



Owner's Manual

Companion 4, 6 and 8.

Companion Trailers Inc.



Changing the way you Travel!

Revision 06/01/06

This Manual contains important and valuable information about the use and Safe operation of your Companion Trailer. Please read it carefully and ensure that you or the user adhere to these instructions. Not only will this assist in the prevention of unnecessary accidents or mishaps, but it will save you money and ensure a long and happy relationship with your Companion.

The Companion:

Companion trailers are family friendly trailers that are small enough to be towed by most vehicles on the road today. They have a simple yet elegant design that makes them functional and easy to use. They allow the user the option of owning a smaller motor vehicle and the comfort of adding space, when needed.

We trust that you will enjoy the new addition to your family and that it gives you many years of safe, reliable service.

Thank you for purchasing a Companion and Travel Safely!

See you on the road!

Louis and Kevin

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Note: Companion Trailers Inc. Reserves the right to change the content of this manual without any notice.

Safe Operating Instructions

As an operator and user of a trailer, it is your duty to ensure that you are familiar with all the Safety Instructions. The following pages will assist you in becoming competent in maintaining and operating a Companion trailer in a safe manner.

So sit back and spend some time getting familiar with the latest addition to your family.

Preparing your Companion for a trip:

Tire Care:

Tire 'inflation pressure' is an important factor in proper handling as well as tire life. Maximum inflation pressure is indicated on the tire side wall and should always be checked when the tire is cold before operation. It's wise to periodically check tires for wear, cuts or other damage and replace as needed. Above all, maintain the tire pressure. Improperly inflated tires will cause them to wear out faster and reduce fuel efficiency.

Wheel Bearings:


Wheel bearings are the heart of trailers. They need to remain airtight and packed with fresh grease. Poorly greased bearings will overheat and deteriorate, creating serious problems if they fail. They should be inspected and repacked at least once a year, depending upon the amount of use. Lay your hand on your wheel hubs after traveling. They will be warm to the touch, but moderate heat is normal. If, however, they feel unusually warm, you may have a problem. Routine maintenance is a good precaution.


Wheel Nuts:

An important safety procedure is to apply and maintain proper 'lug torque' on trailer rims. Too little torque may cause the wheel to wobble or fall off. Wheel nuts/bolts should be torqued after each wheel removal, re-torqued after 50 miles and frequently thereafter. Use 60 cone angle zinc plated nuts or lug bolts and initially tighten to 12-20 ft. lbs. using a cross tightening sequence (1,3,2,4). Finish torquing to 70-80 ft. lbs. Nuts and studs should be clean, dry and not lubricated.

Spare Wheel:

Your Companion is not supplied with a spare wheel. This can be a slight inconvenience should the need arise, so it is a good idea to always keep a can of "Fix-A-Flat®" or similar in your nose cone, "Just in case". The wheels are standard and available at most trailer shops throughout the country. Do not replace the tires with passenger or truck tires! Trailer tires are specially made for trailers and will resist sway. Always replace with the same type of tire as indicated on the VIN plate. For your Companion this is a 4.80 x 12 load rating B or also called 4 ply.

 WARNING:	BEFORE TOWING THE TRAILER:
<ul style="list-style-type: none"> ✓ Make sure All bolts and nuts are tight ✓ Ensure that the Trailer capacity was not exceeded. ✓ Ensure all lids are closed, secured and locked ✓ Ensure tires are inflated to the indicated cold pressure ✓ Ensure the coupler is securely latched to the hitch ball. ✓ Always use a coupler lock that will prevent the coupler from uncoupling from the ball during towing. ✓ Ensure that the safety chains are crossed under the tongue and secured to the frame of the towing vehicle. ✓ Make sure the electrical connection is connected and all lights are working ✓ Screw the Jockey wheel down all the way, till the crank is tight, then raise it to its highest position and secure with the clamp. ✓ Take frequent breaks from driving and visually repeat the inspections. 	

 WARNING	WHEEL NUT FAILURE MAY RESULT IN LOSS OF CONTROL.
Before towing:	
<ul style="list-style-type: none"> ✓ Check tire pressure and adjust if necessary ✓ Check tire and wheel for damage ✓ Check wheel nuts for tightness ✓ Wheel nuts on remounted wheels should be checked the first 10, 25 and 50 miles. 	

Loading your Companion:

Tongue weight:

How a trailer handles down the road depends upon tongue weight. Too much weight will cause the rear of the trailer to sway and make the tow vehicle difficult to control. The tongue weight should not exceed 200 pounds for trailer up to 2,000 pounds. Tongue weight for trailers over 2,000 pounds should be 10 to 15% of the trailer's loaded weight. For your Companion a bathroom scale under the jockey wheel will work well for taking this measurement.

How to load:

When loading, balance the cargo with 60 percent of the weight near the front and evenly distributed from side to side. Start loading your trailer with the heavier items to the front of the cargo space and work your way backwards. The nosecone is ideal for storing the last minute items, or the items to which you need quick access. When camping this is also ideal for all the kitchen ware. Because the trailer is enclosed you do not need to fasten down the load, but always pack items so that they cannot move around during the trip. Always fill up empty space. Empty cardboard boxes are light and ideal for packing material or for filling up empty space. Remember - If you allow heavy items to roll around in the trailer, you could damage the item and cause unnecessary damage to the trailer's body.

Do not overload!

Never overload your trailer. Overloading your trailer could result in loss of control of your vehicle or component failure. Before loading your trailer for the first time you need to verify the load capacity of the trailer. This can be done by weighing the empty trailer and subtracting this number from the Gross Vehicle Weight Ratio (GVWR) as indicated on the VIN plate. The result of this calculation will give you the maximum weight that your trailer can safely carry.

For your safety and that of your family - never exceed this weight.

Close and lock all latches!

Never tow your trailer with the latches to the lids open or unlocked. While towing the force of the wind on a open lid may rip the lids off and cause damage to your trailer and severe injury to your fellow road users. We recommend a small lock of your choice for each latch. Locking the latches will also keep your belongings safe and away from prying eyes.

WARNING DO NOT OVERLOAD!

- Verify the load capacity of your Trailer by weighing the empty trailer and subtracting this number from the GVWR as indicated on the VIN plate.
- This is the maximum weight your trailer can safely carry.
- Never exceed this weight
- Failure to do this could lead to loss of control and serious injury or death.

WARNING ENSURE ALL LIDS ARE CLOSED BY SECURING AND LOCKING ALL LATCHES BEFORE TOWING THE TRAILER.

Towing the trailer with open latches may result in the lids becoming detached from your trailer and causing severe injury to fellow road users.

Coupling your Companion to the towing vehicle:

Make sure your vehicle is suitable:

Although the Companion trailers are small and can be accommodated by most vehicles, you must ensure that your vehicle is capable of doing this. Just because a vehicle has the power to pull a loaded trailer down the road doesn't mean it will be able to haul it up a steep hill, or that the brakes are capable of holding it on a steep incline. Follow your vehicle manufacturer's towing guidelines and never exceed tow limits. Too much trailer weight can cause an accident.

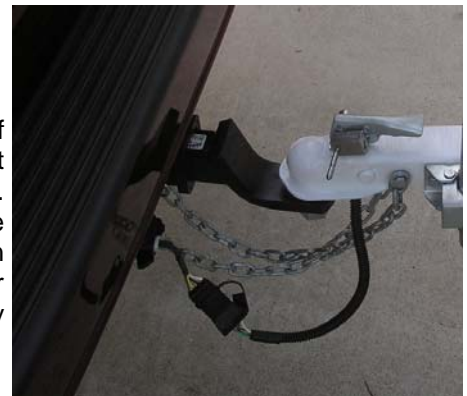
WARNING

UNCOUPLING OF THE TRAILER MAY CAUSE SERIOUS INJURY OR DEATH.

- ✓ Ensure that the ball load rating of your coupling is adequate to accommodate the trailer.
- ✓ Ensure that the ball size is the same as the trailer coupler – 2 inch.
- ✓ Close coupler clamp on the ball and lift upwards on the trailer tongue to test the connection.
- ✓ Lock coupler clamp with pin or padlock.
- ✓ Cross safety chains under trailer tongue and secure to the frame of the towing vehicle.

Tow hitch:

The tow hitch on your vehicle must be suitable to accommodate the weight of the trailer. Make sure that you follow the manufacturer's instructions and that you adhere to the safe loads for which the tow hitch was designed. Overloading a tow hitch could result in failure of the components and the trailer becoming uncoupled from the vehicle. Injuries as a result of this action could have very serious consequences. The ball diameter you will need for your Companion is 2 inch. Ensure that your trailer is as level as possible by fitting a ball hitch with a suitable drop or raise.



Hitching up your trailer:

Make sure that the hitch coupler is secured by lifting the trailer tongue upwards to test the coupling. Safety chains should be properly attached and the electrical plug properly installed.

Secure the trailer:

Keep the safety chains provided on the trailers fastened securely to the tow vehicle in case the hitch fails. Cross the chains under the trailer tongue and allow slack for turning. For additional security, padlock the trailer hitch to the tow vehicle or use a pin lock as shown in the figure. That will also prevent someone from removing the trailer while you're away from the vehicle.

Lift and secure the Jockey wheel:

Ensure that the trailer is properly connected and safety chains attached. Using the crank handle, screw the Jockey wheel all the way up until the wheel is off the ground and the crank handle is hand tight. You might need to stop the wheel from rotating by holding it or putting a foot to it. Do not force the handle - this will shear the pin holding the handle to the jockey wheel and you will need to replace it. Loosen the clamping bracket and pull the jockey wheel all the way upwards and away from the road. The wheel should be facing to the rear of the trailer and snugly against the trailer tongue. This will prevent the wheel from rotating and winding itself down while you travel. Secure the clamping bracket tightly enough to prevent loosening from vibrations. As an extra safety measure, a small safety chain is attached to the trailer tongue. This is for the Jockey wheel. Insert the safety chain through the hole in the jockey wheel fork. Visually check at regular intervals to ensure that the jockey wheel is still in the raised position. Do not lubricate the outer tube or bracket of the jockey wheel as you need a good solid grip between these components.

WARNING

INPROPER SECURING OF THE JOCKEY WHEEL MIGHT LEAD TO DAMAGE OF YOUR TRAILER OR THE PROPERTY OF OTHER ROAD USERS:

- ✓ Ensure that the trailer is properly connected and safety chains attached.
- ✓ Using the crank handle screw the Jockey wheel all the way up until the wheel is off the ground and the crank handle hand tight.
- ✓ Loosen the clamping bracket and pull the jockey wheel all the way upwards.
- ✓ The wheel should be facing to the rear of the trailer and snugly against the trailer tongue.
- ✓ Secure the clamping bracket enough to prevent loosening from vibrations.
- ✓ Visually check at regular intervals to ensure that the jockey wheel is still in raised position.



Please look after your jockey wheel. Do not ramp the jockey wheel over uneven surfaces. This will bend the tubes

or snap the bolts securing it to the trailer tongue. Replacements are costly but can be ordered online.

Ensure the lights are working:

Check the trailer's lights before you drive. Ask someone to stand behind the trailer to make sure the tail lights, brake lights and turn signals are working properly. If signals are dim, there could be a bad connection. An occasional shot of WD-40 into the wiring connector will reduce corrosion. Your companion is fitted with LED lights and if properly cared for, should last for a very long time. Replacement lights are standard and available at most parts dealers.

Towing your Companion:

Get acquainted with your trailer:

When you take your Companion out for its first trip, allow yourself some time to get used to the new sensation of towing a trailer. Very soon you will find your Companion trailer to be very well behaved behind a towing vehicle and easy to tow. Wherever you go it will follow. Never exceed the posted speed limits and always adjust your speed to suit adverse road conditions.

Backing up with a trailer:

Backing up with a trailer does take some practice. It's best to practice in an open area and in a vehicle that allows you to see the trailer through the rear window. Never back up with your vehicle unless you can see the trailer. Since the trailer is so small, it turns very easily and a small adjustment on the steering has a major influence on the direction of the trailer.

Vans, trucks and campers that have obstructed rear views require more practice and the use of side mirrors. If you cannot see the trailer at all due to the size of your vehicle, it is a good idea to fit a small red flag, at the back of the trailer. Use an antenna holder, or similar so that the flag is visible through the rear window. This will spare a lot of guess work: "Is the trailer still there?" Drive slowly and make steering adjustments a little at a time.

Sometimes it is just easier to get out - uncouple the trailer - do the reversing and then hook it back up!

Go wide and slow on turns:

Be careful not to make sharp turns or sudden moves when towing. Companion trailers were designed with a low center of gravity, but making sharp turns at speed must be avoided as this might cause your trailer to overturn. All trailers tend to cut corners more sharply than the tow vehicle which can be dangerous when cutting corners close to curbs, other vehicles and road-side obstructions. Striking solid objects at an angle can cause tire damage, and more importantly, cause you to lose control momentarily.

Swaying:

If for any reason the trailer starts swaying while towing - **Something is wrong** and you should slow down to where you can safely stop and investigate the cause.

DO NOT STEP ON THE BRAKE if your trailer starts swaying! This will cause your trailer to "Jackknife" and could result in serious damage to your vehicle and trailer. Hold the steering wheel steady and ease off on the gas - all the time reducing the speed of the vehicle. Let your vehicle come to a comfortable speed, apply brake slowly and come to a steady stop at a safe place away from traffic.

Swaying can be caused by a flat or blown out tire, seized wheel bearing, a coupling that became disconnected, incorrect loading of the trailer or a load that shifted during traveling. Investigate the cause and rectify before proceeding.

Do not forget about your Trailer:

This sounds really obvious but unfortunately I have seen this happen! The trailer is so easy to tow that you tend to forget that you have something behind the vehicle. I have seen people park their vehicle - go into the store, come back out - get in their vehicle and just back-up without looking! The next thing you hear the terrible sound of a trailer being pushed sideways! This will result in a bent drawbar and serious damage to your trailer and vehicle - not a good way to start a vacation!

Maintaining and Storing your Companion:

Depending on how you purchased your trailer it may come fully assembled or in a crate. To save some space for crating, the wheels are removed and shipped inside the luggage compartment. If this is the case use your car jack and wheel nut wrench to fit the wheels. Use the wheel nuts provided for this purpose. **The wheel nuts should be fitted with the taper towards the rim of the wheel.** To fasten follow the procedure as prescribed previously for torquing the wheel nuts.

It is always a good idea to give your new Companion a good wax inside out, before you use it for the first time. Not only will this get rid of any dirt that might be on it from the factory or shipping, but it will seal the paint and aid in keeping it clean. **We recommend that you fit some kind of protection to the inside of your trailer** to prevent it from becoming too banged up through use. The choice of a liner is personal preference. It will depend on what you are going to use your trailer for. In general - the heavier the use, the heavier the liner. Your choice of liners will also depend on the character that you want it to adopt for your Companion. Suitable liners can range from a simple rubber mat or industrial carpet cut to size, to a lining of 1/4 inch plywood. You might even want to consider a heavy duty spray-on liner, like those used for trucks.

When returning from a trip we recommend that you **clean your trailer thoroughly inside and out before you put it back in storage.** Make sure that you hose off any mud that might be stuck to the under carriage of your trailer, as mud will accumulate moisture and eventually cause rust to form at these places. Your Companion is provided with a 1 inch drain plug in the nose cone and luggage compartment. These are for draining water from these compartments, should you wish to hose them out. Always replace these plugs before your next trip to prevent water from entering your trailer through these holes.

Never store wet equipment or clothes in your trailer. In most cases it will take as little as 24 hours for mildew to form and ruin your equipment. Ensure that your trailer is completely dry on the inside before closing the lids and storing it for any amount of time. Your Companion is made of mild steel and should you store it with the inside wet, or with wet equipment on the inside - it will rust.

Rust is your trailers biggest enemy and the only protection that your trailer has against it, is the coating of paint. To prevent rust from forming, **touch up places where the paint has been scratched or chipped off.** Your local hardware store should have a variety of paint spray cans, that will be suitable for this purpose. Just match the color to your trailer and follow the instructions on the can. Then keep the can handy for the next time you might need it. This is a small investment in a little maintenance that will keep your investment in good condition and prolong its useful life.

Lubricate the locks, hinges and coupler with a shot of WD-40. This will keep these parts in good working condition and free from rust. A shot of the same on the inside of the coupler is also adequate for lubricating the ball during towing and will not ruin your clothing if you accidentally brush up against it.

Do not use your trailer to accumulate garden refuse. Although garden refuse like leaves, twigs and plant material looks dry at the time - it will soon build up moisture and start generating heat. Add some oxygen and you have perfect conditions for rust. Pretty soon all that will be left of your Companion is a set of wheels and a tow bar!

Should you store your Companion outside, it is always a good idea to protect it from the elements with a car cover. **Do not use plastic for this purpose** - plastic will trap moisture on the inside and prolonged storage under this condition will cause more harm than good. Use a cover that "breathes" These covers allow the moisture to evaporate while protecting from UV rays and other adverse weather conditions. Most local Spares or Super stores keep a variety of covers for all kinds of vehicles or boats and can assist you in selecting a suitable cover for your Companion.

Secure your Companion from theft! Unfortunately a Companion Trailer is one of those items that most people want, but not everyone can afford - so needless to say - it seems that some of them tend to get feet and walk away all by themselves! There is a variety of devices available today at little cost, that can help you secure your trailer from theft. Securing the safety chain around a pole with a padlock is a simple way to deter some unwanted company.

General Safety:**Never allow people or animals to travel in or on your trailer!**

Not only is this against the law, but it is extremely dangerous - even for a short distance!

Do not let kids play in the empty trailer!

The lids are not lockable from the inside but neither can they be opened from the inside in case someone should be locked in. Always keep the lids closed and locked to prevent children from playing in the trailer and locking each other in for fun! Your Companion is airtight with the lids closed and people or animals will suffocate under these circumstances.

Never work on traffic side of your trailer!

The lids on your Companion are fitted in such a manner that when you have to pull off to the right-hand side of the road, the access to your trailer will be away from passing traffic. Always pull off the road where it is safe to stop and as far away from the roadway as possible. Do not allow passengers to leave the vehicle unless it is safe and they are away from the roadway and traffic. Always use your vehicle's hazard lights when you have to stop. This will indicate caution to fellow road users.

Secure your trailer wheels so they do not run away!

Companion trailers are not fitted with park brakes so be careful when you uncouple your trailer on an incline or sloped paving. I found that dropping the safety chains in front or behind the jockey wheel, depending on the incline, will keep the trailer from running away on a **slight** incline. Secure the trailer from moving by placing a suitable object, depending on the direction of the slope, behind or in front of the wheels before you uncouple the coupler from the ball. Make sure your trailer is stationary and secure before you remove the safety chains. Ensure that you are able to hold and maneuver the trailer before you remove the object from the wheels. It is always better to have someone to help with coupling and uncoupling the trailer - it might save you a lot of embarrassment by not having to go and fetch your trailer from the neighbor's front yard!

Do not load on top of trailer!

The top of your Companion is not made for loading any goods - goods go inside! There is no way of securing any items to the outside of the trailer and the lid is not designed to take a load. Doing this will not only damage your trailer but it could endanger your fellow road users.

Do not step or sit on top of trailer!

The lids were designed to take the occasional mishap by flexing down and popping right back when you remove the load. However - the top of your Companion is not made for sitting or stepping on. Doing this will damage your trailer and could lead to costly repairs.

Companion 4

The Companion 4 is the Baby of the family. This trailer is small enough to be towed by most vehicles on the road today, but has ample space to fit all the luggage for a family vacation of 4.

NOTE:

This trailer is Not recommended for Motorcycles!



Technical Specifications

Maximum Load	600 lb
Gross Vehicle Weight Rating (GVWR)	1000 lb
Dry weight	400 lb
Overall Length	7 ft
Overall width	60 "
Height	40"
Width luggage compartment	48 inch
Luggage compartment	24 cub ft
Nose Cone	7.5 cub ft
Material	Cold rolled AS 300
Paint	Powder coating
Suspension	Rubber Torsion Axle
Coupler	2 inch

Always consult your Motor Vehicle dealer for the towing capacity of your vehicle and ensure that you have a suitably approved coupling arrangement for the trailer weight you want to tow. Never exceed these specifications and never overload your trailer by exceeding the maximum load limit of your trailer. Not only is this foolhardy, but if you fail to do this, you might be held liable in case of an accident or mishap.

Companion 6

The Companion 6 is the mid size trailer of the family. This trailer is 2 feet longer than the baby brother, but the same in all other aspects. It provides a little more space for the larger family. Towing vehicles should have an engine capacity of at least 2 liters or more.

NOTE:

This trailer is Not recommended for Motorcycles!



Technical Specifications*

Maximum Load	1000 lb
Gross Vehicle Weight Rating (GVWR)	1500 lb
Dry Weight	500 lb
Overall Length	9 ft
Overall width	60 "
Height	40"
Width luggage compartment	48 inch
Luggage compartment	36 cub ft
Nose Cone	7.5 cub ft
Material	Cold rolled AS 300
Paint	Powder coating
Suspension	Rubber Torsion Axle
Coupler	2 inch

Always consult your Motor Vehicle dealer for the towing capacity of your vehicle and ensure that you have a suitably approved coupling arrangement for the trailer weight you want to tow. Never exceed these specifications and never overload your trailer by exceeding the maximum load limit of your trailer. Not only is this foolhardy, but if you fail to do this, you might be held liable in case of an accident or mishap.

Companion 8

The Companion 8 is the Biggest trailer of the family and has ample space to fit all the luggage for a large family.

This trailer is recommended for a towing vehicle with engine capacity of 3 liters or more,



Technical Specifications

Maximum Load	1400 lb
Gross Vehicle Weight Rating (GVWR)	2100 lb
Dry Weight	700 lb
Overall Length	11 ft
Overall width	60"
Height	40"
Width luggage compartment	48 inch
Luggage compartment	48 cub ft
Nose Cone	7.5 cub ft
Material	Cold rolled AS 300
Paint	Powder coating
Suspension	Rubber Torsion twin Axle
Coupler	2 inch

Always consult your Motor Vehicle dealer for the towing capacity of your vehicle and ensure that you have a suitably approved coupling arrangement for the trailer weight you want to tow. Never exceed these specifications and never overload your trailer by exceeding the maximum load limit of your trailer. Not only is this foolhardy, but if you fail to do this, you might be held liable in case of an accident or mishap.

Limited Six Month Warranty

Companion Trailers Inc. warrants each Trailer free of defects caused by faulty workmanship or defects in materials under normal use and service for a period of six months from the date of purchase. During this period, warranty repairs will be made without charge, either by Companion Trailers Inc. or by an authorized repair center. It is the responsibility of the owner of the trailer to notify Companion Trailers Inc. in writing of any defects, which may need to be rectified under this warranty. All warranty repairs must have the prior approval of Companion Trailers Inc. before repairs are commenced. Companion Trailers Inc. will not be responsible for the cost of repairs carried out without their written prior authorization.

Exclusion from Warranty

Neither of these warranties shall apply to:

- Damage caused by accident or through trailer misuse.
- Any action or failure to comply with actions as described in the user manual.

The obligation of Companion Trailers Inc. shall be limited to the repair or replacement of parts, which are judged defective by Companion Trailers Inc. Companion Trailers Inc. will not be liable for costs or charges derived from inconveniences, loss of use, financial or commercial losses howsoever caused. Neither shall Companion Trailers Inc. be liable for shipping, towing or storage charges, inconveniences or loss of time or income, or any other consequential damages of any kind or nature.

Reporting Safety Defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Companion Trailers Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer, or Companion Trailers Inc.

To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (366-0123 in Washington, DC area) or write to:

NHTSA
U.S. DEPARTMENT of TRANSPORTATION
400 7th Street SW, (NSA-11)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

Companion Trailers Inc.

Phone: 682-597 8944
682-597 8948

E-mail: info@companiontrailers.com