



NUGENT

TRAILERS

Trailer:

Serial No:

TRAILER USER'S MANUAL



Manufactured with Pride

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Congratulations on the purchase of your Nugent Trailer. With full type approval (ECWVTA) Nugent Trailers are designed to give many years of reliable service.

The instructions contained within this handbook are provided to enable the user to achieve the best possible service from the trailer and to ensure that the trailer is used safely. Nugent Trailers strongly advise that this handbook is read and clearly understood before the trailer is put into service. If you are unsure of the meaning, or if any procedure is unclear or you require any further information please feel free to contact your local Dealer or Nugent Trailers directly.

The following points are important to adhere to for safe towing of any trailer:

- It is important that the vehicle used to pull the trailer is adequate for the purpose.
- That the engine is large enough to tow the trailer and load.
- That the brakes are powerful enough to stop the vehicle and trailer safely.
- The Gross Trailer Weight does not exceed the Towing Capacity of the towing vehicle.
Make sure the ball hitch/towing bracket on the towing vehicle is of an approved type.

- Never exceed the maximum gross weight shown on the trailer plate.
- Never exceed the recommended towing speed.
- Always check tyre pressure before a journey.
- Always check all lighting equipment is working correctly before a journey.
- Check the wheel nuts after 25 miles (40km) of service and subsequently before each journey.
- Always make use of the breakaway cable.
- Always apply the handbrake when the trailer is parked and when parking the trailer for a long period it is advised to chock the wheels and release the handbrake to avoid the brake shoes adhering to the brake drum surface.
- The bed of the trailer should be level with the towing vehicle. To achieve this it is recommended that provision be made to adjust the towing bracket or ball hitch.
- Except in emergencies, never unhitch the trailer from the towing vehicle. If you have to unhitch with a load on the trailer, take great care. Make sure the jockey wheel is firmly clamped and the handbrake is applied fully; also if on a slope chock the wheels as an added precaution.
- If carrying a load on the trailer always ensure it is securely restrained and regular checks are made throughout the trip. Used correctly, and maintained to this handbook, the trailer should give many years of safe and reliable service.



OPERATING/SAFETY INSTRUCTIONS

COUPLING INSTRUCTIONS

- Wherever possible the vehicle and trailer should be on level ground.
- Always check the condition of the breakaway cable: if it is anyway frayed or kinked, replace before using the trailer.
- Check the ball is clean and the coupling head cup is well greased.
- Make sure the trailer handbrake is fully applied.
- Make sure that the jockey wheel clamp handle is tight and by turning the jockey wheel jack handle, raise the coupling so that it is higher than the coupling ball.
- Now reverse the vehicle up to the trailer so that the coupling head is directly above the towing ball.
- Grasp the locking handle on top of the coupling and pull the trigger backwards with your thumb. Then lift the handle until the automatic coupling mechanism engages and holds the locking handle in the open position. The handle trigger can now be released.
- Lower the coupling head onto the coupling ball by means of the jockey wheel jack handle until the coupling head automatically engages with the towing ball.
- Make sure the hitch is attached securely by trying to lift the coupling off the ball with the jockey wheel.
- Withdraw the jockey wheel, taking care that the wheel is wound up fully and positioned well clear of the brake linkage as follows:
 - Before releasing the clamp, make sure the jockey wheel is wound up to its full height.
 - Release the clamp.
 - Lift jockey wheel stem and tighten the clamp with the wheel facing the front and in contact with the inside of the drawbar channel.
- Check the condition of the breakaway cable and attach to the towing vehicle ensuring the cable is free from knots.
- Next, attach the light kit from the socket on the trailer to the socket on your vehicle and check all the lights and indicators are working properly.
- Release the trailer handbrake.

TOWING SPEED

Speed limits:

The maximum speed for a car towing a trailer is 60mph (100kph) on motorways and dual carriageways and 50mph (80kph) on other roads (providing, of course, there is no lower speed limit in force at the time). Vehicles are prohibited from using the overtaking lane of a three-lane carriageway whilst towing.

The above are maximum speed limits but the user is strongly advised that speed is reduced when transporting livestock or any unevenly distributed load.



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TYRES

It is very important to maintain tyre pressure at the required pressure. If the pressure gets too low then it will adversely affect handling and fuel consumption and will lead to premature wear. If seriously below par, a tyre will overheat and fail very rapidly. When a tyre does wear down it is very important it is replaced with the same size and load/ speed index rating as the one that is already on the trailer. This information will be moulded onto the tyre sidewall e.g. 185/70 R 13C. Use of a tyre with a lower rating can be dangerous. Trailer tyres have to comply with exactly the same policy for conditions and thread depth as those for cars and light vans. Radial and Cross Ply tyres must not be mixed on the same axle.

PARKING

Parking the trailer on level ground or downhill:

- Apply both the vehicle and trailer handbrakes.
- Remove the light plug from your vehicle socket and stow away in a safe position.
- Release jockey wheel clamp and lower the jockey wheel to the ground.
- Firmly re-tighten clamp by hand.
- Turn the jockey wheel jack handle so that it raises the coupling free of the coupling ball.
- Detach the breakaway cable.

Parking the trailer facing uphill:

- Apply both the vehicle and trailer handbrakes.
- Then return to the towing vehicle and release the handbrake. The trailer should then roll back a few inches as the handbrake applies the brakes, overriding the auto-reverse system.
- Re-apply the towing vehicle handbrake.
- Check the trailer handbrake is fully applied.
- Remove the light plug from your vehicle socket and stow away in a safe position.
- Release jockey wheel clamp and lower the jockey wheel to the ground.
- Firmly re-tighten clamp by hand.
- Turn the jockey wheel jack handle so that it raises the coupling free of the coupling ball ensuring all the trailer wheels remain in contact with the ground.
- Detach the breakaway cable.

NEVER DETACH THE BREAKAWAY CABLE BEFORE UNCOUPLING THE TRAILER.



OPERATING/SAFETY INSTRUCTIONS

If the trailer is to be parked for a long period, it is worthwhile to chock the wheels and release the handbrake to avoid the possibility of the brake shoes adhering to the brake drum surface.

TRAILER LOADING

Loads must be securely tied down or restrained. There must be no load projections outside the trailer that might cause danger to other road users.

Wherever possible, loads should be evenly distributed across the trailer and positioned in such a way as to keep the nose weight within the recommended limits. (Refer to the manufacturer's recommendation and/or the nose weight limit of your vehicle).

If uneven loads have to be carried, ensure that individual wheels/axles are not overloaded. To achieve this it may be necessary to reduce the overall load.

NOTE: Good towing practice should always take into account the inevitable effects on vehicle handling, braking and general stability of towing a trailer behind the vehicle.

Check weight distribution.

The most significant risks associated with poor loading/weight distribution are:

Loss of steering control caused by loading behind the centre of gravity: this is very likely to cause snaking.

Loss of overall control and potential damage to the towing vehicle caused by excessive loading in front of the centre of gravity. This causes vehicle steering to be less effective, giving under steer and with front wheel drive vehicles, causing loss of traction.

Excessive nose weight is likely to place unacceptable stresses on the tow bar and on its mounting points on the vehicle.



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Loss of stability caused by loading too heavily on one side or the other.

Dangerous loss of stability when loads are loose and move around. Danger of loads parting from the trailer.

Load shooting forward when the outfit brakes. This is particularly acute if the load consists of planks, bars etc, laid in line, front to back. There is a very significant danger of light items being lifted out of a trailer by the slipstream. All items should be secured.

Loading practice should, therefore, take into account:

- Secure restraint
- Recommended nose weight
- Weight distribution and balance

LOADING SKIDS / RAMPS

Great care should be exercised when using loading skids/ramps.

When unloading or loading make sure it is carried out on level ground.

Have somebody on hand for assistance.

Make sure that the skids/ramps are positioned correctly, with the lower ends on firm, level ground, parallel with the trailer and in line with the centre of the tyres of the vehicle to be loaded/unloaded and that the skid top angles are in contact with the trailer rear cross member over their full width(see Fig.8).

The assistant should stay well back during loading/unloading.

Take sufficient time and continuously check that the vehicle is correctly positioned.

For loading vehicles under their own power, the ladder type skids/ramps are more suitable, whereas winching will normally be easier with the flat type.



OPERATING/SAFETY INSTRUCTIONS

TRANSPORTING LIVESTOCK

The following points should be followed when transporting livestock:

- Plan the journey beforehand, avoiding unnecessary delays
- Check each animal for fitness to travel before loading.
- Load, transport and unload animals calmly and without rushing.
- Do not over-stock the trailer.
- Full use should be made of partitions to prevent animals being thrown about by the motion of the vehicle and for the safe towing of the trailer. This is one of the provisions of the Transit of Animals (Road & Rail Order) 1975 (S.I. No. 1024) for the protection of animals during transit and permits the following maximum pen lengths;

Sheep, pigs, goats	3.1m (10'2")
Calves	2.5m (8'2")
Cattle	3.7m (12' 1½")

- Animals should be allowed sufficient floor space and adequate fresh air circulation.
- Drive carefully with consideration for the animals avoiding sharp braking, accelerating, and cornering.
- If necessary, stop and check the animals during the journey.
- Do not load incompatible animals in the same pen, for example horned and un-horned cattle.
- Do not leave the animals unattended in the trailer for long periods of time.

SERVICE AND MAINTENANCE

PRECAUTIONS

The correct assembly and adjustment of all equipment is critical to the safe operation of the trailer. Therefore the procedures must only be carried out by competent and trained personnel. It is advisable to wear suitable protective equipment such as safety glasses, gloves and face mask.

All procedures should be carried out with the trailer on level ground with either the parking brake applied or wheel chocks front and rear. In addition the drawbar should be supported with the trailer horizontal.



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HUB BEARINGS

Place the trailer on stands with all wheels free.

NOTE: The handbrake lever should be secured in the off position:

- 1.0 Rock the road wheel to see if there is play in the bearing – see point '6'.
- 2.0 Remove the wheels and hub cap. Slacken the brake adjuster bolt if needed.
- 3.0 Remove the axle nut, this may be a castellated nut retained with a split pin or alternatively it may be a high torque nut.
- 4.0 Remove the brake drum (hub pullers may be required) taking care not to displace the bearings. **WARNING!** Avoid inhaling brake dust. Do not use a compressed air line to clean the drum.
- 5.0 Carefully remove the dust using a small brush.
- 6.0 Check the condition of the brake drum, replace the drum if deep score marks are visible. Unitised bearings (used on Nugent LS126 and LS146 livestock and GP64 trailer hubs) are a single non-adjustable assembly with integral seals. If the check at point '1' above indicated excess play in the bearing then the bearing unit should be pressed/drifted out having removed the retaining circlips and replaced as follows:
 - 6.1 The new bearing should be pressed/gently drifted into place ensuring that it remains square to the bore and seats against the shoulder, the circlips are then re-fitted.
 - 6.2 Fit the drum to the axle shaft and tighten the nut to the correct torque (280 Nm).
Note: This type of bearing uses a very high torque nut which may only be used twice so if history is not known it must be replaced.
- 7.0 Individual taper roller bearings comprise inner and outer bearings and a separate seal. These are adjustable but before adjustment is carried out the condition of the bearings must be identified.
 - 7.1 Wash grease and oil from the bearing with a suitable solvent, inspect each roller, inner and outer races. If any pitting, damage or corrosion is present then the bearing must be replaced. **NOTE.** If any one part shows damage or wear it is advisable to replace all bearings in the hub and fit a new oil seal.
 - 7.2 Using a brass drift carefully drive out the outer races working around the circumference.
 - 7.3 Clean the hub and carefully tap in the new bearing outer races with a brass drift. Ensure bearings are seated against the shoulders.
 - 7.4 Grease the bearings and fit with a new seal. Force grease into the bearing between each roller, apply a light coat of grease to the bearing races.



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- 7.5 Fit the drum to the axle shaft and tighten to 70Nm torque rotating the Drum slowly. Loosen the nut, do not rotate the drum and finger tighten the nut, back off to the first castellation and fit a new split pin.
8. Refit the hub cap and replace wheels. Check for excessive play at the wheel rim and repeat 7.5 if necessary.
9. Adjust the brake linkage (refer to adjustment procedure outlined later in this manual).

BRAKES

Replacing Brake Shoes:

Place the trailer on stands with all wheels free.

NOTE: The handbrake lever should be secured in the off position: It is recommended that the brake shoes are replaced in axle sets.

1. Remove the wheels.
2. Remove the hub cap.
3. Slacken off the brake adjuster bolt until free.
4. Remove the axle nut, this may be a castellated nut retained with a split pin or alternatively it may be a locknut.
5. Remove the brake drum (hub puller may be required) taking care not to displace the bearings. **WARNING!** Avoid inhaling brake dust. Don't use an airline to clean the drum. Carefully remove the dust using a small brush.



Fig. 1



Fig. 2

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6. Check the condition of the brake drum; replace the drum if deep score-marks are visible.
7. Undo the locknut on the brake rod (front to rear) adjacent to the compensator. Slacken the second nut on the brake rod. Remove the half shell from the backplate and detach brake cable.
8. NOTE: Record the orientation of the brake shoes and springs on the backplate to ensure that the new shoes and springs are replaced in the same position as the old. See Fig. 1 (left hand) and Fig. 2 (right hand) for reference to Knott 200x50 brake (others similar).
9. With care and using a suitable lever, lift sliding shoe carrier away from expander. Extract expander and retain.
10. Remove brake shoe retaining spring taking care to retain the spring. Keep plate or pin at the rear of the backplate where fitted.
11. Lift off whole brake shoe assembly from backplate. Take care not to lose the two adjuster wedges.
12. Examine the components and springs, replace any damaged parts. Clean the mechanism and ensure that all parts are free to move. NOTE: Do not lubricate.
13. Re-fit springs to new shoes.
14. Locate shoes onto the backplate and position onto the adjuster wedges or cam block.
15. Re-fit retaining springs.
16. Locate expander into position on fixed shoe.
17. With care and using a suitable lever, position the expander between the shoes and release the lever.
18. Attach brake cable and refit the half shell.
NOTE: Always replace the brake cables if they show sign of wear, stiffness, damage or fraying.
19. Re-fit the drum and bearing. Replace the split pin or lock nut dependent on which type of nut is used. Generally speaking if a split pin and castellated nut is fitted the axle nut must be adjusted to allow the correct bearing clearance. When the locknut is used it is normally tightened to a pre-determined torque. (See Hub Bearing Section above).
20. Refit the hub cap.
21. Repeat the procedure on the other drum(s).
22. Replace wheels.
23. Follow the brake adjustment procedure below.



OPERATING/SAFETY INSTRUCTIONS

Brake Adjustment:

NOTE: When adjusting the brake drum only turn the wheel in the direction of forward rotation. Ensure that the coupling drawtube is fully extended and that there is no tension in the brake rod or cables.

1. Turn each wheel in the direction of forward rotation. Turn the brake adjuster bolt clockwise until some resistance is felt as the brake shoes begin to grip the drum, then slowly turn the brake adjuster bolt anticlockwise until the wheel begins to rotate freely again.
2. Turn the nut on the brake rod until the nut is in contact with the compensator.
CAUTION! Do not over-tighten as this will cause the brakes to drag and overheat.
3. WARNING! Double check that everything has been re-assembled with all fasteners secure. Operate the handbrake several times to ensure that the compensators are seated. Check the travel of the individual brake cables. This should be 2-5mm. If not re-adjust the brake as appropriate.
4. With the handbrake engaged, turn each wheel in the reverse direction. They should turn a little and then lock as the auto-reverse mechanism operates.
NOTE. As each wheel is turned there will be a rearward movement of the handbrake lever as the energy store operates. This action should occur once on the rearward turn of each wheel. If any wheel fails to lock there is too much slack in the system.
5. Check the compensators are at 90° to the brake rod with the brakes applied in forward and reverse. Misalignment can be corrected through adjustment of the cable locking nuts. This is particularly important if a new cable has been fitted.
6. Operate handbrake and leave on. Lower the trailer to the floor and recheck the tightness of the wheel nuts.
7. Please note the brakes will not be 100% effective until the new linings have bedded in.
8. The brake adjustment should be rechecked after a short journey.

WARNING! The drums may be hot.



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Removal and Replacement of a Brake Cable:

Place the trailer on stands with all wheels free.

NOTE: The handbrake lever should be secured in the off position.

1. Undo the locknut on the brake rod (front to rear) adjacent to the compensator. Slacken the second nut on the brake rod.
2. Remove the nut from the cable inner and the nut retaining the outer to the bracket. Take note of any washers and orientation of domed nuts. Remove the half shell from the backplate and detach brake cable. Withdraw the cable assembly.
3. Attach the new brake cable to the expander in the hub and refit the half shell. Thread the new cable into position, secure the outer with its nut and thread the nut on the inner to approximately the position noted on the old cable. NOTE: This procedure covers just the brake cable replacement, Nugent Trailers would always recommend that a full brake adjustment is carried out including hub adjustment.
4. Follow the brake adjustment procedure starting at item 2.

BREAKAWAY CABLE

Removal:

It is important to ensure that the handbrake lever is prevented from operating.

The handbrake should be released and the handbrake lever should be secured in the off position to prevent the handbrake lever operating.

Remove the existing cable from any guides taking note of the route.

Where a coil fitting is used on the handbrake use pliers and screwdriver to prise the coils of the retention ring apart and remove the ring from the handbrake lever.

Where a clevis and pin fitting is used on the handbrake remove the split pin and withdraw the clevis pin.



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Refitting:

WARNING! Always use the correct Type Approved replacement from the manufacturer as an incompatible cable will fail to operate the handbrake mechanism correctly.

For the coil fitting use pliers and screwdriver to prise the coils apart and fit the ring to the handbrake lever. Check that the cable is free to move on the ring.

For the clevis fitting insert the clevis pin and retain it with the split pin provided.

In all cases thread the cable through the guides.

Operation:

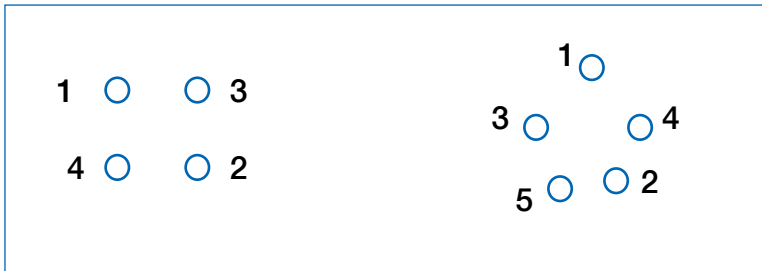
1. Ensure that the cable passes through any guides provided. This is important to ensure that the cable operates under the widest range of circumstances.
2. Check that there is no damage or fraying prior to use.
3. Secure the cable to a suitable point on the tow vehicle, refer to the vehicle or tow bar manufacturers specifications for the location.
4. Ensure that the cable is not pulled tight during articulation of the trailer and remains clear of the ground.

FITTING WHEELS

Ensure wheel stud threads and wheel-seating surfaces are clean and dry.

Place wheel over locating rim on the hub.

Slightly tighten each nut initially and then fully tighten following the sequence shown.



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WHEEL BOLTS SHOULD BE CHECKED AFTER FIRST 25 MILES (40km) OF SERVICE AND BEFORE EACH SUBSEQUENT JOURNEY.

TYRES

Thread;
The same laws apply to trailers as apply to vehicles, so ensure that there is sufficient tread to last until the next service, i.e. Minimum 1.6 mm for the centre three quarters of the tread for the whole circumference.

Check for any cuts, bulges or any other damage. Care should be taken i.e. Wear gloves, in case any screw heads, pieces of glass or tyre steel ply wires are protruding from the tyre carcass.

Check for any uneven tyre wear that might indicate damage to the suspension, incorrect tyre pressures or wheels being incorrectly balanced.

Check tyre pressures.

Punctures have to be inspected and repaired by a specialist tyre distributor. Do not fit tubes to tubeless tyres as this can lead to a “blow out” in the event of a further puncture. If the tyre is too severely damaged for a repair to be carried out, the tyre must be replaced.

GENERAL MAINTENANCE

This should be carried out as per the maintenance schedule detailed in Appendix 2.

- Wheel hubs: Repack with grease after bearing change. Damaged or missing hubcaps should be replaced as soon as possible.
- Leaf springs/spring hangers: no lubrication is necessary
- Check the tightness of the self-locking nuts on the U-bolts every 2,500 miles.
- Brake linkage: All moving parts should be greased or oiled every 2,500 miles



OPERATING/SAFETY INSTRUCTIONS

COUPLING AND JOCKEY WHEEL

The general condition of the overrun coupling unit and jockey wheel should be checked every 2,500 miles. Check for damaged or worn parts and these should be replaced immediately. Lubricate the wheel spindle and screw thread every 5,000 miles. To reduce the wear on your towing ball and coupling head, clean out the cup in the coupling head monthly and apply new grease.

Follow these next few points every 2,500 miles:

- Coupling mounting bolts - check for tightness
- Coupling head bolts - check for tightness.
- Coupling head - using a 50mm test towball (to meet BSAU 113c it must be between 49.61mm and 50.00mm) check that it locates and locks correctly in the coupling head and that any wear/location indicators are functioning (see below). Lubricate the mechanism and lightly grease the inside of the coupling socket.
- Draw tube - check, by moving the shaft up and down, that the bearings that support the draw tube are not worn.
- Drawtube gaiter - check for splits and tears. Replace if damaged.
- Damper - with the handbrake off and wheels chocked, push the coupling in. If it does not move or goes in with no resistance and does not push itself backout, it must be worn and should be replaced. It should move in steadily with uniform resistance.

N.B. it is essential that the correct specification of replacement damper is used.

- Handbrake- check the action for correct movement. Lubricate the pivots.
- Grease nipples - apply a grease gun to nipples on top of the housing, ensuring that a liberal amount of grease is applied.
- Breakaway cable - check for kinks, fraying, operation of the clip and that the cable securely attached to the “burst” ring.

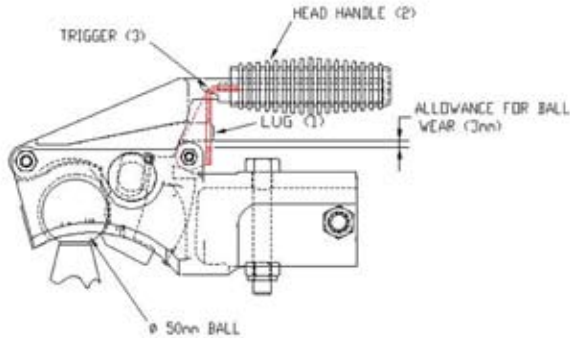
Checking the coupling head for excessive wear:

To check if either the vehicle's tow-ball or ball coupling is excessively worn follow the following procedure:

Once coupled together if the square lug (1) at the rear of the head-handle (2) is resting on the bottom of the slot in the trigger (3) either the coupling head, or the tow ball, or both are worn.



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If so, check further by using a new 50mm ball. If the lug remains at the bottom of the slot the coupling head is excessively worn and should be replaced. However, if the lug is now riding noticeably higher up the slot the original 50mm ball should be replaced.

NB. If it is necessary to replace the coupling head remember to carry out the first check once more as the 50mm ball may need replacing as well!

GALVANIZED FINISH

Hot-dip galvanizing is the process of coating steel with a thin zinc layer, by passing the steel through a molten bath of zinc at a temperature of around 460 °C. All Nugent trailers are galvanized to prevent rust and extend the trailers working life. Galvanizing creates a protective outer layer that protects the steel from wear and rust.

As part of the natural ageing process galvanized surfaces form an outer layer of oxide which protects the reactive outer layer of zinc and underlying steel from further corrosion. The appearance of the trailer will be between bright silver to a dull grey. If the trailer is exposed to road salt this can alter the appearance of recently galvanised surfaces to grey or black with white or grey deposits. This does not affect the protective properties of the finish but it would be good practice for the user to wash the trailer regularly, especially during the winter months.



OPERATING/SAFETY INSTRUCTIONS

SECURITY

Each trailer is security marked. The serial number will be stamped onto the identification plate on the drawbar as well as stamped onto the chassis leg or drawbar, but as an added means of supporting the police in making a positive identification we recommend that the trailer is marked with the end users personal mark.

For additional security, various types of coupling locks and security mechanisms are available on the market.

SPARE PARTS

Spare parts for Nugent Trailers are readily available.



Please consult your Nugent Trailer Dealer for details and prices.

It is in the interest of the customer to use spare parts manufactured and supplied by Nugent Trailers. Parts not so supplied, may not be relied upon for correct material, dimension or finish. Nugent Trailers cannot therefore be responsible for consequential damage arising from the use of such unapproved spares, and the Guarantee will become invalid.

Appendix 1: Fault Diagnosis and Remedies

FAULT	POSSIBLE CAUSE	REMEDY
Brakes Overheating	Wheel brakes over adjusted	Adjust correctly
	Wheel brake dirty/rusty	Clean and re-set
	Handbrake not releasing or left on	Check mechanism and adjust
	Brake cable(s) kinked	Check and replace
	Drawtube dirty and/or bent	Clean/grease or replace
Braking effort weak	Overrun lever/brake lever sticking and/or bent	Grease or replace
	Wheel brakes not adjusted	Adjust correctly
	Brake linings glazed or contaminated	Clean or replace and re-set
	Incorrect clearances in system	Check and re-set
Reversing difficult	Drawtube dirty and/or bent	Clean/grease or replace
	Braking system set too tight	Check and re-set
	Braking system set incorrectly	Check and re-set to eliminate excessive travel
Uneven or jerky braking	Too much play in braking system	Check and re-set
	Worn damper in overrun	Replace
	Faulty components in wheel brake	Check and replace
	Ovality in drum	Check and have skimmed, or replace
	Wheel brakes unevenly adjusted	Check and re-set
	Brake cable(s) kinked	Check and replace
	Brake linings contaminated	Check and replace
	Excessive nose weight	Check and adjust load
Banging from overrun when braking	Damper resistance completely gone	Replace. Then adjust brakes
Difficulty coupling and uncoupling	Coupling head mechanism dirty or damaged	Check and clean or replace
	Towball dirty	Clean and, if necessary, grease
	Towball damaged	Check and replace
Excessive play between coupling head and towball	Coupling head worn	Replace
Trailer "Snaking"	Incorrect nose-weight on trailer	Adjust load to give between 50 and 100Kg "Nose-Weight" on trailer coupling (unless trailer is very light)

Appendix 2: Maintenance Schedule

MAINTENANCE PROCEDURE	FIRST 2000KM (1200 MILES)	EVERY 4000KM (2500 MILES)	EVERY 16000KM (10000 MILES) OR 1 YEAR	WEEKLY
UNDERBODY				
Check and Adjust Brakes	*	*	*	
Grease Linkages and Cables		*	*	
Grease and Check Coupling		*	*	
Check Tyre Pressures				*
Check and Grease Hubs			*	
Check Wheel Nut Tightness	*		*	
Check Tyre Tread Depth			*	*
Check Hub/Wheel Bearing Adjustment	*		*	
Remove Hubs-Check Brakes, Wheel Bearings			*	
Check Spring U-Bolt Nut Tightness	*	*		
ELECTRICAL				
Check 7 Pin Plug			*	
Check Lights			*	*
Check Cable Connections			*	
Check Reflectors			*	
GENERAL				
Lubricate Crib Hinges			*	
Check/lubricate taildoors, ramps, gates, cribs			*	
Check Floor Sheeting				*

THE NUGENT GUARANTEE

Subject to hereunder provided, the Sellers undertake to correct either by repair, or at their election, by replacement, any defect of material or workmanship which in any of its goods within twelve months after delivery of such goods to a first user, with the exception of contractors or commercial users when warranty period is six months.

The term 'goods' when used in this document means the article or articles described in invoice as sold by the Sellers but does not include equipment or proprietary parts or accessories not manufactured by the Sellers. The Sellers, however, undertake to pass on so far as they legally can, to the first user the benefit of any warranty given to the Sellers by the suppliers of such equipment, parts or accessories. The understanding shall not apply to:

- a) Any goods, which have not been sold by the first user.
- b) Any goods which have been damaged by unfair wear and tear, neglect and improper use.
- c) Any goods the identification marks of which have been altered or removed.
- d) Any goods which have not received the basic normal maintenance such as tightening or proper adjustment of fittings and normal lubrication.
- e) Any goods which have been altered or repaired other than on instruction or with having written approval by the Sellers.
- f) Any second-hand goods or part thereof.

Any allegedly defective part or parts returned to the Sellers must be sent carriage paid. No claim for repair or replacement will be entertained unless, upon discovery of the alleged defect, written notification is sent to the Sellers giving, at the same time, the name of the Buyer from whom the goods were purchased and the date of purchase together with full details of the alleged defect and the circumstances involved, also the serial number of the trailer etc.

The Sellers shall be under no liability to their Buyers and first and subsequent users of their goods or to any other persons for loss or damages howsoever arising out of, or in any way connected with or arising from the manufacture, sale, handling, repair, maintenance, replacement or use of its goods or the failure of malfunction of any of its goods.

Representation and / or warranties made by any person (including Buyers and employees and other representatives of the Sellers) which are inconsistent or conflicting with these conditions are not bonding upon the Sellers unless given in writing and signed by a Director of the Sellers.

CLAIMS PROCEDURE

If you wish to make a claim under guarantee:

Immediately, stop using the trailer.

List the details of the trailer and damaged items.

Consult with your supplier and have him forward your claim and the damaged item to Nugent Trailers.

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Manufactured with Pride

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