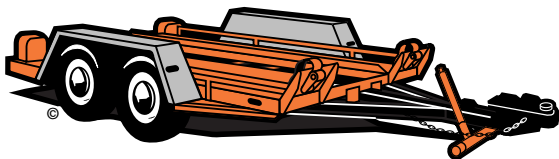




AUTO TRANSPORT TRAILER USER INSTRUCTIONS

STUDY THESE
INSTRUCTIONS DAILY BEFORE
OPERATING EQUIPMENT



WARNING



















FAILURE TO FOLLOW
THESE INSTRUCTIONS
MAY RESULT IN SERIOUS
INJURY OR DEATH.

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WARNING

FAILURE TO READ AND FOLLOW ALL THE INSTRUCTIONS IN THIS BOOKLET MAY RESULT IN SERIOUS INJURY OR DEATH

-  **DO NOT** put the vehicle in motion before everyone in the vehicle has their safety restraint fastened. See page 12.
-  **NEVER** use a cell phone when you are driving. You may become distracted and cause an accident. See Page 12
-  Avoid accidents by slowing down. When driving at a lower speed you are less likely to lose control of the vehicle than when driving at a higher speed. The **recommended maximum speed** when towing the Auto Transport Trailer is **45 mph**. See page 13.
-  Keep children, bystanders and pets at least 25 feet away during loading and unloading. See pages 8 and 15.
-  Make sure the Auto Transport Trailer is securely attached to the tow vehicle before loading and unloading. See pages 8 and 15.
-  Load the heaviest end (engine end) of the vehicle-in-tow to the **FRONT** of the Auto Transport Trailer. See page 9.
-  **NEVER** exceed the Auto Transport Trailer's maximum gross weight posted on the Auto Transport trailer. See page 12.
-  **DO NOT** overload your tow vehicle. Check the Gross Vehicle Weight Rating (GVWR) on the label, inside the driver door. See page 5.
-  **NEVER** allow passengers or cargo in the vehicle-in-tow or on the Auto Transport Trailer.
-  **DO NOT** use any type of sport-utility vehicle, not equipped with a hard top, to tow the Auto Transport Trailer. See page 2.
-  **DO NOT** tow the Auto Transport Trailer unless the tongue jack is fully raised off the ground. See pages 11 and 16.
-  Use the check list before towing and while on the road. See back cover.
-  **ANTICIPATE STOPS! BRAKE EARLY!** Allow a 4 second gap between you and the vehicle in front of you. In adverse weather, allow at least a 5 second gap. See page 13.
-  Slow down for downgrades and shift your transmission into a lower gear. See page 13.
-  Slow down for curves, adverse weather, hazardous road conditions and expressway exits. See page 13.
-  Your vehicle/trailer combination may experience momentary disturbances. If a disturbance happens, **DO NOT** brake, speed up or turn the steering wheel. Let off the gas pedal and keep the steering wheel in a straight ahead position, sufficient to maintain the lane of travel. See page 13.

WARNING

CONTINUED



If the combination travels off the paved roadway, hold the steering wheel firmly. Let off the gas pedal. **DO NOT** apply your brakes. **DO NOT** turn sharply. Slow down below 25 mph. Then gradually turn the steering wheel to get back on the roadway. Proceed with caution when entering traffic. See page 14.

ATTENTION

This Auto Transport trailer is designed for towing vehicles with standard, factory-installed suspensions. **Modified** or **lowered** suspension vehicles are discouraged from using this Auto Transport trailer, damage may occur to the vehicle during loading or transport. U-HAUL® is not responsible for damage to vehicles with modified suspensions.

EQUIPMENT

YOUR RESPONSIBILITIES

Driving a vehicle/trailer combination is different from driving a vehicle alone. These instructions are to help you, your passengers and your vehicle-in-tow reach your destination safely. If you have any questions while reading this booklet, please do not hesitate to contact the nearest U-Haul representative.

Your vehicle may be capable of storing information regarding vehicle speed, brake application, steering input, seat belt use or other vehicle information. In the event of an incident, law enforcement or others may access this information.

If the driving duties are to be shared, make sure all drivers read and understand these instructions.

YOUR TOW VEHICLE



WARNING

U-Haul does not allow any type of sport-utility vehicle, not equipped with a hard top, to tow an Auto Transport Trailer. Towing with vehicles not equipped with a hard top is no different than towing with a hard top vehicle. In the unlikely event of an accident, vehicles not equipped with a hard top offer less crash and ejection protection than vehicles that have a hard top.

For occasional towing, your vehicle can tow an Auto Transport trailer, provided the curb weight of your tow vehicle is at least 80% of the combined weight of your vehicle-in-tow and your Auto Transport Trailer.

If a tire goes flat on your tow vehicle, avoid driving on a compact spare tire any longer than necessary. Be sure the compact spare tire is properly inflated and do not exceed its weight limits. Check the vehicle manufacturer instructions for further information.

Changes to your tow vehicle from how it was manufactured can affect its ability to tow. These changes can include different tires, suspension changes, etc. Check your vehicle's owner manual or with an authorized automotive dealer to make sure any changes to your tow vehicle are approved. **DO NOT** tow the Auto Transport Trailer if your tow vehicle has changes that are not approved.

Refer to the owner's manual, decal instructions or an authorized automotive dealer for any specific handling characteristics of your tow vehicle.

MAINTENANCE

Your tow vehicle's engine, transmission, steering, suspension, front end alignment, and tire condition, if not properly maintained, may affect the vehicle's ability to tow at the **recommended maximum speed of 45 mph**. Have an authorized automotive repair facility inspect and repair your vehicle **before** towing.

To find the capabilities of the engine, transmission and axles of your vehicle for towing, refer to the owner's manual, or check with an authorized automotive dealer.

TOWING EQUIPMENT REQUIREMENTS

Hitches

Hitches must be able to tow the weight of your Auto Transport Trailer and your vehicle-in-tow (minimum Class III, 5,000 pounds). If your tow vehicle does not have an adequate hitch system, a U-Haul representative can advise you on the type of hitch required for your intended use.

Hitch Balls

If the tow vehicle has the proper hitch, a U-Haul representative can advise you on the correct ball size and rating for your trailer. Hitch ball sizes of 1-7/8", 2" and 2-1/8" are acceptable with a U-Haul trailer coupler. A minimum hitch ball rating of Class III (5,000 pounds) is required.

Other Hitch Systems

Weight distributing or sway control devices **ARE NOT RECOMMENDED** for towing U-Haul Auto Transport Trailers. Towing a properly loaded U-Haul Auto Transport Trailer does not require

these devices (see page 8). These devices may have an effect on vehicle braking and may restrict the operation of the coupling mechanism.

Lights and Mirrors

When towing an Auto Transport trailer, all lights must be operational. Also, your tow vehicle must have external mirrors on both sides. A U-Haul representative can advise you of the systems available if your vehicle is not properly equipped.

LOADING YOUR TOW VEHICLE

To find on how much weight you are allowed to put in your tow vehicle, including driver, passengers, cargo and any additional equipment:

Step 1: Find the tow vehicle manufacturer's recommended Gross Vehicle Weight Rating (GVWR). This is found on a label inside the driver door.

Answer _____ **pounds**

Step 2: Subtract the curb weight of your tow vehicle from the answer in Step 1. Contact your U-Haul Representative for help in finding the curb weight of your tow vehicle.

Answer _____ **pounds**

Step 3: Subtract 600 pounds from the answer in Step 2.

Answer _____ **pounds**

The answer in Step 3 is the amount of weight you can put in your tow vehicle. This weight includes driver, passengers, cargo and any additional equipment.

If the rear of your tow vehicle seems low, reduce the load in the rear seat, trunk or cargo bed areas. This can affect handling and headlight aim.

YOUR AUTO TRANSPORT TRAILER

After a U-Haul representative has hooked up your Auto Transport Trailer, it is important for you to inspect all connections before and during your trip.

U-Haul does not recommend that you try to detach or attach the trailer, hitch, ball, coupler, safety chains, or light connectors, unless an emergency arises. If you suspect or detect something is wrong, please contact the nearest U-Haul representative.

YOUR VEHICLE-IN-TOW

The tires of the vehicle-in-tow **MUST** fit on the Auto Transport Trailer platform and ramps without hanging over the sides.

If you have an Auto Transport Trailer with a galvanized silver colored platform, **DO NOT** load a vehicle-in-tow that is **more than** 79 inches between the outside of the left tire and the outside of the right tire.

If you have an Auto Transport Trailer with an orange colored platform, **DO NOT** load a vehicle-in-tow that is **more than** 75 inches between the outside of the left tire and the outside of the right tire.

DO NOT place a vehicle-in-tow that weighs **more than 3,900 pounds** on your Auto Transport Trailer. See the DO NOT OVERLOAD section on page 11.

Exceeding these limits or the limits outlined in the YOUR TOW VEHICLE section on page 2, may cause damage to your tow vehicle, Auto Transport or vehicle-in-tow.

Low hanging equipment on your vehicle-in-tow, such as spoilers, air dams, ground effects, etc., may be damaged by contact with your Auto Transport Trailer during loading and unloading. Make sure there is enough clearance for these items. If there is not enough clearance for these items, they must be removed.

TIRE PRESSURE

Set all tires to the proper pressure. Find the recommended **COLD** pressures on the tire sidewall, owner's manual, your vehicle's door decal or on the Auto Transport Trailer decal. **DO NOT** put more pressure in the tire than is indicated on the tire sidewall. Tire pressures go up during driving. **DO NOT** let off this extra pressure.

INSPECTING CONNECTIONS

Check all connections at each stop. Use the checklist on the back cover.

HITCH

Make sure the hitch is securely attached to your tow vehicle and the hitch ball is securely attached to the hitch.

COUPLER (FIG. 1-3)

Position the tow vehicle to locate hitchball (A) forward of the coupler (B) as shown (Fig. 1). Push down on the latch (C) and fully loosen handwheel (D) by turning counter-clockwise. Lower the coupler onto the hitchball by fully retracting the tongue jack.

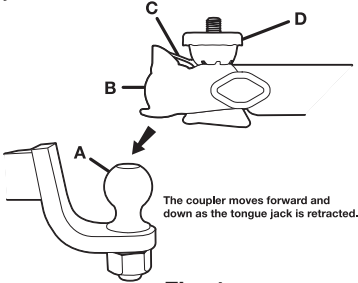


Fig. 1

Check that you can feel the ball clamp (E) positioned below the coupler (B). The coupler should completely cover and enclose the hitch ball (A).

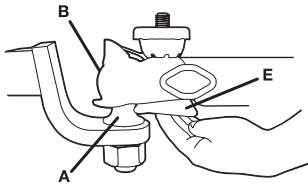


Fig. 2

Hand-tighten the coupler by pushing down on the latch (C) while rotating the handwheel (D) clockwise. When the handwheel becomes tight, slowly move the tow vehicle forward several inches to ensure that the hitchball is properly seated within the coupler. Recheck that the handwheel is tight.

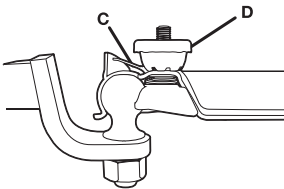


Fig. 3

EMERGENCY SAFETY CHAINS (FIG. 4)

The purpose of the safety chains is to keep the trailer connected to your tow vehicle in the unlikely event the coupler comes off the ball or the ball comes off the hitch. Safety chains are attached to the trailer tongue and are equipped with "S"-hooks on their free ends. DO NOT tow the trailer by the safety chains alone, unless it is necessary to get the combination off the roadway to a safe

place. DO NOT tow the trailer without the safety chains securely attached to the towing vehicle.

The left chain (A) crosses underneath the trailer tongue (B) and hooks to the right side of the tow vehicle frame (C) or structure, the tow vehicle bumper brackets or to the hitch. The right chain (D) hooks to the left side in the same manner. The "S"-hooks can be placed through a link in the chain. Crossing the chains under the tongue allows the minimum amount of slack for turning. This method may prevent the tongue (B) from striking the pavement in the unlikely event the trailer becomes separated from the tow vehicle.

The chains (A&D) need slack to allow your vehicle to make turns. Make sure these chains attach securely to your tow vehicle and do not drag on the roadway.

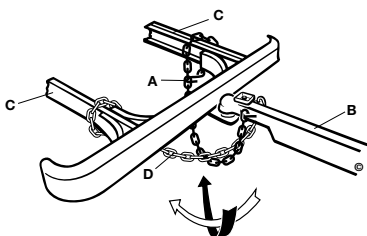


Fig. 4

EMERGENCY BRAKE CHAIN (FIG. 5)

Your Auto Transport Trailer has a third chain, called the emergency brake chain (E). This chain applies the brakes automatically in the unlikely event of a separation of the trailer from the tow vehicle. Attach this chain to the tow vehicle frame member or structure or bumper bracket (C). Use slightly less slack than your safety chains. *Slack is necessary to prevent the emergency brake from activating on turns or inclined driveways.*

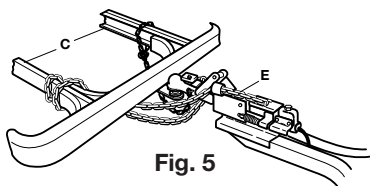


Fig. 5

LIGHTING CONNECTIONS

Before starting your trip, get familiar with the lighting wire connections. Make sure all tow vehicle and Auto Transport trailer lights function properly. The connecting wires need slack to allow your tow vehicle to make turns. Do not allow wires to drag on the roadway.

There are two types of lighting connectors on Auto Transport trailers, the 4-Way Flat connector or the Bullet connector. Identify which type your Auto Transport trailer has and follow the appropriate instructions below.

4-Way Flat

If your tow vehicle has a 4-way flat lighting system, connect the Auto Transport trailer lights by plugging the tow vehicle lighting connection plug into the trailer lighting connection plug. If your tow vehicle does not have a 4-way flat lighting connection system your U-Haul representative will be able to instruct you on the connection steps for your vehicle.

Bullet Connector

If your tow vehicle is equipped to accept a Bullet connector system, follow the instructions listed below. If your tow vehicle does not have a Bullet connector system, your U-Haul representative will be able to instruct you on the connection steps for your vehicle.

The Auto Transport trailer has a separate lighting wire for the left and right sides. Check that the left wire is attached to the left side vehicle connector. The right wire must connect to the right side vehicle connectors.

The wire on each side of the tongue is made of two or three separate colored wires. On an Auto Transport trailer with two wires, the black wire (brake and turn signal) is plugged into the black connector. The white wire (running lights) is plugged into the white connector.

For an Auto Transport trailer that has three separate colored wires on each side, the black wire (brake lights) is plugged into the black connector. The white wire (running lights) is plugged into the white wire connector. The green wire (turn signal) is plugged into the green connector.

When the Auto Transport trailer has three wires per side and the tow vehicle only has two connectors per side, do not attach the green (turn signal) wire. the turn signal will work through the black wires.

LOADING YOUR AUTO TRANSPORT TRAILER

WARNING

Failure to follow these loading instructions may result in disturbances of your tow vehicle/trailer combination at the **recommended maximum speed of 45 mph or below.**

If you have any questions about loading your Auto Transport Trailer, contact U-Haul Customer Services at 1-800-789-3638

⚠ WARNING

DO NOT load cargo on your Auto Transport Trailer or in your vehicle-in-tow. Loading cargo on the Auto Transport Trailer or in the vehicle-in-tow may result in a disturbance of the vehicle/trailer combination at or below the **recommended maximum speed limit of 45 mph or below.**

Before loading your vehicle-in-tow on the trailer, make sure the Auto Transport Trailer is securely attached to your tow vehicle. Turn the coupler handwheel clockwise. Make sure the safety chains are properly connected. Locate the vehicle/trailer combination on level ground. Make sure the Auto Transport Trailer is directly behind the tow vehicle, in a straight line. Set the tow vehicle's **PARKING BRAKE** firmly and turn the motor off.

The boxes on the left side in the following sections are for you to check after completing the instruction.

PREPARATION OF THE TRAILER (FIG. 6)

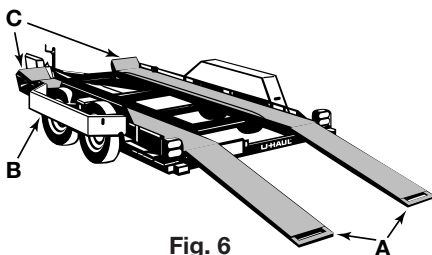


Fig. 6

- Fully extend the loading ramps (A) located at the rear of the trailer.
- Unlatch the left fender (B), and rotate it down full

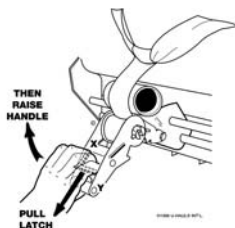


Fig. 7

- Free the tire strap from the ratchet (Fig. 6 (C)). Pull on the ratchet release (X) and raise the handle (Y) as far up as you can (Fig. 7). Pull the tire strap out of the ratchet spool. Lay the strap over the outside of the trailer. Free the strap on the other side in the same manner.

LOADING THE VEHICLE-IN-TOW

- During the loading process, keep children, bystanders and pets at least 25 feet away.
- Position the vehicle-in-tow behind the trailer, centered as well as possible.

WARNING

The heaviest end (usually the engine end) of the vehicle **MUST** be loaded to the front of the trailer. Failure to load the heaviest end in the front may result in a combination disturbance at the **recommended maximum speed, 45 mph.**

- Make sure that the entire width of the tires will be on the ramps **before** driving on the ramps.
- Approach ramps slowly. Make sure there is enough clearance for spoilers, air dams, etc. If more clearance is needed, lift the front of the trailer using the tongue jack. **DO NOT** unhook the trailer from the tow vehicle if the tongue jack is needed.
- Drive slowly up the ramps, keeping all doors closed on the vehicle being loaded. Drive slowly toward the front of the trailer. Keep driving forward until the tires contact the tire stops. **DO NOT** brake quickly or ram the tire stops at the front of the trailer. Set the **PARKING BRAKE.**

WARNING

The fenders are not to be used as steps at any time. The fenders are not designed to carry the weight of a human body. Loss of balance and/or the fenders breaking may result in serious injury.

- Exit the vehicle-in-tow. Carefully step off the trailer, using the step provided if necessary. Rotate the left fender up and latch both ends.

SECURING THE VEHICLE-IN-TOW (FIG.8)

WARNING

Failure to properly install the tire straps and security chains may result in the vehicle-in-tow separating from the Auto Transport Trailer. This may result in a combination disturbance, a vehicle collision or damage to your vehicle-in-tow.

- Center the tire straps behind the tires and center the tire strap ratchets in the front of the tires. Place the tire straps over the tires.

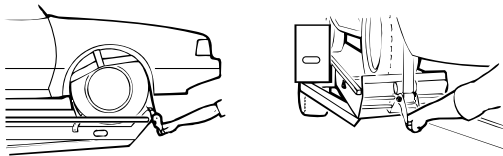


Fig. 8

- Put the tire strap through the slot in the ratchet spool. Pull about 6 inches of the tire strap through the ratchet spool. Keeping the strap evenly over the tire, operate the ratchet until the tire strap is tight. Your vehicle-in-tow **tires are too big** if 6 inches of the tire strap will not pull through the ratchet spool. **DO NOT** put a vehicle-in-tow that has tires that are too big on the Auto Transport Trailer.
- Make sure that the part of the strap that was placed through the slot is secure between the ratchet shaft and the tire strap. After tightening the straps, push the handles down and completely rearward.
- Perform the same procedure for the tire on the other side.
- Connect the front security chain, found on a cross-member at the front of the Auto Transport trailer, to the vehicle-in tow's frame or other structural member. Keep the security chain away from brake and fuel lines and other items that may be damaged by the chain. **DO NOT** place the chain hook on the vehicle's frame member or other structural member. Loop the chain around the member and place the hook through the hole in one of the chain links. Leave several inches of slack in the security chain.
- If the tongue jack was used to add clearance, make sure the jack is fully raised off the ground before towing the Auto Transport trailer.

⚠ WARNING

Failure to fully raise the tongue jack off the ground before towing the Auto Transport Trailer may cause the Auto Transport Trailer to become detached from the tow vehicle or cause a combination disturbance. Detachment of the Auto Transport Trailer from the tow vehicle or a combination disturbance may lead to loss of control and serious personal injury.

- Slide the ramps into the storage compartments. Make sure the latches hold the ramps securely in place.
- Attach the rear security chain in the same manner as the front security chain was attached.

DO NOT OVERLOAD

The **MAXIMUM** weight of the vehicle-in-tow to be put on the U-Haul Auto Transport Trailer is **3,900 pounds**. If you do not know the weight of your vehicle-in-tow, a U-Haul representative can tell you the approximate empty weight. You will need to tell them the year, make and model of your vehicle-in-tow. If this cannot be done, have your vehicle-in-tow weighed at a commercial scale (see the Yellow Pages under "Scales, Public").

TOWING

Be rested before driving. **DO NOT** drive when fatigued. Avoid driving at night. Night drivers have a 3 times greater fatality rate.

U-Haul does not recommend using cruise control or overdrive when towing an Auto Transport Trailer.

SAFETY RESTRAINTS

U-Haul recommends all occupants wear appropriate safety restraints at all times while riding in a vehicle. State laws require children to be restrained while in a vehicle. Smaller children and babies should always be restrained in an approved child or infant restraint. Refer to vehicle manufacturer instructions and the child restraint instructions for proper application and usage for your child.

WARNING

Rear-facing infant seats should never be placed in the front seat of the tow vehicle equipped with a passenger-side air bag. A child may be seriously injured if an activated airbag strikes the child restraint.

CELL PHONES

WARNING

DO NOT use a cell phone when you are driving. You may become distracted and cause an accident. If you need to use a cell phone while driving, find a safe place to exit the roadway, such as a rest area, before using the cell phone.

SPEED LIMIT


WARNING


Avoid accidents by slowing down. When driving at a lower speed you are less likely to lose control of the vehicle than when driving at a higher speed. The **recommended maximum speed** when towing the Auto Transport Trailer is **45 mph**. Observe this limit or the posted speed limit, whichever is lower. Slow down for curves, adverse weather, hazardous road conditions and expressway exits. Do not feel secure if your Auto Transport Trailer tows easily at higher speeds. A road hazard that could be avoided at **45 mph**, may become unavoidable at 55 mph.

STOPPING/FOLLOWING DISTANCE

WARNING

Your vehicle/trailer combination is heavier and longer than your vehicle alone. This means it will take you longer to stop.

 Allow at least 4 seconds between you and the vehicle in front of you. Start counting when the back of the vehicle in front of you passes a fixed object, such as a sign post, telephone pole, or crack in the road. Count “one thousand and one, one thousand and two, one thousand and three, one thousand and four”. If the front of your vehicle reaches the object before the end of the 4 seconds, ease off the gas pedal slightly to increase the distance. Then check your following distance again.

 If you are driving in adverse weather, such as rain, snow, or fog, use at least a 5 second gap.

HILLS

To prevent your tow vehicle’s engine from lugging when traveling up hills, shift into lower gears. This will improve gas mileage and reduce engine overheating.

WARNING

Disturbances happen more frequently going downhill. Prevent this by decreasing speed **BEFORE** starting down the hill. Shift into lower gears, allowing the engine to help you control your speed.

DO NOT ride the brake pedal going downhill. Prolonged use of your brakes results in overheating and the loss of braking effectiveness. When you need to slow down, apply the brake pedal and slow down below the **45 mph recommended maximum speed**. Then let completely off the brake pedal.

PASSING

Your vehicle/trailer combination is heavier and longer than your tow vehicle alone and you will require more time and distance to pass.

WARNING




Passing by another vehicle in the same or opposite direction can result in a disturbance. This disturbance is greater as the speed of your vehicle increases. See the COMBINATION DISTURBANCES section below on what to do if a disturbance happens.

COMBINATION DISTURBANCES






One or more causes (cross winds, passing vehicles, driver steering inputs, improper loading, excessive speed, etc.) may result in a disturbance.

WARNING

During a combination disturbance, applying your brakes or turning the steering wheel can cause a jackknife, loss of control or both. If a disturbance happens:

-  Let off the gas pedal. **NEVER** speed up to try to control a disturbance.
-  **DO NOT** apply your brakes.
-  Steer straight ahead, sufficient to maintain your lane of travel. **DO NOT** try to control the disturbance by turning the steering wheel.

After the disturbance has stopped:

-  Pull a safe distance off the roadway and stop. Get all occupants out and away from the roadway.
-  Check the vehicle-in-tow to make sure the tire straps are properly attached. Also make sure there is no cargo in the vehicle-in-tow and the heavier end (engine end) is loaded to the **FRONT** of the trailer.
-  Check that all the tires are properly inflated and all lug nuts are tight.
-  Check the trunk or cargo bed of the tow vehicle to make sure it is not overloaded.
-  **DO NOT** exceed the **45 mph recommended maximum speed**. Disturbances happen more often at higher speeds.







If the disturbance persists, contact the nearest U-Haul representative and have them inspect or exchange the Auto Transport trailer, if necessary. If the disturbance still occurs, something is wrong with your tow vehicle.

ROAD SHOULDERS

Sometimes the Auto Transport Trailer is wider than the tow vehicle. Allow for this by driving in the center of your lane.

WARNING

If wheel(s) of the vehicle/trailer combination go off the paved roadway:

-  Hold the steering wheel firmly.
-  Let off the gas pedal and slow down below 25 mph.
-  **DO NOT** apply your brakes.
-  **DO NOT** turn the steering wheel sharply.
-  After slowing below 25 mph, gradually turn the steering wheel to get back on the roadway.
-  Proceed with caution when entering traffic.

BACKING

Keep your hand at the bottom of the steering wheel. To move the trailer left, move your hand left. To move the trailer right, move your hand right. If your tow vehicle/trailer combination starts to jack-knife, or isn't headed where you want it, STOP. Pull forward to straighten out, then start again.

UNLOADING YOUR AUTO TRANSPORT TRAILER

Before unloading the vehicle-in-tow off the trailer, make sure the Auto Transport Trailer is securely attached to the tow vehicle. Turn the coupler hand-wheel clockwise. Make sure the safety chains are properly connected. Locate the vehicle/trailer combination on level ground. Make sure the Auto Transport Trailer is directly behind the tow vehicle, in a straight line. Set the tow vehicle's **PARKING BRAKE** firmly and then turn the motor off. Allow room behind the Auto Transport Trailer to back the vehicle-in-tow clear of the trailer.

- During the unloading process, keep children, bystanders and pets at least 25 feet away.
- Fully extend the loading ramps.
- If more clearance for the vehicle-in-tow was needed in the loading process, lift the front of the trailer using the tongue jack. **DO NOT** unhook the Auto Transport trailer from the tow vehicle if use of the tongue jack is needed.
- Unlatch the left fender and rotate it down fully.
- Disconnect the security chains from the vehicle-in-tow. Free the tire straps from the ratchets and lay them over the sides of the Auto

Transport trailer. See Figure 5 on page 9 on how to free the tire strap.

- Enter the vehicle-in-tow. Release the parking brake on the vehicle-in-tow. Leave all doors CLOSED during the unloading process.
- SLOWLY drive the vehicle-in-tow off the Auto Transport Trailer.
- Slide the ramps into the storage compartments. Make sure the latches hold the ramps securely in place.
- Rotate the left fender up and latch both ends.
- If the tongue jack was used to add clearance, make sure the jack is fully raised off the ground before towing the trailer.

 **WARNING**

Failure to fully raise the tongue jack off the ground before towing the Auto Transport Trailer can cause the Auto Transport Trailer to become detached from the tow vehicle, or cause a combination disturbance.

- Route the security chains through the “D” rings located on the frame, then attach the hook through a hole in the chain. Remove as much slack as possible.
- Place the end of the tire straps through the slots in the ratchet spools, then tighten the tire straps as far as the ratchet allows.

BREAKDOWNS & ACCIDENTS

GET OFF THE ROAD

Immediately park your tow vehicle/trailer combination in a safe place, completely off the roadway. Turn on your emergency flashers. Get all occupants out of the vehicle and away from the roadway.

If you must continue on the roadway to reach a safe place off the road, turn on your emergency flashers and proceed with caution.

Do not hesitate to drive on a flat tire if it is necessary to reach a safe place completely off the roadway. Drive slowly, since the scraping tire and wheel could cause a fire.

MINOR BREAKDOWNS

If the mechanical problem is minor, and the combination can be safely driven, proceed to the nearest U-Haul representative. A U-Haul representative can be found in the White Pages under “U-Haul.” If a local U-Haul agency cannot be contacted, call the U-Haul hotline.

U-HAUL HOTLINE
1-800-528-0355
24 HOURS - 7 DAYS A WEEK

MAJOR BREAKDOWNS

If the mechanical problem is major or the combination cannot be driven safely, call U-Haul Hotline. Be prepared to give your exact location and a call-back telephone number and have your contact with you when you call. The Hotline will have a U-Haul representative contact you and do whatever is necessary.

<p style="text-align: center;">U-HAUL HOTLINE 1-800-528-0355 24 HOURS - 7 DAYS A WEEK</p>
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ALL ACCIDENTS

In case of an accident, get everyone out of the vehicle and completely off the roadway. Call a doctor or ambulance if anyone is injured. Care for yourself and the people with you. Notify the police as soon as possible.

Call U-Haul Hotline if anyone is injured, another vehicle is involved in the accident, or there is any damage.

Get the following information of all parties involved in the accident: name, address, home and business phone number. From the other driver get their driver's license number, the state the driver's license was issued and their insurance carrier's name. Use the form on the next page.

Be courteous and calm. Do not argue. Make no comment regarding the accident to anyone except the police, a U-Haul representative or insurance carrier, or your insurance carrier.

For your protection, complete a U-Haul Equipment Damage Report when returning the trailer.

ACCIDENT REPORTING

Fill out the On-Scene Accident Information Form found on the next page of this booklet. Completion of this brief form will ensure you prompt action. Bring this booklet with the completed form with you when returning your trailer.

ON-SCENE ACCIDENT INFORMATION

DATE & TIME OF ACCIDENT

AM PM

STREET OR HIGHWAY

CITY

STATE

ACCIDENT INVESTIGATED BY:

ACCIDENT REPORT NUMBER

OTHER VEHICLE DRIVER'S INFORMATION

OTHER DRIVER'S NAME

CURRENT ADDRESS

CITY

STATE

ZIP

HOME PHONE

BUSINESS PHONE

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EXT

OTHER DRIVER'S LICENSE NUMBER

STATE

OTHER DRIVER'S INSURANCE CO.

POLICY NUMBER

WITNESSES/ADDRESS/PHONE

NOTES/DESCRIBE ACCIDENT

GLOSSARY

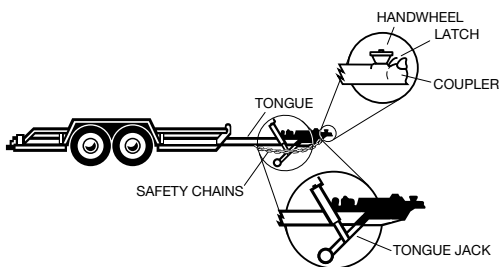
COUPLER – The part of the tongue that covers and connects to the hitch ball.

HANDWHEEL – The device on top of the coupler that tightens or loosens the ball clamp around the hitch ball.

SAFETY CHAINS – The chains that are attached to the Auto Transport trailer tongue with hooks on their free ends. These chains keep the Auto Transport trailer connected to the tow vehicle should the coupler come off the hitch ball or the hitch ball comes off the hitch.

SECURITY CHAINS – The chains that are attached to the Auto Transport trailer frame with hooks on their free ends. These chains keep the vehicle-in-tow connected to the Auto Transport trailer should the tire straps come off the tires.

TONGUE JACK – A mechanical device attached to the tongue of the Auto Transport Trailer that allows the user to raise the front of the trailer (or lower the rear of the trailer).



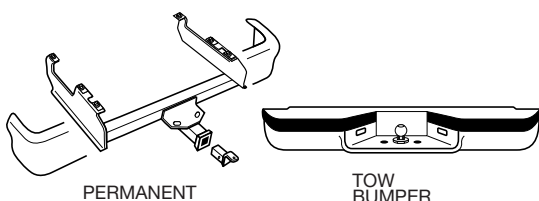
TONGUE WEIGHT – The downward weight applied by the trailer on the hitch ball.

CURB WEIGHT – The weight of the vehicle with standard equipment, full of all fluids and appropriate options.

GROSS VEHICLE WEIGHT RATING – The weight specified by the manufacturer as the recommended maximum weight of a single vehicle.

HARD TOP – A metal or fiberglass rigid structure that fastens to the vehicle and encloses the occupant compartment.

HITCH – The device providing the connection between the tow vehicle and the Auto Transport trailer.



HITCH BALL – The ball-shaped portion of the hitch onto which the coupler is attached.

SAFETY RESTRAINT – Seat belts for adults and older children, approved child or infant restraints for smaller children. Refer to the vehicle manufacturer instructions and the child restraint instructions for proper application and usage for your child.

TOW VEHICLE – The vehicle that pulls the Auto Transport trailer.

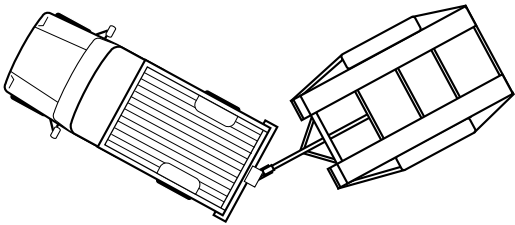
VEHICLE-IN-TOW The vehicle that is placed on the Auto Transport Trailer.

DISTURBANCE – Movement of the tow vehicle, trailer or both from their

intended path, due to one or more causes (i.e.: cross winds, passing vehicles, road surfaces, driver steering inputs, improper loading, excessive speed, etc.).

JACKKNIFE –

When the tow vehicle and the trailer are at an excessive angle to each other.



LUGGING –

The engine is temporarily overloaded, such as a vehicle going up a steep hill. The vehicle may jerk when the engine is lugging.

USER INSTRUCTIONS



www.uhaul.com

TOWING CHECKLIST

(USE AT EACH STOP)

BEFORE TOWING

- Towing hitch and hitch ball are tight.
- Coupler handwheel is tight.
- Safety chains, tire straps and security chains are properly attached and secure.
- All lights are connected and working.
- Check all tires for correct pressure.
- Load heavy end (engine) toward the front of the Auto Transport trailer.
- Ramps securely stored.
- Check tongue jack is completely raised.

BEFORE DRIVING

- Fasten safety restraints.
- Properly adjust mirrors.

ON THE ROAD

- Reduce speed to **45 mph** or below.
- Stop often for rest.
- Inspect vehicles and connections at each stop.
- Anticipate stops, brake early.

REMEMBER

ACCIDENTS ARE CAUSED BY:

- Driver error
- Excessive speed
- Failure to load Auto Transport trailer heavier in front



HOTLINE

1-800-528-0355

USE FOR BREAKDOWNS
ACCIDENT ASSISTANCE OR
ABANDONED EQUIPMENT

Have your rental contract with you when you call. Be prepared to give the operator the exact location of the equipment and a callback phone number.

**24 HOURS
7 DAYS A WEEK**