

Trailer Manual & Safety Checklist

Table of Contents

Introduction	4
Vehicle Identification Number (VIN)	5
Manufacturer's Certificate of Origin (MCO)	5
Trailer Warranty Registration	6
Things to Consider	7
Driver Responsibilities	7
Gross Vehicle Weight Rating (GVWR)	8
Your Tow Vehicle Matters	8
Trailer Tires	9
Tire Pressure & Load Capacity	9
High-Capacity or Infrequent Use	9
Lug Nut Torque – Critical Safety Step	10
When to Check & Retorque	10
Torque Procedure	10
Tire Inflation	11
Why Proper Inflation Matters	11
Speed Ratings	13
Breaking In a New Trailer	14
Safe Jacking & Stabilization	14
Inspecting Welds	15
Tongue Weight Guidelines	16
Why Tongue Weight Matters	16
Coupling to Tow Vehicle	17
Loading and Unloading	20
Loading the Trailer	21
Unloading the Trailer	22
Securing Cargo	23
Trailer Maintenance	24
First Use & Short-Term Maintenance	24
Monthly Maintenance	25
Every Year, or 12,000 Miles	26
First 50 Miles, or 1 Hour of Use	26
Disclaimer	27
Commonly Used Terms	29
Appendix A: Maintenance Log	33
Appendix B: Resources	36
Appendix C: Safety Checklist	37

Manufacturer Notice

This owner's manual contains safety information and instructions for your trailer.
You must read this manual before loading or towing your trailer.
You must follow all safety precautions and instructions.

This guide offers general information and may not account for every trailer and tow
vehicle setup.

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Manual Available Online: www.NolanManufacturing.com

Introduction

Thank you for purchasing a trailer from Nolan Manufacturing!

We're excited to be a part of your towing journey and hope your new trailer serves you well for many years. Whether you're a homeowner tackling weekend projects or a hardworking farmer on the move, our skilled fabricators have designed your trailer with reliability, safety, and versatility in mind.

From everyday errands to big jobs, count on Nolan Manufacturing to safely get you and your haul there.

This owner's manual was created to give you quick and easy access to essential information about your trailer. Inside, you'll find practical tips, maintenance guidance, and important safety warnings to help prevent injury, death, or property damage.

Here are examples of the types of warnings included:

WARNING

Indicates a potential hazard that could result in serious injury or death.

CAUTION

Identifies a lesser hazard that could still result in injury or death.

NOTICE

Highlights helpful information or alerts you to potential damage to your equipment.

Vehicle Identification Number (VIN)

The Vehicle Identification Number (VIN) is located on the inside of the front-left (driver's side) section of the trailer tongue.

The VIN is a unique identifier assigned to each trailer manufactured by Nolan Manufacturing. These numbers follow a federally mandated format and are required for registration, identification, and warranty purposes.

Manufacturer's Certificate of Origin (MCO)

All trailers manufactured by Nolan include a Manufacturer's Certificate of Origin (MCO), serving as the original title necessary for registration with your local Department of Motor Vehicles (DMV).

The MCO includes your trailer's VIN in the upper left-hand corner and should match the VIN label found on your trailer. Keep this document in a safe place—it proves ownership and is required for registration, title transfers, and resolving VIN-related issues.

If you did not receive an MCO with your trailer, or if it has been lost, follow the steps below.



What to Do If Your VIN or MCO Is Missing

If you did not receive or have misplaced your MCO:

- Contact your dealer to request a replacement.

If you cannot find the VIN on your trailer:

- Contact your dealer or Nolan Manufacturing for help locating a hidden VIN.

If the VIN is still unidentifiable or missing:

- Consult your local DMV for guidance. Each state has different regulations for identifying, titling, or registering trailers with missing or unreadable VINs.

Trailer Warranty Registration

Registering your trailer allows us to notify you of any safety recalls and verify ownership for warranty support.

How to Register

Registration is free and can be completed online:

- Visit our website: www.NolanTrailers.com
- Navigate to the “Register Trailer” page from the main menu.
- Click on the button labeled “Register Trailer”

A new window will open with the form titled “Register a Trailer.” Complete the Form:

- Enter your First and Last Name.
- Enter a phone number we can use to reach you.
- Include a valid email address for recall notifications and updates.
- Input your trailer’s VIN.
 - Note: One VIN per registration form.
- Add the date of purchase to qualify for warranty coverage.
- Upload a copy of your invoice or receipt as proof of purchase.
 - You may also email it to: Office@NolanManufacturing.com

(Optional) Enter the Tire Identification Numbers located on your trailer’s tires.

WARNING
Follow loading instructions as referred to in Section: Loading and Unloading
Failure to follow hook-up and maintenance instructions can cause injury or death.
Failure to follow warnings and considerations can VOID ALL warranties.

Things to Consider

Towing safely and effectively involves several controllable components—primarily the driver, tow vehicle, and trailer. Each plays a crucial role in ensuring both performance and safety during transport.

Driver Responsibilities

- Selecting an appropriate tow vehicle and trailer for the load.
 - Including proper brakes, tires, mirrors, hitch, axles, and lights.
- Properly hitching and connecting the trailer to the tow vehicle.
- Loading and securing cargo safely and evenly.
- Operating the tow vehicle and trailer combination responsibly.
- Maintaining safe speed, steering, braking, and signaling.
- Staying focused behind the wheel and avoiding distractions.

Safe Towing Practices

To help ensure operator safety and extend the life of your trailer:

- Do not exceed 60 MPH when towing.
- Avoid unsafe towing conditions—doing so can result in damage or injury.
- Never exceed your trailer's rated capacity.
 - Overloading may cause tire failure, axle damage, and unsafe handling.
- Check tire pressure regularly.
 - Inflate to the pressure indicated on the tire sidewall.
- After the first 100 miles, check and re-torque lug nuts.
- Maintain brake adjustment and lubrication on all axles.
 - Follow the axle manufacturer's instructions.

Gross Vehicle Weight Rating (GVWR)

Nolan Manufacturing trailers are built to NHTSA standards, with components rated to support their Gross Vehicle Weight Rating (GVWR). This is the maximum allowable weight of the trailer when fully loaded.

GVWR = Trailer Shipping Weight + Cargo Capacity

All major components—tires, axles, brakes, and frame—must be rated to support the trailer’s GVWR. If even one part is underrated, it becomes the failure point under load.

Quick Reminders

Trailer Shipping Weight - Listed at the top of your MCO

Trailer Cargo Capacity - Found on the tire placard inside your trailer’s tongue

Your Tow Vehicle Matters

Always check your tow vehicle’s placard for this statement before towing to confirm its Maximum Rated Towing Capacity:

“The combined weight of occupants and cargo should never exceed XXX lbs.”

WARNING
Failure to follow capacity ratings can result in personal injury or death.
Failure to follow capacity ratings can result in damage to critical trailer components.

Trailer Tires

WARNING

Using the wrong tire type, size, or inflation level—or failing to maintain your tires—can lead to serious injury, property damage, or death.

- Only use tires that meet or exceed your trailer's load requirements.
- All tires must match size, load range, and construction—do not mix brands, types, or sizes.
- Never exceed the combined load capacity of all trailer tires.
- Mismatched or improperly maintained tires can cause uneven wear, overheating, or failure.

Tire Pressure & Load Capacity

- Inflate trailer tires to the cold pressure shown on the tire sidewall.
- Improper inflation or using under-rated tires can cause:
 - Blowouts
 - Poor handling
 - Tire failure

High-Capacity or Infrequent Use

- If your trailer operates near its maximum load or sits unused for extended periods, you must:
 - Inspect tires regularly
 - Check pressure monthly
 - Look for cracks, dry rot, bulges, uneven wear, or damage.

Tire Labeling

Each trailer has a VIN/Certification label. This label is typically located on the driver's side, on the inside of the tongue. It will list the:

- Tire size
- Wheel size
- Recommended inflation pressure

Lug Nut Torque – Critical Safety Step

When to Check & Retorque

- Before the first use of a new trailer
- After tire changes or wheel removal
- Before every tow

Torque Procedure

- Tighten in three stages using a criss-cross pattern
- Ensure clean, dry studs — no paint, grease, or rust
- Do not overtighten — it can damage studs or void your axle warranty

Quick Tips for Lug Nut Torque

- Always use a torque wrench
- Re-check torque after wheel installation at 10, 25, and 50 miles
- Re-check before every tow
- Re-check periodically during long trips
- Never ignore wheel wobble, vibration, or noise while towing.

Reference Torque Chart (General Guideline Only)

Wheel Size	Stud Size	Torque (ft-lbs)
12" - 15"	1/2"	90 - 120
15" - 16"	9/16"	120 - 140
16" and larger	5/8"	140 - 160

Always refer to the axle manufacturer's specifications for exact torque recommendations.

WARNING

Lug nuts can loosen over time due to use and metal settling. Always check and maintain proper torque to prevent wheel separation, which can lead to serious injury or death.

Tire Inflation

Why Proper Inflation Matters

- Underinflation causes heat buildup → blowouts
- Overinflation reduces traction and ride comfort
- Both shorten tire life and compromise safety

NOTICE

Trailer tires naturally lose 1–5 PSI per month.
Check pressure monthly, including the spare.

Tire Lifespan and Inspection:

- Even if the tread appears acceptable, age and condition matter.
- Replace trailer tires every 3–5 years, regardless of mileage
- After 3 years, have your tires inspected annually by a tire professional
- Be on the lookout for:
 - Cracks
 - Bulges
 - Cuts
 - Irregular or uneven wear

NOTICE

The correct cold inflation pressure is molded into each tire's sidewall.

Always check tire pressure when tires are cold (not driven on for at least 3 hours).
Do not check immediately after towing — heat causes falsely high readings.

Tire Type and Labeling Example

Understanding trailer tire specs is key for safe replacement.

Example Below: ST225/75R15 LRE 655 BM

EXAMPLE <u>ST 225 / 75 R 15 LRE 655 BM</u>		
Label	Meaning	Example Detail
ST	Tire Type: Stands for "Special Trailer"	Trailer-specific use only
225	Tire Tread Width: Width in millimeters	225 mm
75	Aspect Ratio – Height of Sidewall: Percentage of width	75% of the tread width
R	Tire Construction	Stands for "Radial" (most common)
15	Rim diameter in inches	Fits a 15" wheel
LRE	Stands for "Load Range E " (E = 80 PSI max)	80 psi max
655	Load Capacity Per Tire: Carrying capacity in pounds	655 lbs/tire
BM	Manufacturer/Model Code	Black Mod
<p>Always refer to the tire manufacturer's specifications for exact recommendations.</p> <p>Only use tires that meet or exceed the original tire specifications.</p>		

Speed Ratings

Most trailer tires are rated for speeds between 65 and 75 MPH, but this can vary by brand and model. Always check the specific speed rating provided by the tire manufacturer.

Quick Tire Safety Tips

- Check cold tire pressure before each tow
- Use only matching tires (size, load, construction/type)
- Replace trailer tires every 3–5 years, regardless of tread
- Never exceed speed or load ratings
- Avoid high-speed towing in hot weather
- Inspect tires often for wear or damage
- Use proper lug nut torque whenever a wheel is mounted

WARNING

Never exceed the speed rating of your trailer tires or your tow vehicle's tires — whichever is lower.

CAUTION

While Nolan trailers are designed to handle the tire's rated speed, we recommend not towing over 65 MPH. Staying below this speed improves safety and extends the life of your trailer.

Slow down when crossing potholes, curbs, or rough terrain.
Even minor impacts can cause internal tire damage, which may not be immediately visible.

Breaking In a New Trailer

WARNING

Never crawl under a trailer unless it is securely supported by rated jack stands on firm, level ground. If the trailer shifts or collapses, it can cause serious injury or death.

Before Jacking or Inspecting:

- Park on a stable, level surface
- Turn off the engine, remove keys, and set the parking brake
- Chock the wheels on the opposite side
- Loosen lug nuts before lifting
- Only position jack stands under the outer frame rails
 - Do not use the axle for jacking or support
 - Avoid contact with wires, brake lines, or suspension parts

Break-In Maintenance Tips

During the first few uses, inspect:

- Welds, frame joints, and tongue area
- Load balance and proper tongue weight
- Jacking and stabilization practices for safety and long-term durability

Safe Jacking & Stabilization

Use jacks and jack stands for:

- Lifting/stabilizing the tongue or rear during loading/unloading
- Leveling the trailer when parked
- Assisting with hitching/unhitching

Inspecting Welds

Welds are a critical part of your trailer's structure. Over time, heavy loads, rough roads, or improperly secured cargo can stress welds and fasteners.

Inspect Welds:

- At least **once a year**
- Any time the trailer may have suffered an impact or overload.

Look for:

- Cracks
- Rust or discoloration
 - Minor surface rust may not indicate a problem, but should still be monitored or treated.
- Any separation between metal parts

WARNING

Do not attempt to repair cracked or broken welds unless you have the proper training and equipment.

Poorly repaired welds can lead to early failure, causing serious injury or death.

Unauthorized repairs may void warranties.

Contact your trailer dealer for professional repair services.

Tongue Weight Guidelines

Best Practices for Safe Loading

- Distribute cargo evenly side-to-side
- Keep the center of gravity low
- Load heavier items slightly forward of the axle(s)
- Verify tongue weight using a scale or CAT scale

Why Tongue Weight Matters

Too little tongue weight can cause trailer sway, especially at higher speeds or with poor load placement.

Too much tongue weight can overload the tow vehicle's rear, reducing steering and braking control.

NOTICE

The tongue must exert a downward force on the hitch to maintain safe towing. This force—called tongue weight—is essential for stable handling.
Recommended tongue weight:

Bumper Pull Trailers: 10–15% of total loaded trailer weight

Gooseneck Trailers: 15–25% of total loaded trailer weight

Gooseneck trailers are built to carry more tongue weight, distributing it over the tow vehicle's rear axles for better control.

WARNING

Improper tongue weight or poor load distribution can cause loss of control and serious accidents.

Coupling to Tow Vehicle

Before Moving: Secure and Verify

- The coupler is locked onto the correct-size hitch ball
- Safety chains were crossed and attached to the tow vehicle
- Breakaway lanyard connected to the tow vehicle frame
- Lights and brakes tested
- Load properly secured
- Tires, wheels, and jack(s) checked

WARNING

Improper coupling can cause trailer separation, leading to serious injury or death.

Never tow with a mismatched, loose, or damaged hitch ball or coupler.

Improper chain rigging can lead to trailer separation, loss of control, and fatal accidents.

Never tow without working lights or trailer brakes.

Never uncouple a loaded trailer—it can shift, tip, or roll.

1. Pre-Coupling Inspection

Before coupling, inspect all connection points for wear, corrosion, or cracks.

- **Hitch ball:**
 - Clean surface, check for flat spots, cracks, or pitting
 - Ensure the ball size and rating match the trailer

- **Coupler:**
 - Clean surface, check for flat spots, cracks, or pitting
 - Ensure all fasteners are tight
 - Check for proper fit on the ball

2. Coupling the Trailer

1. Raise the trailer tongue above the hitch
2. Grease the ball
3. Remove the safety latch pin and open the coupler latch
4. Back the tow vehicle under the trailer coupler
5. Lower the coupler onto the ball
6. Lock the latch and insert the safety pin

Test Coupling:

- Utilize the trailer jack to slightly elevate the rear portion of the tow vehicle.
 - If the vehicle lifts about an inch, the connection is secure.
- If the coupler won't secure, **do not tow**—contact your dealer.
- Lower the trailer tongue fully so the hitch bears the entire tongue weight.
- Retract the trailer jack completely before towing.

CAUTION

Do not lift the tow vehicle more than 1 inch.
Stay clear of spring-loaded jacks when releasing.

3. Connect Safety Chains

1. Inspect chains and hooks for wear or damage. Replace if needed.
2. Cross chains under the coupler in an "X" pattern
 - Attach only to the vehicle frame or designated loops
 - Hook chains from underneath—not just dropped through holes
 - Provide enough slack for turning, but do not allow chains to drag
 - Never hook chains to removable hitch parts

4. Connect Electrical Cable

1. Plug the trailer's electrical connector into the tow vehicle.
2. Confirm that the tail lights, brake lights, and turn signals work
3. Test trailer brakes using brake controller (if applicable)

5. Attach Breakaway Brake Lanyard

1. Attach the lanyard to the vehicle frame
 - Not to chains, hitch ball, or removable components.
2. Confirm that the breakaway system functions properly before towing.

6. Uncoupling the Trailer

1. Park on firm, level ground
2. Unload the trailer completely while coupled
3. Block trailer wheels with chocks
4. Disconnect:
 - Electrical connector
 - Breakaway lanyard
 - Safety chains
5. Unlock and open the coupler
6. Check that the ground beneath the jack can support the weight
7. Extend the jack to lift the tongue
8. Raise the coupler above the hitch ball
9. Carefully pull the tow vehicle forward

Loading and Unloading

NOTICE

Improperly loaded cargo causes many accidents and fatalities.

Always ensure safe load distribution:

- A low center of gravity
- Even side-to-side weight distribution
- Proper tongue weight (see Tongue Weight section)

Most weight should be on the trailer axles, with the remainder on the tow vehicle's hitch.

WARNING

Do not transport flammable, explosive, or poisonous materials, except for fuel contained in the tanks of equipment being transported.

Never transport people—this is unsafe and illegal.

Always couple the trailer to the tow vehicle before loading
Loading an unhitched trailer can cause tipping or lifting

Loading the Trailer

1. Stabilize the Trailer

- Lower rear stabilizers (if equipped) or place solid blocking under the rear.
- Use wheel chocks on the opposite side, especially on slopes or when loading from one side.

2. Lower Ramps or Gate

- For Equipment Trailers: Remove ramp pins and lower ramps, aligning them with equipment wheels or tracks.
- For Landscape Trailers: Remove pins and lower the gate.

3. Load Cargo

- Place about 60% of the weight forward of the axle(s).
- Keep the center of gravity low and weight evenly distributed (side-to-side).
- Heavy items should sit low and over the axle(s).

4. Secure the Load: See the Securing Cargo section for full guidelines.

- Use rated tie-downs (straps, chains, binders).
- Secure at 4+ points with downward pressure toward the deck.
- Prevent any cargo movement, tipping, or separation.

5. Secure Ramps/Gate

- Raise and lock ramps/gates using pins.
- Raise stabilizers or remove blocking.
- Remove wheel chocks before towing.

WARNING

Stand to the side when lowering ramps or gates

Never crawl under or place your body beneath a tilt-deck trailer

Do not attempt to adjust or service counterbalance mechanisms

Ramps are designed to guide equipment, not support the full trailer load

Unloading the Trailer

1. Stabilize the Trailer

- Park on firm, level ground
- Lower stabilizers or block the rear

2. Prepare to Unload

- Remove tie-downs and restraints
- Lower the ramps/gates carefully

3. Unload Cargo

- Carefully drive or move cargo off the trailer.

4. Secure Ramp/Gate & Finish Up

- Raise and pin the ramps/gate.
- Raise stabilizers or remove blocking.

WARNING

Never unload a trailer unless it is securely coupled to the tow vehicle
Unloading an uncoupled trailer may cause sudden tipping or movement

Stand to the side when lowering ramps or gates to avoid injury.
Never crawl under or place any part of your body beneath a tilt-deck trailer.

Do not attempt to adjust or service ramp counterbalance mechanisms.

Ramps are designed only to guide equipment during loading/unloading—they are not rated to support the full trailer load.

Securing Cargo

- Always use properly rated **straps, chains, ropes, and binders**.
- Inspect tie-down hardware before every use. Replace any components that show signs of wear, corrosion, or damage.
- Tie down cargo at **four or more points**:
 - Use a method appropriate to the load type.
- Ensure that tie-downs apply pressure:
 - Downward and toward the trailer deck.
- Cargo should be loaded and secured to prevent:
 - Movement in any direction (forward, backward, sideways, upward)
 - Tipping or rolling
 - Separation from the trailer

Refer to the **FMCSA Cargo Securement Rules** at www.fmcsa.dot.gov for legal requirements and best practices.

WARNING

Improper cargo securement can cause loss of control, trailer sway, or separation, resulting in serious injury or death.

Always use properly rated and inspected tie-downs.

Trailer Maintenance

Before Each Tow – Minimum Inspection:

Item	Inspection/Service
Breakaway Brakes	Test function (electric or hydraulic)
Breakaway Battery	Check the charge and secure connections
Brakes	Electric: Test function Surge: Check fluid
Brake Shoes & Drums	Adjust as needed
Safety Chains & Hooks	Inspect for wear or damage
Tires	Check pressure (cold); inspect for cracks, wear
Wheels & Fasteners	Inspect and torque lug nuts and hubs

NOTICE

Routine maintenance is critical for safe towing and extending trailer life. Always inspect your trailer before use, especially after impact, an accident, or extended storage. If unsure about any maintenance, contact Nolan Manufacturing or your dealer. Frequent or harsh use may require more frequent service.

First Use & Short-Term Maintenance

Retorque lug nuts/bolts at:

- 10 miles
- 25 miles
- 50 miles
- After any impact or tire change

Adjust brakes:

- Adjust brakes after the first 200 miles of use.
- Continue adjusting every 3,000 miles or as needed.

WARNING

Failure to retighten lug nuts can result in wheel separation, loss of control, and serious injury or death.

Improper torqueing of lug nuts voids the axle warranty.

Monthly Maintenance

Item	Inspection/Service
Pivot Points (if equipped)	Lubricate tilt-deck pivot points.
Hydraulic Components	Lubricate the hydraulic cylinder ends.

Every Year, or 12,000 Miles

Item	Inspection/Service
Brakes	Inspect shoes and drums for wear and scoring. Replace per the manufacturer's instructions.
Drop-Leg Jack	Grease jack gears. Ensure smooth operation.
Frame & Structure	Inspect frame, welds, bolts, and rivets for damage. Repair as needed.
Doors, Ramps, Gates	Inspect and lubricate as necessary. Replace damaged parts.
Axles	Check alignment. Inspect for damage.
Rims	Inspect for cracks or deformation. Replace if damaged.
Wheel Bearings	Disassemble, inspect, and repack. Replace immediately if submerged in water.

First 50 Miles, or 1 Hour of Use

- Check that:
 - The coupler is latched
 - Safety chains are secure and do not drag
 - Cargo is tied down

Document Your Maintenance

Keeping detailed records of inspections, maintenance, and repairs helps support warranty claims, but does not guarantee coverage. Use the Maintenance Log in Appendix A, and bring a copy if service is needed—doing so may speed up the process. Regular maintenance also keeps your trailer safer and in working condition.

Disclaimer

Nolan Manufacturing, Inc. provides this manual for general reference and informational purposes only. It is intended to support dealers in educating trailer users on safe operation and maintenance. This manual is not legal advice and does not guarantee compliance with local, state, or federal laws. Dealers and users remain responsible for following all applicable safety, registration, and operational regulations.

Nolan Manufacturing assumes no responsibility for any misuse or misinterpretation of the information in this manual. This includes, but is not limited to, any damage, injury, loss, or legal consequences arising from reliance on its contents. By distributing or utilizing this manual, all parties—including but not limited to dealers and end users—agree to release Nolan Manufacturing from any liability, claims, losses, or damages arising from its use. Nolan Manufacturing does not guarantee that the information in this manual is complete, accurate, or always applicable. The content of this manual is subject to change without notice. Nolan Manufacturing reserves the right to update, revise, or replace this manual without prior notification.

State and federal laws cited in this manual can change at any time. Dealers and trailer users are responsible for checking the latest regulations in the areas where the trailer is sold or used.

Dealers are responsible for making sure end users receive all required safety information and documentation, and for advising them to follow applicable local, state, and federal regulations. This manual is not intended to serve as the sole source for safety guidance, regulatory compliance, or training.

Trailer Notice

If you believe your Nolan Manufacturing trailer has a defect that could lead to injury or death, report it immediately to Nolan Manufacturing, Inc. and the National Highway Traffic Safety Administration (NHTSA).

If NHTSA receives similar reports, it may launch an investigation. Should a safety defect be confirmed in a group of trailers, NHTSA can mandate a recall and corrective action. Please note, however, that NHTSA does not handle individual disputes between you, your dealer, or Nolan Manufacturing.

To contact NHTSA:

Call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153)

Go online to www.safercar.org

Or you may write to:
Administrator of NHTSA
1200 New Jersey Avenue S.E.
Washington, DC 20590

Commonly Used Terms

NOTICE

Federal regulations require trailer manufacturers to include a glossary of all non-technical terms in their manuals.

To meet this requirement and support user understanding, we've included definitions recommended by the National Association of Trailer Manufacturers (NATM) and additional terms commonly used in trailer production and daily operations at Nolan Manufacturing.

These definitions clarify equipment details, specifications, and trailer features referenced throughout this manual or that you may encounter when working with Nolan trailers.

Accessory weight: The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio, and heater, to the extent that items are available as factory-installed equipment (whether installed or not).

49CFR571.110– S3

Bead: The part of the tire that is made of steel wires, wrapped or reinforced by ply cords, and is shaped to fit the rim. 49CFR571.139– S3

Bead separation: The breakdown of the bond between components in the bead. 49CFR571.139– S3

Battery Box: A mounted compartment on the trailer designed to securely house a battery used for auxiliary power or hydraulic lift systems.

Bias ply tire: A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread. 49CFR571.139– S3

Breakaway Battery: This battery supplies power to operate the trailer brakes if the trailer uncouples from the tow vehicle. Your trailer may use a hydraulic system battery to operate the breakaway brakes.

Breakaway Switch: This switch engages electric brakes if the trailer uncouples from the tow vehicle.

Carcass: The tire structure, except tread and sidewall rubber, which, when inflated, bears the load. 49CFR571.139– S3

Chunking: The breaking away of pieces of the tread or sidewall. 49CFR571.139– S3

Cold tire pressure: The tire pressure recommended by the manufacturer when the tire is not hot from driving. 49CFR575.6(a)(4)(iii)

Cord: The strands forming the plies in the tire. 49CFR571.139– S3

Cord separation: The parting of cords from adjacent rubber compounds. 49CFR571.139– S3

Cracking: Any parting within the tread, sidewall, or inner liner of the tire extending to the cord material. 49CFR571.139– S3

Curb weight: The weight of a motor vehicle with standard equipment, including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine. 49CFR571.110– S3

Dovetail: A rear trailer extension with a sloped design that makes loading low-clearance equipment easier.

Drive-Over Fenders: Reinforced fenders designed to support vehicle weight, allowing you to drive over them for easier loading of wide equipment.

Dual Jack: Two front trailer jacks mounted side-by-side for increased lifting stability and weight distribution.

Extra load tire: A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire. 49CFR571.139– S3

Fenders: Protective coverings over trailer wheels that help prevent road debris from striking the trailer or other vehicles. In many trailers, the outer edge of the fender marks the maximum legal trailer width.

Fork Holders: Specialized brackets or channels designed to secure the forks of a forklift or similar equipment during transport.

Full Width Mesh Ramp: A ramp spanning the entire trailer width, usually with a mesh surface, used for loading large or wide equipment.

Gates: Hinged panels at the rear or side of the trailer that are designed for loading/unloading and often double as ramps.

Jack (Drop-leg or Swivel): A mechanical lifting device mounted near the trailer tongue. Drop-leg jacks offer high-capacity support, while swivel jacks rotate for easier stowing.

Landscape Box: A built-in or bolt-on toolbox designed for storing landscaping tools and small equipment securely.

Mega Ramps: Extra-wide, heavy-duty fold-down ramps that can also serve as a loading deck when folded flat.

Mesh Basket: A ventilated storage basket mounted to the trailer tongue or deck used for securing small tools or cargo.

Mesh on Ramps: Expanded steel mesh welded onto loading ramps to improve traction and reduce weight.

Metal Deck Upgrade: A trailer floor made of steel or aluminum plate instead of traditional wood, offering increased durability and a longer service life.

Non-pneumatic rim: A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and, when a non-pneumatic tire assembly does not incorporate a wheel, attaches, either integrally or separably, to the tire and provides the connection to the vehicle. 49CFR571.129– S3

Non-pneumatic spare tire assembly: A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard. 49CFR571.129– S3

Non-pneumatic tire: A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions. 49CFR571.129– S3

Non-pneumatic tire assembly: A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle. 49CFR571.129– S3

Open splice: Any parting at any junction of tread, sidewall, or innerliner that extends to cord material. 49CFR571.139– S3

Overall width: The linear distance between the exterior sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs. 49CFR571.139– S3

Ply: A layer of rubber-coated parallel cords. 49CFR571.139– S3

Ply separation: A parting of rubber compound between adjacent plies. 49CFR571.139– S3

Pop-Up Dovetail: A spring-assisted or hydraulic dovetail that can be raised flat for more usable trailer deck space.

Pull-Out Ramps: Ramps that slide out from storage compartments under the trailer deck, often found on deckover trailers.

Radial ply tire: A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread. 49CFR571.139– S3

Removable Fenders: Fenders designed to detach for side loading or to accommodate wide equipment.

Side Gate: A gate located on the side of a trailer, used for side loading or easier access to cargo.

Spare tire: A tire intended for temporary use in place of one of the regular tires. 49CFR571.110– S3

Spare Tire Mount: A bracket or structure designed to hold a spare tire on the trailer frame.

Spring Assist: A counterbalance system using springs to reduce the effort needed to lift or lower a ramp/gate.

Stabilizer Jack: A jack mounted toward the rear or sides of the trailer used to prevent tipping during loading or unloading.

Swivel Jack: A trailer jack that rotates into a horizontal position for storage during towing.

Tilt Deck Pivot Point: The hinge or fulcrum on tilt trailers that allows the deck to raise and lower for loading.

Tread: That portion of a tire that comes into contact with the road. 49CFR571.139– S3

Tread rib: A tread section running circumferentially around a tire. 49CFR571.139– S3

Tread separation: Pulling away of the tread from the tire carcass. 49CFR571.139– S3

Treadwear indicators (TWI): Narrow bands, sometimes called "wear bars," that appear across the tread when only 2/32 inch of tread remains. 49CFR571.139– S3

Vehicle capacity weight: The rated cargo and luggage load plus 150 pounds times the vehicle's designated seating capacity. 49CFR571.110– S3

Vehicle maximum load on the tire: The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two. 49CFR571.110– S3

Vehicle normal load on the tire: The load on an individual tire that is determined by distributing to each axle its share of curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2. 49CFR571.110– S3

Void area: The space between two adjacent tread ribs. 49CFR571.139– S3

Wheel Bearings: Components inside the hub that allow the wheel to spin freely around the axle with minimal friction; require regular lubrication and inspection.

Wheel Center Member: In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separable, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separable, to the non-pneumatic tire and provides the connection between tire and the vehicle. 49CFR571.110– S3

Wheel-Holding Fixture: The fixture used to hold the wheel and tire assembly securely during testing. 49CFR571.139– S3

Wheel Hub: The central part of the wheel assembly that houses the bearings and mounts the wheel to the axle.

Winch Plate: A reinforced platform for mounting a winch to aid in pulling cargo onto the trailer.

Appendix A: Maintenance Log

Use this page to record maintenance, inspections, repairs, and service visits.

Keeping detailed records supports warranty coverage
and ensures long-term trailer reliability.

Date / Mileage (Hours)	Service Performed	Notes / Findings	Performed By

Appendix A: Maintenance Log (2)

Date / Mileage (Hours)	Service Performed	Notes / Findings	Performed By

Appendix A: Maintenance Log (3)

Date / Mileage (Hours)	Service Performed	Notes / Findings	Performed By

Appendix B: Resources

Learn More:

- TaskMaster:
 - [Pre-Departure Trailer Safety Checklist](#)
 - [TRAILER TIRES](#)
- National Highway Traffic Safety Administration (NHTSA)
 - [Tire Safety: Everything Rides On It](#)
 - [NHTSA Tire Safety & Savings](#)
 - NHTSA Interpretations: <http://isearch.nhtsa.gov>
- Federal Register
 - Daily Publications:
<http://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR>
- Other Resources:
 - State Law Information: <http://drivinglaws.aaa.com>
 - Code of Federal Regulations:
<http://www.gpo.gov/fdsys/pkg/CFR-2019-title49-vol6/content-detail.html>

Appendix C: Safety Checklist

- Tire Pressure: Check tires on the tow vehicle, trailer, and equipment for proper inflation.
- Wiring: Ensure all wiring is secure, has enough slack, and is free from wear or interference.
- Lights: Test all running, brake, hazard, and turn signals to confirm they work properly.
- Cargo: Secure all cargo to prevent shifting or damage during transport.
- Lug Nuts/Bolts: Tighten lug nuts and bolts to the recommended torque on wheels and attachments.
- Brakes: Inspect brakes on the tow vehicle and trailer for proper operation.
- Component Security: Check that coupler, hitch, drawbar, ramps, gates, and other attachments are secure and properly adjusted.
- Safety Chains: Attach safety chains correctly—crossed under the hitch, secure, with enough slack for turns, but not dragging on the ground.
- Breakaway System: Confirm the breakaway brake system is properly connected to the tow vehicle.
- Jacks & Supports: Fully retract trailer jacks, tongue supports, stabilizers, and similar devices before driving.
- Wheel Chocks & Jack Stands: Have wheel chocks and jack stands ready for safe loading/unloading.
- Visibility: Ensure mirrors provide a clear view around the tow vehicle and trailer.
- Registration & Insurance: Verify all registrations, tags, and insurance for the tow vehicle, trailer, and equipment are current.