purchase. This must be produced to honor warranty claim.

Remedy Limits. Repair or replacement is the purchaser's sole remedy under this or any other warranty on the product, whether express or implied. We shall not be liable for service or labor charges incurred in removing or replacing a product or any incidental or consequential damages of any kind. We expressly disclaim any implied warranty of merchantability or fitness for particular purpose after the three-year warranty period. Some states do not allow

DIAGRAM WITH CHARGER
DIAGRAMA CON EL CARGADOR
DIAGRAMME AVEC CHARGEUR



Note: Wire By Function Only. Color Coding is Not Standard Among Manufacturers.

Nota: Instale el cableado por su función solamente. Código de color no es la norma entre todos los fabricantes.

Remarque: Câbler uniquement selon les fonctions. Le code de couleur peut varier d'un constructeur à l'autre.

QUESTIONS - CALL
PREGUNTAS - LLAME AL
QUESTIONS - APPELER AU
1-800-835-0129

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sed September, 2005)

GORE TRAILER MANUFACTURING INCORPORATED
305 Gore Trailer Road
Whiteville, North Carolina 28472

WARRANTY

TEN YEAR WARRANTY

ect to the requirements, exclusions and limitations stated below, the treated lumber used in the floors re Trailers and the Fiberglass Top is warranted to the original purchaser against defects in rials and workmanship by Gore Trailer Manufacturer arising from normal use for ten (10) years date of purchase.

SIX YEAR LIMITED WARRANTY

ect to the requirements, exclusions and limitations stated below, Gore Trailer Manufacturer ants the structure of your Gore Trailer to the original retail purchaser against defects in materials workmanship arising from normal use for Six (6) years from the date of purchase. The structure is portion of the trailer which includes the chassis, consisting of the bottom rails, top rails, cross bers, side posts and exterior walls, roof bows and the sub frame, EXCLUDING THE ALUMINUM OR BOARDS. Note: ONE YEAR WARRANTY ON ALUMINUM FLOORS.

ONE YEAR LIMITED WARRANTY

ect to the requirements, exclusions and limitations stated below, all other components of your Gore er are warranted to the original purchaser against defect in the material and workmanship by Gore er Manufacturer arising from normal use for one year from the date of purchase.

XCLUSION OF LIVING QUARTERS & INSTALLATIONS BY OTHER MANUFACTURERS

Trailer manufactures some trailers into which other persons or companies who are not employees ents of Gore Trailers install living quarters or other interior or exterior features or modifications. Limited Warranty extends only to materials used or workmanship performed by Gore Trailers or mployees in the construction of the original trailer, subject to limitations and exclusions set forth n.

E TRAILER EXPRESSLY DISCLAIMS AND EXCLUDES ANY RESPONSIBILITY OR BILITY FOR ANY MATERIALS OR WORKMANSHIP IN ANY ITEMS INSTALLED INTO E TRAILER PRODUCTS BY OTHER PERSONS OR COMPANY, INCLUDING ANY DENTAL OR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING REFROM.