Trailering Tips

Many household items can be weighed on a bathroom scale. But furniture, refrigerators, washing machines and dryers, beds, dressers, etc., (large bulky items) are too bid and heavy for bathroom scales. We suggest using a local suppliers catalog to obtain weight of heavy, bulky, items.

VARIOUS MATERIAL WEIGHTS

Water: 8.3 lb per gallon.
Sand: 105 lb per cu. ft.
Cement: 100 lb per cu. ft.
Crushed Stone: 100 lb per cu. ft.
Concrete: 140 lb per cu. ft.
1 Bag Cement: 94 lb
Wood:
Red Oak - 45 lb per cu. ft.
5,760 lb per cord.
White Oak - 46 lb per cu. ft.
5,888 lb per cord.
Yellow Pine - 41 lb per cu. ft.
5,248 lb per cord.
White Pine - 27 lb per cu. ft.
3,456 lb per cord
(Cord of wood measures 4 ft. x 4 ft. x 8 ft.)

Sands and gravel utility trailers usually measure about
4' x 6' with 12" high sides (24 cu. ft.)
Filled level with sand - 2,520 lb
Filled level with crushed stone - 2,400 lb
(Plus the trailer weight.)

Brick: 7 lb **Concrete Block:** 44 lb
Dirt: weighs about the same as crushed stone or sand.

Proper Trailer Loading is the first-line defense against dangerous instability and sway. Avoid Overloading.
Load heavy items over and in front of the axle(s).
Balance load from side-to-side.
Secure items from shifting.
Do not exceed hitch tongue-weight capacity.

No Passengers in trailers. Trailers should never be occupied while being towed, under any circumstances. People riding in trailers can be and have been seriously hurt from sudden stops, shifting loads, falling, etc.

Tire Inflation. Check the recommendations of your towing vehicle and trailers manufacturer for proper tire inflation when towing.

Trailer Lights, Turn Signals, Marker Lights, Electric Brakes, Break-Away Switches - and their connections - are safety-critical items. Check them every time you tow, no matter how short the trip.

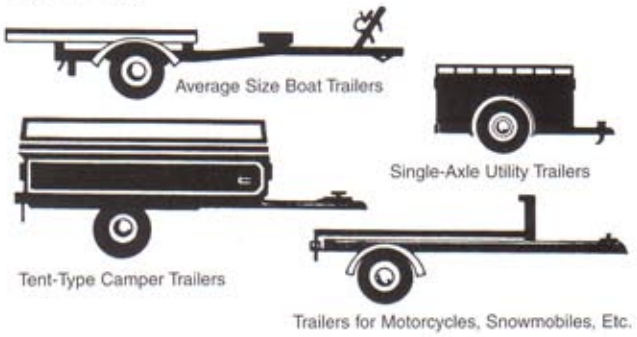
Driving - Passing room - Stopping room. The additional trailer weight affects acceleration and braking. Extra time and room should be allowed for passing, stopping and changing lanes. Slow down for bumps and rough roads. If you "bottom out" or suspect damage or something wrong, pull over and stop. Check for trouble and correct it before going on.

Mirrors. Make sure you can see your trailer sides in your side-view mirrors while towing and backing.

Fuel and Rest Stop Checks. Check your trailer hitch, ball coupler, safety chains, tires and load during stops. Feel the hubs to make sure they are not hot. If so, they may lack grease, be too tight, or too loose. Check the wheel nuts for tightness also.

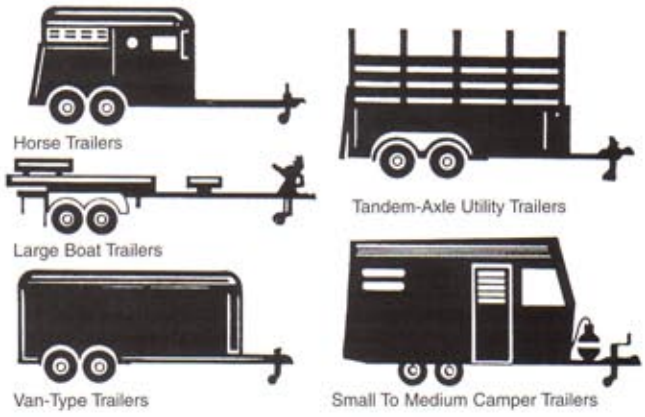
Selecting the Right Hitch is easy for a specific type of trailer. The hitch must carry the trailer's tongue weight and pull its gross weight. But if the hitch will be used to pull various size trailer and loads you should have a heavier duty hitch and ball. Remember, the hitch must carry the trailer's tongue weight and pull its gross weight.

Class I and Intermediate Hitches - 3 capacities.
Class I: 100 lb TW, 1,000 lb GTW
200 lb TW, 2,000 lb GTW
Intermediate: 250 lb TW, 2,500 lb GTW
100 TW, 1,000 GTW hitches are usually for compact or small cars to pull light loads.
200 TW, 2,000 GTW hitches are usually for cars to pull average size boat trailers, lighter tent-type campers, snowmobile and motorcycle trailers, and single axle utility trailers up to 4 ft. wide by 8 ft. long.



Class II and Class III Hitches.
Class II: 300 lb TW, 3,500 lb GTW
Class III: 500 lb TW, 5,000 lb GTW

Trailer tongue weights and gross weights will vary considerably in the larger sizes and types. You must know the trailer's tongue weight and gross weight to select the RIGHT hitch. You have a choice of a fixed drawbar hitch or a receiver-type hitch with removable ball-mount. If in doubt select the higher capacity hitch.



Weight-Distributing Hitches:
Tongue Weight primarily governs the need for a weight-distributing hitch. On cars, if the tongue weight pushes the car rear end down too low a weight-distributing hitch should be considered. On pickups, over 500 lb tongue weight may require a weight-distributing hitch. In general, weight-distributing hitches should be used with most travel trailers, large boat trailers, tandem axle horse trailers, large race-car trailers, trailers with axles well back of body center with heavy front loads.