


# U-HAUL® AUTO TRANSPORT (AT) TRAILER USER INSTRUCTIONS

## ROADSIDE ASSISTANCE

Get Help at [uhaul.com/help](http://uhaul.com/help)  
or call 1-800-GO-U-HAUL  
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 AT. **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 AT** section for auto transport trailer (AT) hook up instructions. A U-Haul representative can assist if you require assistance.

## IMPORTANT TOWING INFORMATION

**PREVENT WHIPPING** by properly loading the AT. The vehicle-in-tow must be loaded facing forward on the AT (front wheels closest to hitch). Loading the vehicle-in-tow backwards can cause the tow vehicle and AT "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 AT and vehicle-in-tow 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 AT 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 5.

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

## CONNECTING YOUR AT

Follow the instructions in this section while hooking up the U-Haul AT. 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 AT 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.

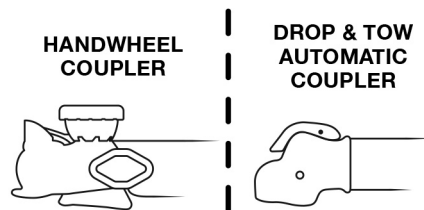


Figure 1

## 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 using the tongue jack.

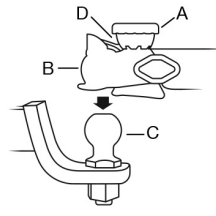


Figure 2

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

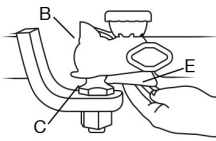


Figure 3

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.

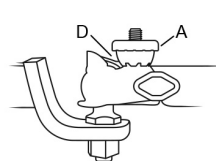


Figure 4

When the handwheel becomes tight, move the tow vehicle forward slightly or push rearward on the AT 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 using the tongue jack 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.

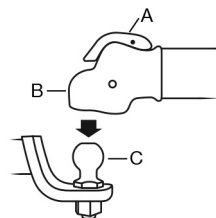


Figure 5

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

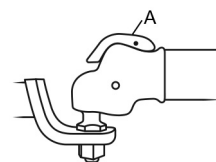


Figure 6

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 AT, until the release-lever moves to fully down position.

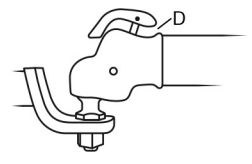


Figure 7

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 AT 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 AT 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 AT tongue and are equipped with "S"-hooks on their free ends. **DO NOT** tow the AT without the safety chains securely attached to the towing vehicle.

**DO NOT** attempt to pull the AT 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.*

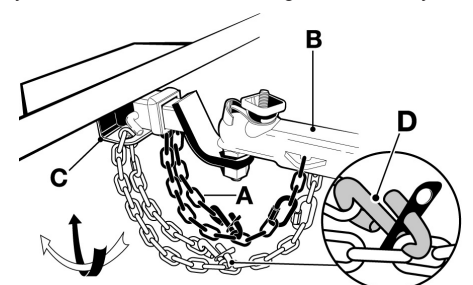


Figure 8

## EMERGENCY BRAKE CHAIN

ATs 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 AT 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.*

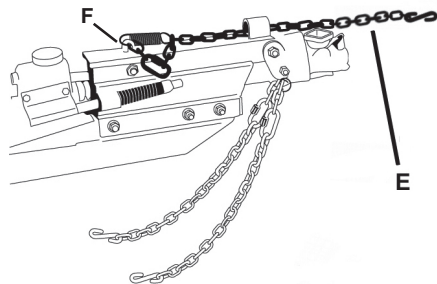


Figure 9

## DO NOT TOW WITH EMERGENCY BRAKE ENGAGED

**⚠ NEVER** tow the AT 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 AT brakes.

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

## SAFETY CABLES

The purpose of the safety cables is to keep the AT 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 AT without the safety cables securely attached to the towing vehicle.

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

**NOTE:** This AT 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.*

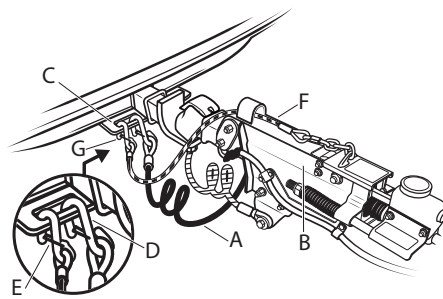


Figure 10

## EMERGENCY BRAKE CABLE

ATs 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 AT 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.*

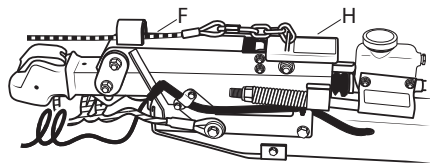


Figure 11

## DO NOT TOW WITH EMERGENCY BRAKE ENGAGED

**⚠ NEVER** tow the AT 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 AT brakes. The AT brakes will remain activated until the emergency brake pedal is reset to the fully down position. Call U-Haul at **1-800-GO-U-HAUL** if you need the emergency brake reset to down position.

## LIGHTING CONNECTIONS

Make sure all tow vehicle and AT 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 AT 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 AT

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

Park the AT on level ground in a straight line with the tow vehicle, in park, motor off, and parking brake set. Disconnect AT 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 using the tongue jack, then carefully lower the AT tongue to the ground.

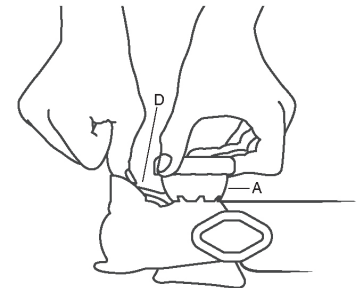


Figure 12

## 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 AT, or drive forward slightly, until release-lever will raise by normal effort. Next, lift the coupler completely off the hitch-ball with the tongue jack, then carefully lower the trailer tongue to the ground. Lower the release-lever to fully down position when finished. (See Figure 5)

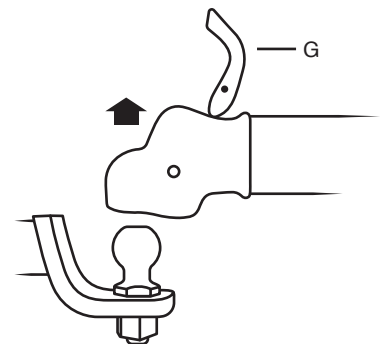


Figure 13

## LOADING YOUR AT

**⚠ The MAXIMUM** weight the vehicle-in-tow can be is determined by your specific tow vehicle and hitch components and which model AT you rented. This is done during the rental process, **DO NOT** place a vehicle-in-tow on the AT that is different than listed on your rental contract. Contact U-Haul to validate any different vehicle-in-tow.

**⚠ 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.

**⚠ Make** sure the AT is securely attached to the tow vehicle before loading and unloading.

**⚠ Keep** children and others at least 25 feet away during loading and unloading.

## LOADING VEHICLE-IN-TOW

Loading and securing the vehicle-in-tow onto the AT is the customer's responsibility. When loading or unloading the vehicle-in-tow, have someone guide you from a safe distance.

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

⚠ The vehicle-in-tow **MUST** be loaded facing forward (front wheels closest to hitch). Failure to load facing forward may result in sway or **WHIPPING** and lead to total loss of control.

⚠ **DO NOT** load cargo in your vehicle-in-tow or on the AT. Loading cargo in your vehicle-in-tow or on the AT may result in sway or **WHIPPING**.

⚠ The AT may be used to carry certain large items when a vehicle-in-tow is **NOT** installed. U-Haul will validate your intended use and provide special instructions if you intend to do this. Be sure to load AT heavier in front and to secure the load.

⚠ Before loading your vehicle-in-tow, make sure the AT is securely attached to your tow vehicle hitch. Check that the coupler connection is secured and release-lever is fully down or handwheel is tight. Make sure the safety chains are properly connected. During the loading process, keep children and others at least 25 feet away.

### COMPLETE EACH STEP BELOW, IN SEQUENCE.

1. Park the properly hitched AT on level ground in a straight line with the tow vehicle; in park, motor off, and parking brake set.
2. Free both tire straps from the ratchets. Pull on the tire strap ratchet release and raise the handle as far up as you can; (Figure 14) then pull on the tire strap to unroll and remove strap from the spool. Lay the strap assembly to the outside of the AT, or on the AT platform.

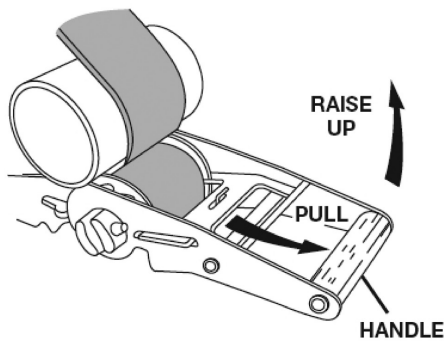


Figure 14

For a video of ratchet operation go to:  
[uhaul.com/ratchet-straps](https://www.uhaul.com/ratchet-straps)

3. Pull both AT ramps (figure 15-A) completely out and lower to the ground for loading.
4. Unlatch the left fender (Figure 15-B), and rotate it down.

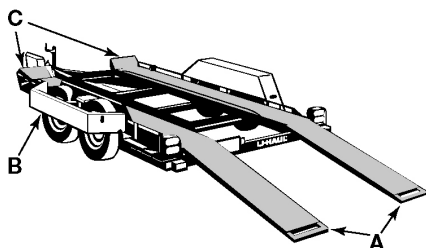


Figure 15

5. Position the vehicle-in-tow behind the AT, **FACING FORWARD**, and centered as well as possible. Make sure that the front tires will be on the ramps **BEFORE** driving on the ramps.
6. Approach ramps slowly. Make sure there is enough clearance for spoilers, air dams, etc. If more clearance is needed, lift the front of the AT using the tongue jack. **DO NOT** unhook the AT from the tow vehicle if the tongue jack

is needed. The spoiler or air dam may also be removed to allow clearance. Do not load if there is not enough clearance for these items.

7. Keep doors closed and drive slowly up the ramp and forward on the platform until front tires are resting firmly against the wheel stops. **DO NOT** brake quickly or ram the tire stops at the front of the platform. Shift to park and set **PARKING BRAKE**. Vehicle-in-tow tires must be turned straight ahead and fit on AT platform without overhanging sides.

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

8. Exit the vehicle-in-tow. Carefully step off the AT, using the step provided if necessary. Rotate the left fender up and latch both ends.
9. Lift and push both loading ramps back into the storage compartments, inward until the ramp latch fully engages.

### SECURING THE VEHICLE-IN-TOW

10. Connect the two (2) vehicle security chains, found on the front and rear AT cross-members, to the vehicle-in-tow lower control arm, frame, or other structural member. (Figure 16) Keep the security chains 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 frame member or other structural member. Loop the chain around the member and place the "S"-hook through the hole in one of the chain links. Leave about two inches of slack in the security chain and be sure the "S"-hook is secured with a rubber retainer. **DO NOT** tow without vehicle-in-tow properly secured.

⚠ Failure to properly install security chains and tire straps may result in the vehicle-in-tow separating from the AT. This may result in a *combination disturbance*, a vehicle crash, or damage to your vehicle-in-tow.

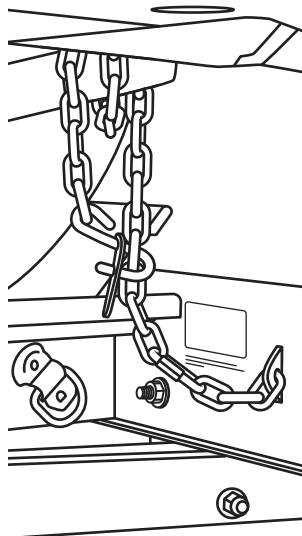


Figure 16 Front

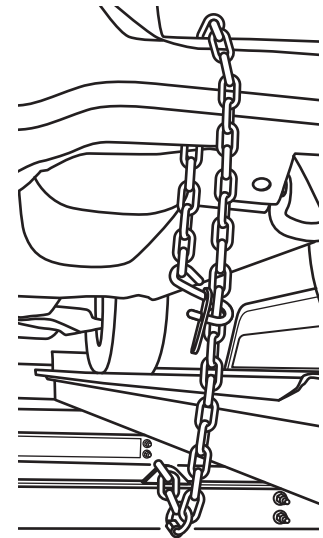


Figure 16 Rear

### ATTACHING TIRE STRAPS

11. **CENTER** the tire strap **RATCHETS** in front of the tires by sliding sideways. Place the tire straps over the tires, making sure the rear of the strap is also centered with the tire.
12. Route the tire strap in front of the tube and 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 strap is tight. (Figure 17) Your vehicle-in-tow **tires are too big** if 6 inches of the tire strap will not pull through the ratchet spool. If the tires are too big, you may use customer supplied alternative tie down straps. Special instructions are offered on [youtube.com/uhaulofficialvideos](https://www.youtube.com/uhaulofficialvideos) for securing the vehicle-in-tow when the tire straps are not used, or ask a U-Haul representative for these instructions, or follow instructions provided with the alternative tie down straps. **DO NOT** tow without vehicle-in-tow tire straps or alternative straps installed.

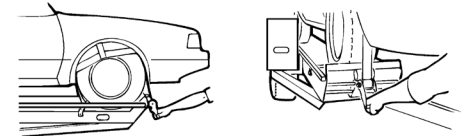


Figure 17

13. 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 handle down and completely rearward.
14. Perform the same procedure for the tire on the other side.
15. If the tongue jack was used to add clearance for loading, make sure the jack is fully raised off the ground before towing the AT.

⚠ Failure to fully raise the tongue jack off the ground before towing can cause the AT to become detached from the tow vehicle or cause a *combination disturbance*.

### CHECK TIRE STRAPS AND CONNECTIONS

⚠ When loading and securing the vehicle-in-tow is complete, take a test drive around the block, including slow left and right turns. Then recheck the tire straps and retighten as needed.

⚠ Recheck the tire straps and all hookup connections after the first 5 miles, again after 50 miles, and thereafter at every stop.



**⚠ NEVER** tow without properly installed tire straps and vehicle-in-tow security chains.

## EQUIPMENT

### YOUR TOW VEHICLE

For occasional towing, your vehicle, when properly equipped, can tow the recommended AT, provided the curb weight of your tow vehicle is equal to or heavier than 80% of the combined weight of the AT plus the vehicle-in-tow.

**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 AT 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 AT. 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 AT 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 AT.

#### Other Hitch Systems

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

#### Lights and Mirrors

When towing an AT, 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 750 pounds from the answer in step 2. This accounts for AT 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, your vehicle's door decal or on the AT 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 AT. Inflate rear tires approximately 6 psi above normal, but do not exceed the pressure limit stamped on tire.

### YOUR VEHICLE-IN-TOW

**⚠ The MAXIMUM** weight the vehicle-in-tow can be is determined by your specific tow vehicle and hitch components and which model AT you rented. This is done during the rental process, so **DO NOT** place a vehicle-in-tow on the AT that is different than listed on your rental contract. If you need to change your tow vehicle or vehicle-in-tow; contact U-Haul to validate the new vehicle(s) and update your contract. Exceeding these limits may cause a disturbance or damage to your tow vehicle, AT or vehicle-in-tow.

**⚠ The vehicle-in-tow tires MUST** fit on the AT platform and ramps without hanging excessively over the sides, and fit within the AT fenders. Tires on some narrow track width vehicles may extend past the inside edge of the ramps, be sure the vehicle is centered carefully to stay on the ramps and platform.

If you have an AT 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 AT 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** load a vehicle-in-tow that is **too wide** at the wheels, fenders or doors. There should be adequate clearance on each side, between the AT fenders and the 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 the AT during loading and unloading.

**⚠ It is the customer's responsibility** to make sure there is enough clearance for these items. If there is not enough clearance for these items, they must be removed; or follow simple steps to reduce the ramp angle – such as shimming with lumber or loading from a curb. For tips on how to reduce the ramp angle go to:

[youtube.com/uhaulofficialvideos](https://youtube.com/uhaulofficialvideos)

**⚠ The AT is designed** for carrying vehicles with standard height, factory-installed suspensions. **Modified, lowered or sagging** suspension vehicles may not fit on the AT, damage may occur to the vehicle during loading or transport. The customer is responsible for damage to vehicles with low suspensions.

### TOWING

#### SLOW DOWN WHEN TOWING

**⚠ AVOID CRASHES** by slowing down. Reduce your speed from what you would normally drive without a AT under similar road conditions. **The maximum recommended speed is 55 mph** when

towing a U-Haul AT. 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 AT 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 an AT.

### 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 the vehicle-in-tow or on the AT.

**⚠ No open or soft-top sport utility vehicle** is allowed to tow a U-Haul AT, 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 vehicle-in-tow facing rearward on the AT or by loading an AT heavier in the rear half. (Figure 18) 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 vehicle-in-tow facing forward and remove any cargo from the vehicle-in-tow. See next section

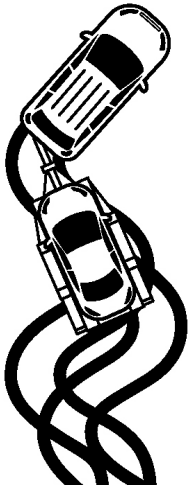


Figure 17

## COMBINATION DISTURBANCES

⚠️ A “combination disturbance” is improper handling, whipping, sway, over-steering or other deviation of the tow vehicle or AT 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 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 it is loaded facing forward.

⚠️ 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 AT. If the combination disturbance still occurs, something is wrong with your tow vehicle. **DO NOT** continue towing the AT, 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 AT 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 AT left, move your hand left. To move the AT 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 AT 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.

## UNLOADING VEHICLE-IN-TOW

Before unloading, make sure AT is securely attached to the tow vehicle hitch. Check that the coupler connection is secured, and the release-lever is fully down or handwheel tight. Make sure the safety chains are properly connected. Place the combination on level ground. Make sure the AT is directly behind the tow vehicle, in a straight line. Set the tow vehicle's **PARKING BRAKE** firmly and turn

the motor off. Allow room behind the AT to back the vehicle-in-tow clear of the AT.

During the unloading process, keep children and others at least 25 feet away.

## COMPLETE EACH STEP BELOW, IN SEQUENCE.

1. Disconnect the tire straps and lay them to the sides of the AT.
2. Disconnect the security chains from the vehicle-in-tow and lay them on the ground.
3. Pull both loading ramps completely out and lower to the ground.
4. If more clearance or better ramp angle for the vehicle-in-tow was needed during the loading process, lift the front of the AT using the tongue jack. **DO NOT** unhook the AT coupler from the tow vehicle hitch if using the tongue jack to create better loading clearance.
5. Unlatch the left fender and rotate it down.
6. Enter the vehicle-in-tow and release the parking brake. Leave all doors **CLOSED** during the unloading process.
7. Straighten the front wheels of the vehicle-in-tow if necessary, then **SLOWLY** back the vehicle-in-tow off the AT.
8. Lift and push the loading ramps back into the storage compartments, push inward until the latch engages the ramp. **NEVER** tow the AT with the loading ramps out.
9. Rotate the left fender up and latch both ends.
10. If the tongue jack was used to add clearance, make sure the jack is fully raised off the ground before towing the AT.
11. Route the tire strap in front of tube and through slot in ratchet spool, then tighten the tire strap as far as the ratchet allows. (Figure 19)

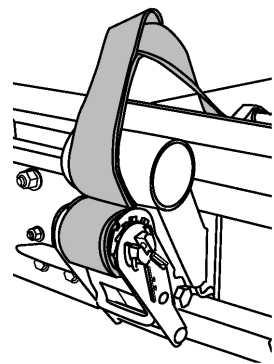


Figure 19

12. Route both security chains through the “D” rings located on the frame. Remove excess slack, then connect each “S”-hook to a link in the chain. Secure the “S”-hooks with a rubber retainer.

## 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 AT'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-GO-U-HAUL.

If the AT'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-GO-U-HAUL**. 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-GO-U-HAUL**.

## 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), emergency brake chain (or cable), tire straps and security chains are properly attached and secure.
- ☐ All lights are connected and working.
- ☐ Check all tires for correct pressure.
- ☐ Vehicle-in-tow is facing forward.
- ☐ Ramps securely stored and latched.
- ☐ Tongue jack is fully raised.

### 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 AT connections at each stop.
- ☐ Check tire straps and retighten as needed at each stop.
- ☐ Anticipate stops; brake early.

### REMEMBER - CRASHES ARE CAUSED BY

- Driver error or Inattention.
- Excessive speed.
- Failure to load vehicle-in-tow facing forward.

### YOU SHOULD ALWAYS

- **LOAD VEHICLE-IN-TOW FACING FORWARD.**
- **REDUCE YOUR NORMAL DRIVING SPEED.**
- **WEAR YOUR SEAT BELT.**