


# U-HAUL® TRAILER USER INSTRUCTIONS ROADSIDE ASSISTANCE

Get Help at [uhaul.com/help](http://uhaul.com/help)  
or call 1-800-528-0355  
24 HOURS - 7 DAYS A WEEK

## SAFETY ALERT SYMBOL


This safety alert symbol  precedes all the safety messages in these instructions. Safety messages alert you to possible hazards and instruct you on how to avoid or reduce the risk of injury.


## WARNING


**READ** and **FOLLOW** all these instructions and safety messages before operating the Trailer. **DEATH, DISMEMBERMENT or SERIOUS INJURY** to you, your passengers, and others on the road may result if you do not follow these instructions. Make sure all drivers read and understand all these instructions.


See the **Connecting Your Trailer** section for trailer hook up instructions. A U-Haul representative can assist if you require assistance.


## IMPORTANT TRAILER TOWING INFORMATION

 **PREVENT WHIPPING** by properly loading the trailer. Load 60% of the cargo weight in the front half of the trailer box. Loading heavier in the rear will cause the tow vehicle and trailer “combination” to begin **WHIPPING**, which is violent and uncontrollable sway. See page 4.

 **SIDE to SIDE MOTION (SWAY) THAT BEGINS** as you reach a certain speed, will likely become **WHIPPING** at higher speeds. If you notice sway beginning **SLOW DOWN IMMEDIATELY** by letting off the gas pedal. Then stop to check the trailer and cargo as soon as possible.

 **IF WHIPPING or SWAY OCCURS, DO NOT** steer, **DO NOT** apply your brakes, and **NEVER** speed up. Let off the gas pedal and hold the steering wheel in a straight-ahead position.

 A “combination disturbance” is improper handling, whipping, sway, over-steering or other deviation of the tow vehicle or trailer from their intended path, due to one or more causes (improper loading, steering inputs, excessive speed, crosswinds, passing vehicles, rough roads, etc.). **IF A COMBINATION DISTURBANCE OCCURS, DO NOT** steer or brake. Steering or braking during a disturbance can cause a loss of control or crash. See page 4.

 If a **WHEEL GOES OFF THE PAVED ROADWAY, DO NOT** steer sharply and **DO NOT** brake. Let off the gas pedal and slow down below 25 mph. Then steer gradually back onto the roadway. Proceed with caution entering traffic.

The trailer may be wider than the tow vehicle. Allow for this by driving in the center of your lane.

## CONNECTING YOUR TRAILER

Follow the instructions in this section while hooking up the U-Haul trailer. A U-Haul representative can assist you if you require assistance. Or, for a video go to: [youtube.com/uhaulofficialvideos](http://youtube.com/uhaulofficialvideos)

This trailer will have a Handwheel Coupler or a Drop & Tow Automatic Coupler (latches automatically). Identify which coupler type you have by referring to figure 1, then follow the instructions below (figures 2-4 or 5-7) for the coupler type you have.

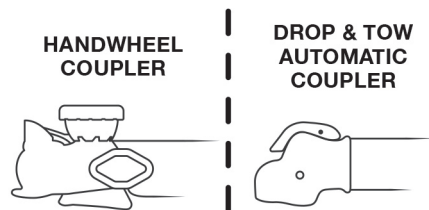


Figure 1

## HANDWHEEL COUPLER (Figures 2-4)

Push down on the latch (D) and fully loosen the handwheel (A) by turning counterclockwise. Lower the coupler (B) onto the hitch-ball (C) as shown.

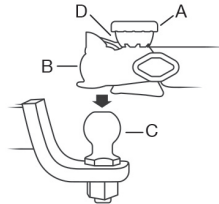


Figure 2

Check that the ball clamp (E) is positioned below the coupler (B). The coupler should completely cover and enclose the hitch-ball (C).

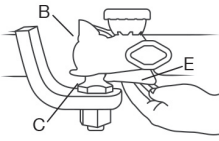


Figure 3

Hand tighten the coupler by pushing down on the latch (D) while turning the handwheel (A) clockwise. At least 10 complete revolutions of the handwheel are necessary.

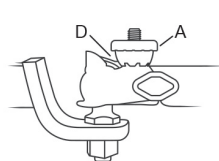


Figure 4

When the handwheel becomes tight, move the tow vehicle forward slightly or push rearward on the trailer to ensure that the hitch-ball is properly seated inside the coupler. **Recheck that the handwheel is tight.**

## DROP & TOW AUTOMATIC COUPLER (Figures 5-7)

Simply drop or lower the coupler onto the ball and it should snap onto the ball; then check that the release-lever is in the fully down position to be sure coupler is secured. The following three diagrams with instructions show how to do this.

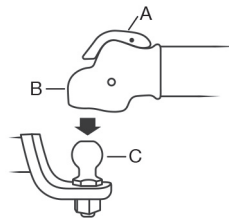


Figure 5

Check that coupler release-lever (A) is in fully down position. Lower the coupler (B) onto the hitch-ball (C) as shown. (Figure 5) The coupler should snap onto the hitch-ball securely.

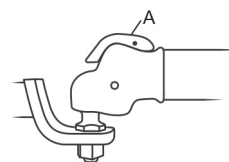


Figure 6

When finished the release-lever (A) **MUST** be in a fully down position as shown. (Figure 6)

If release-lever is **NOT** fully down (D-Figure 7), drive forward slightly, or push rearward on the trailer, until the release-lever moves to fully down position.

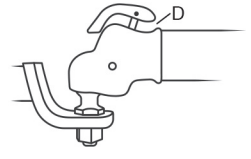


Figure 7

Do not allow yourself to become distracted. Ensure that the coupler is properly fastened to the hitch-ball before moving to the next step.

Check all connections at each stop. Make sure the hitch and hitch-ball are securely attached to your tow vehicle and that the trailer coupler is properly connected to the hitch-ball. Use the checklist at the end of these instructions. If you suspect or detect that something is wrong, contact the nearest U-Haul representative.

This trailer will have either safety chains or safety cables. Identify which type you have by referring to figure 8 and 10, then follow the instructions below (figures 8-9 or 10-11) for the type you have.

## SAFETY CHAINS

The purpose of the safety chains is to keep the trailer connected to your tow vehicle in the unlikely event the ball comes off the hitch or the coupler comes off the ball. Safety chains are attached to the trailer tongue and are equipped with “S”-hooks on their free ends. **DO NOT** tow the trailer without the safety chains securely attached to the towing vehicle.

**DO NOT** attempt to pull the trailer by the safety chains alone, unless this is necessary to get the combination off the roadway to a safe place.

The left chain (A) crosses underneath the trailer tongue (B) and hooks to the right side of the tow vehicle permanent hitch (C), “D”-rings, frame or structure, or to the tow vehicle bumper brackets. (Figure 8) Do not attach chains to the ball or to a ball mount that is removable. The right chain hooks to the left side in the same manner. Crossing the chains under the tongue allows the minimum amount of slack for turning. The “S”-hooks (D) on safety chains can be hooked to the attachment holes on the hitch, if present, or passed through these holes and hooked back to a link in the chain. Control safety chain slack by hooking the chain back to itself or by twisting the links to shorten chain. Be sure the “S”-hooks are secured with a rubber retainer.

*The chains 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.*

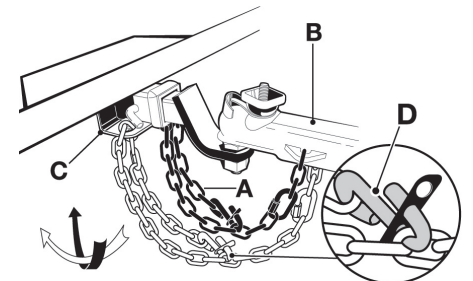


Figure 8

## EMERGENCY BRAKE CHAIN

Trailers with brakes have a third chain, called the emergency brake chain (E) (Figure 9). This chain applies the brakes automatically in the unlikely event of a separation of the trailer from the tow vehicle. Attach this chain as close to the vehicle center as possible; to the tow vehicle permanent hitch, “D”-rings, frame or structure, or to the bumper brackets. The “S”-hook on this chain should be hooked to an

attachment hole on the hitch, if present. Twist chain to shorten and take up most of the slack. Be sure the "S"-hook is secured with a rubber retainer.

*Some slack is necessary to prevent the emergency brake from activating on turns or inclined driveways.*

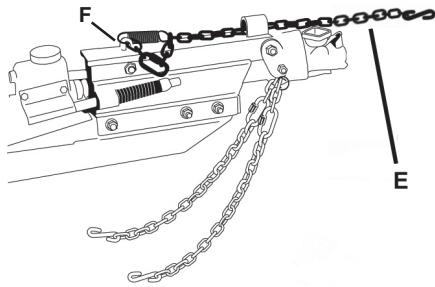


Figure 9

## DO NOT TOW WITH EMERGENCY BRAKE ENGAGED

**⚠ NEVER** tow the trailer unless the emergency brake lever (F) is in the fully rearward and down position. (Figure 9) See decals also, for proper position of emergency brake lever for towing. The emergency brake chain (E) is attached to the emergency brake lever (F) on top of the hydraulic brake mechanism. When the emergency brake chain is pulled forcefully, the emergency brake lever will move forward and lock, activating the trailer brakes.

The trailer brakes will remain activated until the emergency brake lever is reset to the fully rearward and down position. Call U-Haul at **1-800-528-0355** if you need the emergency brake lever reset to down position.

## SAFETY CABLES

The purpose of the safety cables is to keep the trailer connected to your tow vehicle in the unlikely event the ball comes off the hitch or the coupler comes off the ball. Safety cables are attached to the trailer tongue and are equipped with "S"-hooks on their free ends. **DO NOT** tow the trailer without the safety cables securely attached to the towing vehicle.

**DO NOT** attempt to pull the trailer by the safety cables alone, unless this is necessary to get the combination off the roadway to a safe place.

**NOTE:** This trailer was originally equipped with safety cables, but may have one or more safety chains if a repair was needed. If any safety chains are present, follow these same instructions as safety cables, with exceptions only where safety chains are specifically listed.

The right cable (A) crosses underneath the trailer tongue (B) and hooks to the left side of the tow vehicle permanent hitch (C), "D"-rings, frame or structure, or to the tow vehicle bumper brackets. (Figure 10) Do not attach cables to the ball or to a ball mount that is removable. The left cable hooks to the right side in the same manner. Crossing the cables under the tongue allows the minimum amount of slack for turning. The "S"-hooks (D) on safety CABLES should be hooked to attachment holes on the hitch, if present. For safety CHAINS the "S"-hooks can be hooked to the attachment holes or passed through these holes and hooked back to a link in the chain. Control safety CHAIN slack by hooking the chain back to itself or by twisting the links to shorten chain. Be sure the "S"-hooks have a functional spring clip retainer (E), or are secured with a rubber retainer. *The cables need slack to allow your vehicle to make turns. Make sure these cables attach securely to your tow vehicle and do not drag on the roadway.*

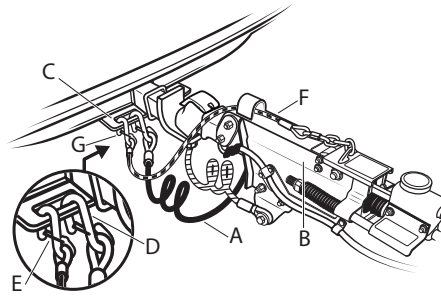


Figure 10

## EMERGENCY BRAKE CABLE

Trailers with brakes have a third cable, called the emergency brake cable (F). (Figures 10 and 11) This cable applies the brakes automatically in the unlikely event of a separation of the trailer from the tow vehicle. Attach this cable as close to the vehicle center as possible; to the tow vehicle permanent hitch (C), "D"-rings, frame or structure, or to the bumper brackets. The "S"-hook (G) on this cable should be hooked to an attachment hole on the hitch, if present. Be sure the "S"-hook has a functional spring clip retainer, or is secured with a rubber retainer.

*Some slack is necessary to prevent the emergency brake from activating on turns or inclined driveways.*

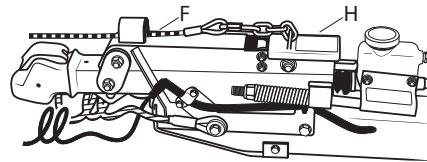


Figure 11

## DO NOT TOW WITH EMERGENCY BRAKE ENGAGED

**⚠ NEVER** tow the trailer unless the emergency brake pedal (H) is in the fully down position. (Figure 11) See decals also, for proper position of emergency brake pedal for towing. The emergency brake cable (F) attaches to the emergency brake pedal (H) on top of the hydraulic brake mechanism. (Figure 11) When the emergency brake cable is pulled forcefully, the emergency brake pedal will move upwards and lock, activating the trailer brakes. The trailer brakes will remain activated until the emergency brake pedal is reset to the fully down position. Call U-Haul at **1-800-528-0355** if you need the emergency brake reset to down position.

## LIGHTING CONNECTIONS

Make sure all tow vehicle and 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.

### 4-Way Flat

If your tow vehicle has a 4-way flat lighting system, connect the trailer lights by plugging into the tow vehicle 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 and products available for your vehicle.

## DISCONNECTING YOUR TRAILER

Follow the instructions in this section while unhooking the U-Haul trailer. A U-Haul representative can assist you if you require assistance.

Park the trailer on level ground in a straight line with the tow vehicle, in park, motor off, and parking

brake set. Disconnect trailer lighting wiring harness from the tow vehicle by unplugging at the vehicle connector. Unhook both safety chains and the emergency brake chain from the hitch.

## HANDWHEEL COUPLER

To release the HANDWHEEL Style coupler from the hitch-ball, press down on the latch (D) while rotating the handwheel (A) counter-clockwise. (Figure 12) Continue turning the handwheel, about ten full revolutions, until it backs off against the roll pin. Next, lift the coupler completely off the hitch-ball, then carefully lower the trailer tongue to the ground.

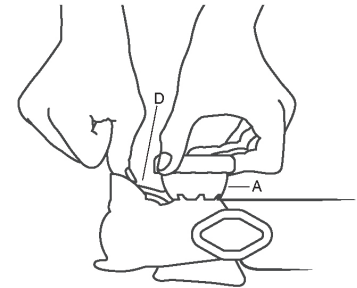


Figure 12

## DROP & TOW AUTOMATIC COUPLER

Raise the coupler release-lever (G) to a vertical position. (Figure 13) If release-lever will not raise with normal hand effort; push rearward on the trailer, or drive forward slightly, until release-lever will raise by normal effort. Next, lift the coupler completely off the hitch-ball, then carefully lower the trailer tongue to the ground. Lower the release-lever to fully down position when finished. (See Figure 5)

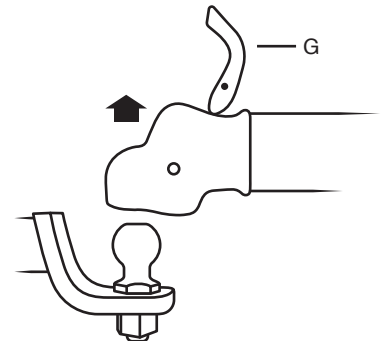


Figure 13

## LOADING YOUR TRAILER

**⚠** Failure to follow these loading instructions may result in sway or **WHIPPING** and lead to total loss of control.

**⚠ NEVER** exceed the trailer's maximum gross weight, which is posted inside the trailer. **NEVER** exceed a lower allowed gross weight and "allowed cargo weight" as listed on your rental contract.

**⚠ NEVER** load cargo on the outside of the trailer, or extend cargo out the rear of the trailer. Secure all cargo inside trailer. Unsecured cargo may (1) shift and cause dangerous **WHIPPING** or (2) be ejected and cause a roadway hazard.

**⚠** Make sure the trailer is securely attached to the tow vehicle during loading and unloading.

For a video of loading a trailer go to: [youtube.com/uhaulofficialvideos](https://youtube.com/uhaulofficialvideos)

## VAN TRAILERS

Load your trailer with 60% of the cargo weight in the front half of the trailer. Do this by loading the heaviest items first (such as appliances, toolboxes, boxes of books, etc.) in the front of the trailer,

then load your lighter items near the top and to the rear. The centerline or "loadline" of the trailer box is marked on the inside of the trailer. Pack all items closely and firmly and secure with rope to the tie-downs in the trailer. This will place the proper amount of weight on the hitch (tongue weight). If the trailer is not completely full, secure the load with rope to the trailer tie-downs. This will prevent the load from shifting or damaging your belongings. Be sure the cargo door is closed and latched securely.

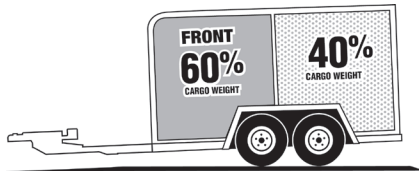


Figure 14

## OPEN TRAILERS

Load heavier in the front of the box (60% of the cargo weight). When loading an open trailer, follow the same instructions as outlined when loading a van trailer, except **DO NOT** load small goods above the height of the trailer box side. Secure your cargo using the tie-downs on the trailer or the top rail and rail supports. Cargo not properly secured may shift, be damaged or be ejected under normal driving conditions.

**Secure your load,** it's the law. A U-Haul representative can advise you on the products available to secure and protect your goods.

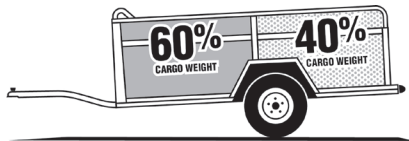


Figure 15

## MOTORCYCLE LOADING & SECURING

Walk or ride your motorcycle (MC) up the ramp and position the FRONT tire in the wheel chock or against the front wall if no chock is present. Always load a MC facing forward. Secure the MC with four 1,200 lb. rated cam-buckle or ratchet-type tie-down straps. (Two for MC front and two for rear) Attach tie-down straps from each side of handlebars or shock towers to lower front D-rings located inside trailer. (Refer to your MC owner's manual for other recommended attachment points) Tighten straps evenly, compressing shocks about halfway to ensure that MC is firmly secured and cannot move side to side. Attach tie-down straps from each side of rear MC frame or wheel to lower center or rear D-rings located inside trailer. Tighten straps to prevent MC rear from moving. Make sure all straps are tight and avoid contact with hot exhaust pipes. If cargo is loaded with a MC, also follow instructions above for open or van trailer.

## TONGUE WEIGHT

This guideline is to help you make sure the trailer is loaded properly by checking the tongue weight. **DO NOT** disconnect the trailer to do the following.

**Step 1:** With the tow vehicle and trailer *empty*, and the trailer attached to your tow vehicle, measure the distance from the ground to the top of the trailer coupler handwheel or release lever.

**Step 2:** With the trailer *fully loaded* and the tow vehicle *empty*, measure the distance from the ground to the top of the trailer coupler handwheel or release lever.

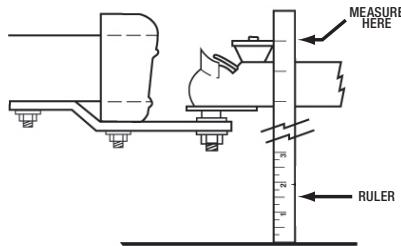


Figure 16 Handwheel Coupler

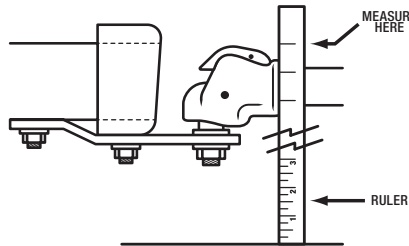


Figure 16 Drop & Tow Coupler

**Step 3:** Subtract the answer in Step 2 from the answer in Step 1. (Answer 1 – Answer 2).

If your answer in Step 3 is greater than or equal to 1 inch, your trailer has enough tongue weight. If your answer is less than 1 inch, it is recommended that you reload your trailer, and put more weight in the front of the trailer. An answer less than 1-inch can cause sway or **WHIPPING**.

Take your combination for a short test-drive. If you feel the combination is not handling properly, reload your trailer. If you are not sure the trailer is properly loaded, get help at [uhaul.com/help](http://uhaul.com/help) or call Roadside Assistance at 1-800-528-0355 or take your combination to the nearest U-Haul location and ask if your trailer is properly loaded.

## DO NOT OVERLOAD

U-Haul trailers are designed to move household-type goods. Commercial loads (such as wood, food products, machinery, etc.) are heavier than household goods. **DO NOT** load the trailer more than one-third full if you intend to move these items. Sand, dirt and gravel are even heavier, and require that you **DO NOT** load more than a maximum of four inches above the trailer floor.

Every U-Haul trailer has an empty and maximum gross (fully loaded) weight labeled on the inside of the trailer at the front. Never load the trailer so that it exceeds this maximum gross weight. Your rental contract may list a lower **ALLOWED** cargo weight, based on your specific tow vehicle, never exceed these weights. If in doubt, check the weight at a commercial or state scale.

## HAZARDOUS MATERIALS

**DO NOT** transport hazardous materials, corrosives, explosives or flammables such as gasoline or paint thinner. A container that is almost empty is just as dangerous as a full one. Flammables may explode or ignite through spontaneous combustion from vehicle movement.

Empty and air out the tanks on lawn mowers, camping stoves and lanterns before loading.

**NEVER** fill a portable fuel container **IN** or **ON** the trailer. Set tanks on the ground to fill to avoid static electricity and prevent sparks.

Securely close and properly package household cleaning products.

## LOADING YOUR COMBINATION

**NEVER** exceed the trailer's maximum gross weight, which is posted inside the trailer. Never exceed a lower allowed gross weight and allowed cargo weight as listed on your rental contract.

**NEVER** overload your tow vehicle. Do not exceed the gross vehicle weight rating (GVWR) and the gross axle weight ratings (GAWR), which are posted on a label inside the driver's door opening.

**NEVER** load cargo on the outside of the trailer, or extend cargo out the rear of the trailer. Secure all cargo inside trailer. Unsecured cargo may (1) shift and cause dangerous **WHIPPING** or (2) be ejected and cause a roadway hazard.

**DO NOT** transport or store hazardous materials, corrosives, explosives or flammables.

## EQUIPMENT

### YOUR TOW VEHICLE

For occasional towing, your vehicle, when properly equipped, can tow any recommended U-Haul trailer, if the loaded weight of the trailer does not exceed your vehicle's curb (empty) weight. Your vehicle can also tow any U-Haul trailer equipped with brakes, provided the curb weight of your tow vehicle is at least 80% of the loaded weight of the braked trailer.

**DO NOT** use a tow vehicle different than listed on your rental contract, unless U-Haul validates the new vehicle for you.

Changes made to your tow vehicle after it was manufactured can affect its ability to tow. These changes can include different tires, suspension changes, etc. Check your owner's manual or with an authorized automotive dealer to make sure any changes to your tow vehicle are approved.

**DO NOT** tow the trailer if your tow vehicle has changes that are not approved.

**DO NOT** drive on a compact spare tire any further or faster than specified by your vehicle manufacturer's instructions.

### TOW VEHICLE MAINTENANCE

Maintenance and condition of your tow vehicle's engine, transmission, steering, suspension, front-end alignment and tires may affect your vehicle's ability to tow the trailer. Have an authorized repair facility inspect and repair your vehicle **BEFORE** towing.

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

## TOWING EQUIPMENT REQUIREMENTS

### Hitches

Hitches must be able to tow the weight of the trailer and its cargo. A U-Haul representative can advise you on the available hitches and components that meet the requirements for your intended use.

### Hitch Balls

Hitch-ball size of 1-7/8 or 2 inches is proper for a U-Haul coupler. A U-Haul representative can advise you on the correct ball size and weight rating for the trailer.

### Other Hitch Systems

Weight distribution hitches or sway control devices **ARE NOT USED** for towing a U-Haul trailer. Towing a properly loaded trailer does not require these devices. These devices may have a negative effect on vehicle handling and braking and may restrict the operation of the trailer coupler mechanism.

### Lights and Mirrors

When towing a trailer, all lights must be operational. Your tow vehicle may require 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

**⚠ NEVER** overload your tow vehicle. Do not exceed the gross vehicle weight rating (GVWR) and the gross axle weight ratings (GAWR), which are posted on a label inside the driver's door opening.

To find how much weight you are allowed to put in your tow vehicle:

**Step 1:** Find your tow vehicle's GVWR on the label inside the driver's door.

**Step 2:** Subtract the curb (empty) weight of your tow vehicle from the GVWR. Contact a U-Haul representative for help in finding the curb weight of your tow vehicle.

**Step 3:** Subtract 250 pounds from the answer in Step 2 if your trailer has 2 tires. Subtract 400 pounds from the answer in Step 2 if your trailer has 4 tires. This accounts for trailer tongue weight.

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. Too much load in the rear can affect handling.

## TIRE PRESSURE

Set all tires to the proper pressure. Find the recommended **COLD** pressure on the tire sidewall, owner's manual, and your vehicle's door decal or on the 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.

Air pressure in the rear tires of some tow vehicles may be increased to accommodate the additional weight of the trailer. Inflate rear tires approximately 6 psi above normal, but do not exceed the pressure limit on tire sidewall.

## TOWING

### SLOW DOWN WHEN TOWING

**⚠ AVOID CRASHES** by slowing down. Reduce your speed from what you would normally drive without a trailer under similar road conditions. **The maximum recommended speed is 55 mph** when towing a U-Haul trailer. Do not exceed any posted speed limit.

**⚠ DRIVE DEFENSIVELY**—anticipate stops, brake early, and never follow closely.

**⚠ BEFORE GOING DOWNHILL**, slow down and shift the transmission into a lower gear. **DO NOT RIDE BRAKES** on downgrades.

**⚠ WHEN GOING UPHILL**, use lower gears and plan on slowing down. Stay in the slow lane. Turn flashers on if speed drops below 45 mph. Watch your gauges and pull off the roadway if the engine temperature gets too high.

**⚠** Pull off the road **BEFORE** your engine gets too hot. If the engine gets too hot it will shut off by itself (stall) and may leave you stranded in traffic or damage your vehicle.

**⚠** Slow down for curves, adverse weather, hazardous road conditions, road construction and expressway exits. Do not feel secure because the trailer tows easily at higher speeds. A road hazard that could be avoided at 55 mph, may become unavoidable at a higher speed.

**⚠** When driving at a lower speed you are less likely to lose control of any vehicle, than when driving at a higher speed. Excessive speed is a major cause of accidents.

**⚠** U-Haul does not recommend using cruise control or overdrive when towing a trailer.

## BEFORE TOWING AND ON THE ROAD

**⚠** Use the checklist at the end of these instructions before towing and while on the road.

**⚠** Make sure your tow vehicle is properly equipped and maintained. Be sure all tires are inflated properly.

**⚠ ALWAYS** wear your seat belt. Be sure children are properly restrained.

**⚠ DO NOT** drive when you are fatigued, sleepy or distracted. Avoid driving at night.

**⚠ NEVER TEXT** while driving. **NEVER** be distracted by using a cell phone while driving. Distracted driving is a major cause of crashes. If you need to text or use a cell phone, find a safe place to exit the roadway.

**⚠ NEVER** drive under the influence of alcohol or any substance that might impair your vision, judgment or ability to control the vehicle.

**⚠ NEVER** allow passengers to ride inside or on the trailer. Passengers risk injury due to shifting cargo, asphyxiation and lack of collision protection.

**⚠** No open or soft-top sport utility vehicle is allowed to tow a U-Haul trailer, because in the event of a crash, these vehicles offer less collision and ejection protection.

## STOPPING AND FOLLOWING DISTANCE

Your 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 line or crack on the road. If the front of your vehicle reaches the object before the end of the 4 seconds, increase your distance.

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

## WHIPPING

**⚠** Whipping is violent and uncontrollable sway caused by loading a trailer heavier in the rear half. Persistent side to side sway motion is not normal. If this occurs at a certain speed, it is a signal that **WHIPPING** will likely occur if speed is increased by a small amount. If you notice this behavior immediately slow down and maintain at least 10 mph below the speed this sway was first noticed. Then stop at the first opportunity and reload the trailer heavier in the front half to correct this problem. See next section.

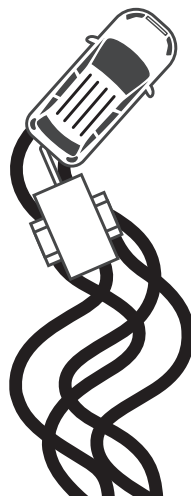


Figure 17

## COMBINATION DISTURBANCES

**⚠** A "combination disturbance" is improper handling, whipping, sway, over-steering or other deviation of the tow vehicle or trailer from their intended path, due to one or more causes (improper loading, steering inputs, excessive speed, cross winds, passing vehicles, rough roads, etc.).

### IF WHIPPING OR OTHER COMBINATION DISTURBANCE OCCURS:

**⚠** Let off the gas pedal. **NEVER** speed up to try to control a combination disturbance.

**⚠ DO NOT** apply your brakes.

**⚠ HOLD THE STEERING WHEEL** in a straight-ahead position. **DO NOT** try to control the combination disturbance by turning the steering wheel.

### AFTER WHIPPING OR OTHER COMBINATION DISTURBANCE HAS STOPPED:

**⚠** Pull a safe distance off the roadway and stop. Get all occupants out of the vehicle and away from the roadway.

**⚠** Check the cargo in the trailer to make sure the load has not shifted. Make sure the trailer is loaded heavier in front.

**⚠** Check that all tires are properly inflated and that all lug nuts are tight.

**⚠** Check the trunk or rear cargo area of the towing vehicle to make sure it is not overloaded.

**⚠ REDUCE SPEED to 55 mph or LESS.** Combination disturbances happen most often at higher speeds.

If the combination disturbance persists after correcting any items above, contact the nearest U-Haul representative and have them inspect or exchange the trailer. If the combination disturbance still occurs, something is wrong with your tow vehicle. **DO NOT** continue towing the trailer, contact U-Haul for an alternative solution.

## PASSING

**⚠** Your combination is heavier and longer than your tow vehicle alone, and will require more time and distance to pass.

**⚠** Passing by another vehicle in the same or opposite direction can result in a combination disturbance. See the Combination Disturbances Section for what to do if this happens.

## HILLS

**⚠ SLOW DOWN BEFORE** starting downhill. Shift into lower gear and let off the gas pedal, this allows the engine to help you control your speed. Combination disturbances happen more frequently going downhill and at higher speeds.

**⚠ DO NOT** ride the brake pedal going downhill. Prolonged use of your brakes results in overheating and possible loss of braking. When you need to slow down, apply the brake pedal and slow down below the intended speed. Then let off the brake pedal completely. Repeat as needed.

Shift into lower gear to prevent your tow vehicle from jerking due to engine lugging when traveling up hills. This will improve gas mileage and reduce engine overheating.

**⚠** When traveling up long or steep grades, shift to a lower gear and expect that your vehicle may slow down significantly. Stay in the lane designated for slower traffic. Turn on flashers if speed drops below 45 mph and other traffic is traveling faster than you. Watch gauges and if temperature is climbing turn off A/C and slow down until the temperature stabilizes.

well below “hot”. This may be at 45 mph or less. If the temperature is getting too high pull off to a safe place and stop. After stopping do not turn the engine off, shift to park / neutral and let it cool down at idle; or to cool faster increase engine rpm slightly.

## ROAD SHOULDERS

If a wheel goes off the paved roadway:

**⚠ DO NOT** turn the steering wheel sharply.

**⚠ DO NOT** apply your brakes.

**⚠** Let off the gas pedal and slow down below 25 mph. Then steer gradually back on the roadway. Proceed with caution entering traffic.

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

## BACKING UP

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 combination begins to jackknife, or isn't headed where you want it, **STOP**. Pull forward to straighten out, then start again.

**⚠** Get help to watch as you are backing. If you cannot get help, exit your vehicle and make sure there are no people or obstructions in the way.

## TURNING AND SHARP CORNERS

Avoid U-turns or turning too sharp on street corners, in gas stations or parking lots. Because the combination is longer the trailer will track inside the turn and may sideswipe a vehicle or object. Drive slightly past the corner before turning or turn wider than you would with a car to avoid this. Or simply plan ahead and avoid sharp turns where you can.

**⚠** If you must turn sharply, such as in a gas station or parking lot, find an assistant to watch and guide, as you slowly and carefully negotiate the turn.

## BREAKDOWNS

Immediately park your 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.

If necessary, drive on a flat tire to reach a safe place completely off the roadway. Drive slowly.

If the trailer's mechanical problem is minor and the combination can be safely driven, proceed to the nearest U-Haul location, get help at [uhaul.com/help](https://www.uhaul.com/help) or call Roadside Assistance at **1-800-528-0355**.

If the mechanical problem is major or if the trailer is inoperable or cannot be driven safely, get help at [uhaul.com/help](https://www.uhaul.com/help) or call Roadside Assistance at **1-800-528-0355**. Be prepared to give your exact location and a callback telephone number.

Have your contract with you when you call. They will have a U-Haul representative contact you and do whatever is necessary.

## ACCIDENTS

In case of an accident, get everyone out of the vehicle and completely off the roadway. Call an ambulance if anyone is injured. Notify the police as soon as possible and then report the accident at [uhaul.com/help](https://www.uhaul.com/help) or call Roadside Assistance at **1-800-528-0355**.

## TOWING CHECKLIST

(USE AT EACH STOP)

### BEFORE TOWING

- ☐ Towing hitch and hitch ball are tight.
- ☐ Coupler connection is secured and release-lever fully down or handwheel tight.
- ☐ Safety chains (or safety cables) and emergency brake chain (or cable) are properly attached and secure.
- ☐ All lights are connected and working.
- ☐ Check all tires for correct pressure.
- ☐ Trailer is loaded heavier in front.
- ☐ Cargo is secured inside the trailer.

### BEFORE DRIVING

- ☐ Fasten seat belts.
- ☐ Properly adjust mirrors.

### ON THE ROAD

- ☐ Reduce speed to **55 mph** or below.
- ☐ Stop often for rest.
- ☐ Inspect your vehicle and trailer connections at each stop.
- ☐ Anticipate stops; brake early.

### REMEMBER - CRASHES ARE CAUSED BY

- Driver error or Inattention.
- Excessive speed.
- Failure to load trailer heavier in front.

## YOU SHOULD ALWAYS

- **LOAD TRAILER HEAVIER IN FRONT.**
- **REDUCE YOUR NORMAL DRIVING SPEED.**
- **WEAR YOUR SEAT BELT.**