

Puncture Repairs

If you experience a punctured tyre, park the trailer and remove any load before changing the wheel. If the load cannot be removed, do not attempt to jack up the trailer with the supplied jack. Contact a recovery service for assistance. If you are a member of a national breakdown recovery organisation, you may be covered for assistance when changing punctured wheels. If so it is advisable to request assistance rather than changing the wheel yourself.

Make sure the towing vehicle and trailer handbrakes are fully applied, then deploy both prop stands. Open the emergency kit supplied by HSS and remove the wheel brace and jack. Remove the spare wheel with the wheel brace, and then loosen (but don't remove) the wheel bolts of the punctured wheel. Place the jack on a firm surface under the trailer's jacking point (under the axle). **DO NOT** place the jack on soil or similar soft surfaces.

Use the jack to raise the trailer until the wheel is clear of the ground. Remove the wheel bolts and place on a clean surface.

Remove the wheel.

Offer the spare wheel to the hub and secure in place with the wheel bolts.

Tighten the wheel bolts by hand then lower the trailer to the ground. Finally, raise both prop stands and tighten the wheel bolts using the wheel brace supplied. **DO NOT** over tighten by using your feet or an extension tube.

Return the punctured wheel to the spare stowage point and place the tools back in the emergency kit. Check the tyre pressures and adjust as necessary. Check the wheel bolts for tightness after travelling for a few miles. Inform your local HSS Lift and Shift Depot that you have had a puncture as soon as possible.



...any comments?

If you have any suggestions to enable us to improve the information within this guide please fax your comments or write to the Product Manager at the address below

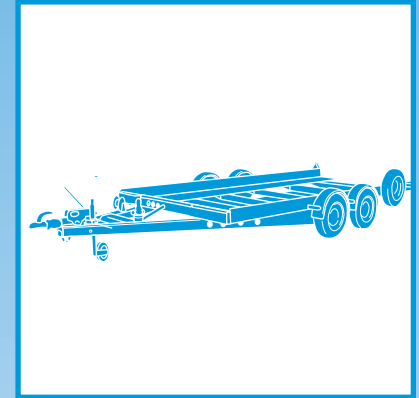
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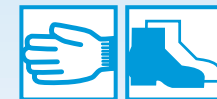
Web Site: <http://www.hss.com/liftandshift>

HSS Lift & Shift



Car Transporting Trailer

A braked, twin axle trailer designed for transporting cars and small vans.



GENERAL SAFETY

Before loading or coupling the trailer to the towing vehicle, you must read and fully understand the instructions, safety information and legal requirements contained in this guide.

The driver has sole responsibility to comply with any law governing the use of this trailer.

For advice on the safety and suitability of this equipment contact your local HSS Lift & Shift Depot.



There is a **serious risk of personal injury** if you do not **follow all instructions** laid down in this guide.



The hirer has a responsibility to **ensure that all necessary risk assessments have been completed prior** to the use of this equipment.

This equipment should only be used by an operator who has been deemed competent to do so by his/her employer.

This equipment is designed to be used by an able bodied, competent adult who has read and understood these instructions. Anyone with either a temporary or permanent disability should seek expert advice before using it.

Keep children, animals and bystanders away from the work area. Cordon off a NO GO area using cones and either barriers or tape, available for hire from your local HSS Lift & Shift Depot.

  **Never use this equipment if you are ill, feeling tired, or under the influence of alcohol or drugs.**

  **Wear practical, protective clothing, gloves, footwear and a protective hard hat.** Avoid loose garments and jewellery that could catch in moving parts, tie back long hair.

Ensure the work area is well lit and ventilated, if in doubt, ask about lighting and ventilation equipment at your local HSS Lift and Shift Depot.

Ensure the load is balanced, secured and stable before moving the trailer.

This trailer MUST NOT be used to transport personnel, animals or livestock.

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Make sure you know how to operate this equipment safely and **are aware of its limitations before you use it.**

Make sure that anyone in the immediate work area is warned of what you are doing.

Check the tyres (including the spare) for condition and correct inflation **prior to loading and before each journey.** The tyres (165R 13C 8PR 94/92N) must be inflated to 65psi (4.5bar). Incorrect inflation can lead to sudden tyre failure.

Never exceed the equipment's maximum gross weight (the trailer's weight plus the load).

Check the condition of the trailer before use and at regular intervals during the journey. If it shows signs of damage or excessive wear, return it to your local HSS Lift & Shift Depot.

THE TOWING VEHICLE

The towing vehicle must be suitable for towing this trailer. Check the vehicle handbook to confirm the maximum towing weight / or maximum train weight.

Where the handbook is not available, **you MUST obtain confirmation from the vehicle supplier or manufacturer.**

The vehicle must be in a roadworthy condition.

You must not use the vehicle if it has any defects (brakes, tyres, steering, lights etc).

The vehicle must be insured, have a valid road fund licence and where necessary, **carry a valid MOT test certificate.**

THE TOW BALL

The towing vehicle must be fitted with an ISO standard 50mm tow ball, which has been approved by the vehicle manufacturer and has been professionally fitted.

Cars first registered on or after 1 August 1998 must be fitted with a tow ball and towing bracket with approval under EC Directive 94/20/EC - Mechanical Coupling Devices.

Closely inspect the tow ball for excessive wear. The minimum allowable diameter is 49mm. If the diameter is less than this at any point, the ball must be replaced before you tow the trailer. If in doubt, have the ball inspected by the supplier.

Check all mounting nuts and bolts for condition and security.

Make sure that the ball is at the correct height for the trailer coupling. When connected, the trailer must sit horizontally level. Do not tow a trailer if it is tipping backwards or forwards, have the tow ball height altered.

There is a breakaway cable fitted to the lower end of the handbrake lever. The cable will operate the trailer brakes automatically should the trailer coupling become detached from the tow ball. **The cable MUST be connected to the towing vehicle whenever the trailer is towed.**

In the absence of an attachment point on the towing vehicle, it is acceptable to **loop the cable on to the tow ball stem** and attach the clip to the cable.

TRAILER LIGHTING SYSTEM AND NUMBERPLATE

The trailer is fitted with a 12V lighting system comprising rear lights, front marker lights, brake lights, indicator lights, reversing lights, rear fog light and a number plate illuminating light.

Connection to the towing vehicle is by a 7 pin, 12N type plug. The trailer must not be used if any of the lights, lenses or reflectors are defective.

It is also necessary to display an approved number plate (bearing the same registration as the towing vehicle) to the rear of the trailer on the number plate holder provided.

You must not tow the trailer unless its lighting system is connected to the towing vehicle and an approved number plate is fitted.

LICENSING

The driver of the towing vehicle must possess a full driving licence. Provisional licence holders are not permitted to drive a vehicle when towing.

Check that your licence covers you to tow the combined towing vehicle and trailer gross weights. In most cases a B+E or C1+E licence is required.

Persons who passed their test on or after January 1st 1997 will have a 'B' category entitlement allowing them to drive a vehicle up to 3500Kg and a trailer of 750Kg (gross maximum).

They are required by law to take a separate towing test for B+E or C1+E entitlement. If in doubt, contact your local Police station.

Most insurance companies automatically cover the vehicle and trailer when towing. However, you **MUST check with your insurance company before towing.**

Your insurance company DOES NOT automatically cover the trailer or its load against accidental damage, theft or vandalism **when attached to** (or detached from) **the towing vehicle.**

It is the hirer's responsibility to ensure that he/she is sufficiently insured against claims of theft, vandalism and accidental damage to the trailer or third parties.

GETTING STARTED

Attaching to the towing vehicle...

Always position the trailer on level ground when attaching to or detaching from a vehicle.

Apply the trailer's parking brake then reverse the towing vehicle to the trailer.

Ensure the trailer coupling is higher than the vehicles tow ball. Raise the coupling by turning the jockey wheel height adjustment handle anti-clockwise.

Align the vehicle so that the tow ball is directly under the trailers coupling, **apply the towing vehicles parking brake** and switch the engine OFF.

Lift the coupling handle and hold in the raised position.

Lower the coupling over the ball by turning the jockey wheel height adjustment handle clockwise **until the coupling is resting on the ball.**

The handle will click down and lock in position when the coupling is engaged. **Check visually that the coupling has correctly engaged on the tow ball.**

Attach the breakaway cable to the towing vehicle, either to the attachment point or around the tow ball stem.

Fully retract the jockey wheel by turning the height adjustment handle clockwise, ensuring that the peg in the lower stem is located in the notch at the base of the outer tube. This will prevent the wheel from working loose when travelling.

Once fully retracted, slacken the clamp handle, rotate the jockey wheel assembly if necessary to **position the wheel to the rear. Raise the jockey wheel assembly fully and re-tighten the clamp.**

Connect the lighting plug to the socket on the rear of the **towing vehicle and test each light** to ensure that it is working.

Before releasing the trailer's parking brake ensure that the towing vehicle's parking brake is fully applied. If parked on a slope, also put the towing vehicle in gear.

Always apply the parking brakes of both trailer and towing vehicle when parked, loading or unloading. Make sure you remember to release the trailers parking brake prior to towing the trailer.

Warning

Whenever the trailer is coupled to a vehicle and the coupling unit drawtube is compressed (due to the trailer's overrun braking system), keep well clear of the area above the parking brake lever.

In this condition, if the lever is inadvertently operated, it will fly upwards with sufficient force to cause an injury.

If the trailer has been reversed into the parking position, draw forward slightly to extend the coupling drawtube. This will prevent the parking brake from flying upwards (See warning).

Detaching from the towing vehicle...

Release the jockey wheel clamp and lower the jockey wheel to the ground. Re-tighten the clamp handle.

Detach the lighting cable from the towing vehicle, followed by the breakaway cable.

Lift the coupling's handle and raise the coupling clear of the ball by turning the jockey wheel height adjustment handle clockwise.

LOADING AND UNLOADING

Loading and unloading of this trailer must only be performed when attached to the towing vehicle.

The load vehicle can be driven on or off of the trailer under its own power, however, this guide deals mainly with loading using the cable winch.

Align the trailer square to the vehicle being loaded. The vehicle should only be loaded with the engine toward the front of the trailer, therefore rear-engined vehicles must be loaded in the reverse direction.

If manoeuvring the trailer proves difficult, detach it from the towing vehicle, align it with the load then reattach to the towing vehicle.

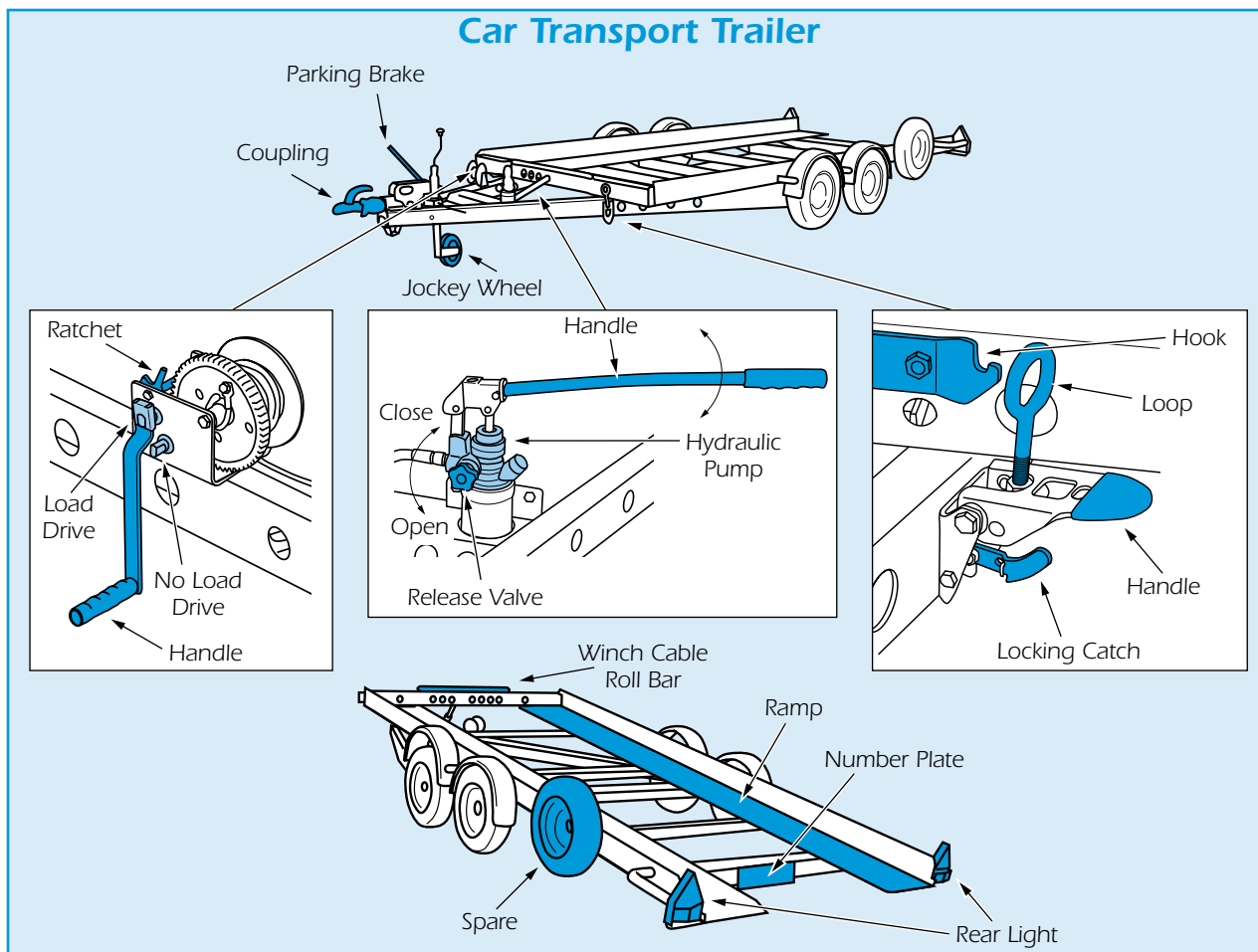
Apply the parking brakes of both tow vehicle and trailer then ensure that the towing vehicle's engine is switched OFF.

Close the hydraulic pump's release valve by turning fully clockwise, then **release both front deck retaining clamps.** Simply depress the locking catch and raise the handle. Make sure you move the loop clear of the deck's hook.

Move the deck into the loading position by operating the hydraulic pump. Gently move the pump handle up and down **until the rear of the deck is in contact with the ground.**

Where the vehicle is being loaded using the cable winch, it must NOT be driven onto the trailer. Open the vehicles front windows and insert the ignition key to release the steering lock. DO NOT turn the ignition ON.

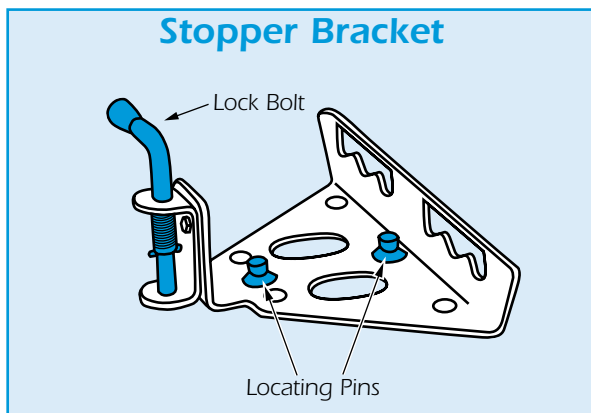
Unwind enough cable from the winch to reach the load vehicle, then **attach it to the vehicle's towing eye using the 'D' shackle** supplied.



Attach the handle to the no-load drive for faster winding or unwinding when not connected to a load. Connect the handle to the load drive whenever attached to a load.

Take up any slack in the cable then making sure that NO ONE is behind or in front of the vehicle release its parking brake.

Slowly winch the vehicle onto the deck until its bumper is in line with the front end of the deck. You should now **position the stopper brackets in front of the front** (or rear if reversed) **wheels**. These brackets help restrain the load vehicle from forward movement when the trailer and tow vehicle stop.



To attach the bracket, raise the lock bolt,. Insert the bracket's locating pins to the nearest location slots and move fully forward. Release the lock bolt to hold the bracket in place.

Taking great care, gently **open the hydraulic release valve** (turn anti-clockwise) to **bring the deck horizontal** and back to the transport position.

Never exceed the maximum nose weight shown on the coupling (100Kg). It is advisable to distribute the load to achieve a nose weight of between 50% and 75% of the maximum.

Attach the two front deck retaining clamps ensuring that the locking catches engage correctly.

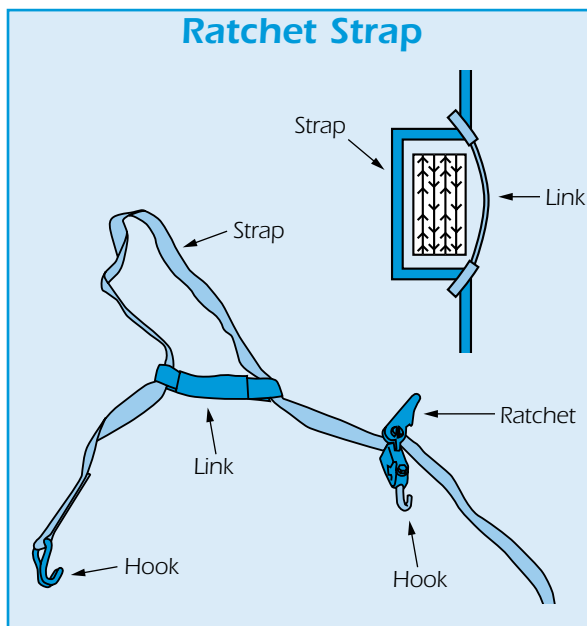
You can now **make any minor adjustments to the vehicles position prior to 'tying in'**. Care must be taken to ensure that the load weight is evenly distributed across the bed of the trailer.

Operate the winch to bring the cable under light tension, with the load vehicle's tyres in contact with the stopper brackets, **then apply the load vehicles parking brake**.

Secure the vehicle to the trailer deck using the four ratchet straps supplied.

Each wheel must be secured individually. Attach the hook ends of the ratchet strap to any convenient mounting point.

Position the link strap (see illustration) **in front of the wheel with the main strap inner most**. Operate the ratchet to bring the strap under tension, securing the respective tyre.



Once all four straps are secured, close the load vehicles windows, remove the ignition key and lock all doors.

Remember, the load MUST be secured before you tow the trailer.

All that remains is to **remove the pump handle** and **release the trailer parking brake** then **double check that everything is secure and that all the lights are working correctly.**

When you reach your destination, **unload the trailer by reversing the loading sequence**, taking great care to keep everyone away from the load vehicle as it is removed. If the winch cable is attached to the vehicle ensure there is about 20cm of 'slack' in the cable to allow for the trailer tilting.

TOWING AND THE LAW

Additional speed restrictions apply when towing. Motorways and unrestricted dual carriageway roads, reduced from 70mph to 60mph. Other unrestricted roads, reduced from 60mph to 50mph.

These are maximum limits but **your towing speed should also be governed by the type of load, weather conditions, road surface conditions and your own experience.**

Remember that **the faster you travel, the longer it takes to stop!** Keep a safe distance from the vehicle in front and try to anticipate other road users' actions.

When approaching a corner, junction or roundabout, begin slowing the vehicle and trailer sooner than you would if you were not towing.

Always presume that you will have to come to a complete stop, rather than having to apply severe braking pressure at the last minute.

When crossing junctions or entering a roundabout, **ensure that the road is clear enough of other traffic to allow you the necessary time to accelerate.**

The trailer must not be towed on the outside lane of a three (or more) lane motorway or 'A' road unless unavoidable owing to road works, accident or other obstruction.

REVERSING

The trailer is fitted with an auto-reverse braking system, which allows the trailer to be 'pushed' backwards by the towing vehicle without applying the trailer brakes.

Try to **avoid commencing a reversing manoeuvre on an uphill slope** as you may have difficulty releasing the brakes. If possible, drive to a flat area to commence the manoeuvre.

When manoeuvring the trailer in reverse, remember that to commence the manoeuvre, the front of your vehicle will have to be steered in the opposite direction to that which you require the trailer to travel. If the trailer is to be turned to the left, the steering wheel will be turned to the right and vice-versa.

Be careful not to jack-knife the trailer when reversing. This can damage the trailer and towing vehicle. If jack-knife is about to happen, pull forward and start again.

EQUIPMENT CARE

Never push the equipment beyond its design limits. If you are unsure if the trailer is suitable for your intended use. Contact your local HSS Lift & Shift Depot for advice.

Keep the equipment clean, you will find this less of a chore if you clean it regularly, rather than wait until the end of the hire period.

When not in use, **store the trailer somewhere clean, dry and safe** from thieves and unauthorised users.

If you have hired the HSS trailer wheel lock or are using your own wheel clamp, ensure you only attach it to one of the rear wheels, not the front wheels.

FINISHING OFF

Once unloaded, give the trailer a final clean up ready for return, to your local HSS Lift & Shift Depot.