Good Trailers Owner’s Manual

Updated: September 18, 2025

Good Trailers / GoodMFG / Good Modular Structure products are protected by patents, including U.S. Pat No. 12,311,721.

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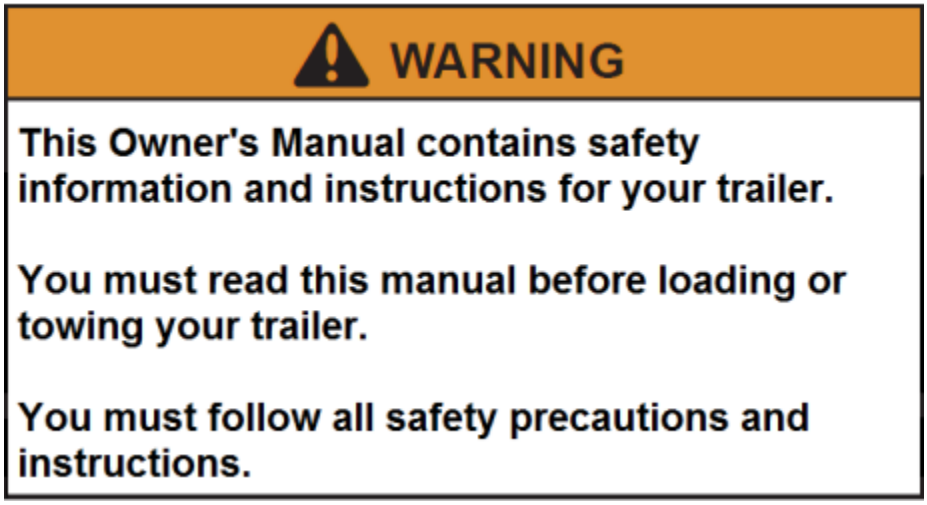
Introduction

Welcome to GoodMFG™!

Thank you for choosing GoodMFG™! We've spent years designing and perfecting our trailers for optimal performance, and we're excited to have you join the GoodMFG™ family.



To get the most out of your new trailer, please take a moment to review this user manual for our recommended practices and safety tips. We want to help you make the most of your new Good Trailer, and we're here to answer any questions you may have along the way.

Date of Purchase	
VIN	
Gross Vehicle Weight Rating (GVWR)	
Gross Axle Weight Rating	
Tire Size	
Tire Cold Inflation Pressure	

About This Manual

The following Owner's Manual will help you become better acquainted with your new Good Flatbed Trailer and the safe operation of the trailer in conjunction with your tow vehicle.

- This owner's manual contains safety information and instructions for your trailer.
- Read the entire manual and heed all caution and warning information before operating your trailer.
- The owner should review the manufacturer's limited warranty and the limited warranty of all other component manufacturers.

Contact Info

All of our trailers are made with parts from different manufacturers. Some of those parts come with their own separate instruction manuals. Make sure you keep all of the manuals that come with your trailer at all times. If you do not have a manual or this manual says that you need to read another manual and you don't have it, contact GoodMFG™, Inc.

Safety Information

Safety Alert Symbols & Signal Words

An owner's manual providing general trailer information cannot cover all of the specific details necessary for the proper combination of every trailer, tow vehicle, and hitch. Due to these limitations, it is imperative that you read, understand, and follow the instructions given by your tow vehicle and trailer hitch manufacturers, alongside the instructions this manual provides.

Our trailers are built with components produced by various manufacturers. Some of these items have separate instruction manuals. If this user manual refers you to another manual that you do not have access to, feel free to email GoodMFG™ at customerservice@goodrv.com for a free copy.

The safety information in this manual is denoted by the safety alert symbol: ⚠

The level of risk is indicated by the following signal words:

⚠ **DANGER** ⚠
DANGER – Immediate hazards which WILL result in severe personal injury or death if this warning is ignored.

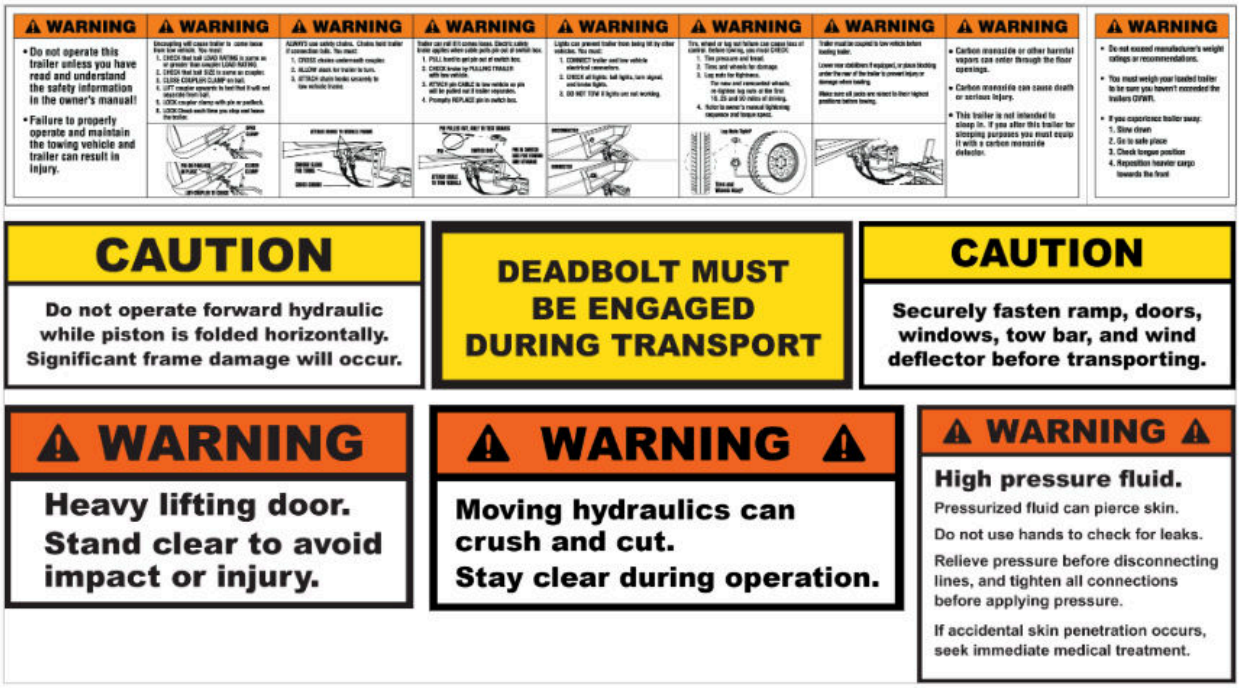
⚠ **WARNING** ⚠
WARNING – Hazards or unsafe practices which COULD result in severe personal injury or death if this warning is ignored.

⚠ **CAUTION** ⚠
CAUTION – Hazards or unsafe practices which could result in minor or moderate injury if this warning is ignored.

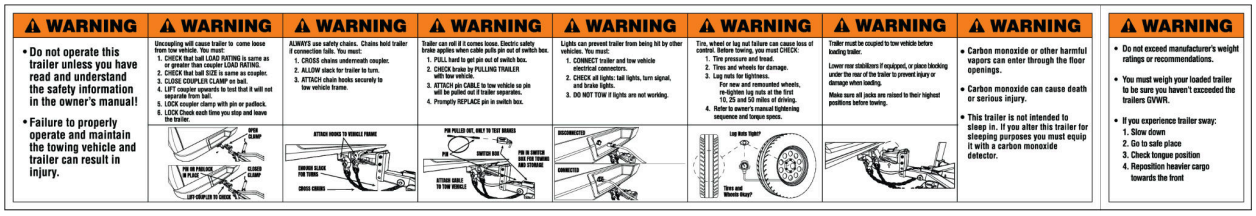
⚠ **NOTICE** ⚠
NOTICE – Practices that could result in damage to the trailer or other property.

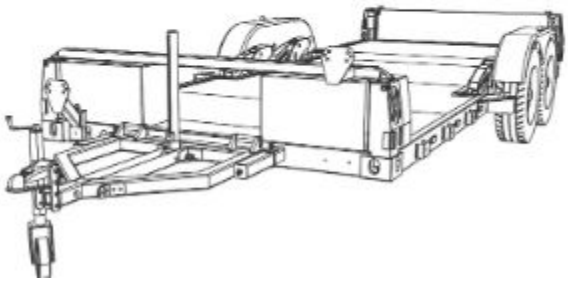
Safety Warning Labels on Your Trailer

Here is an overview of the safety labels you'll find on your Good Trailer.

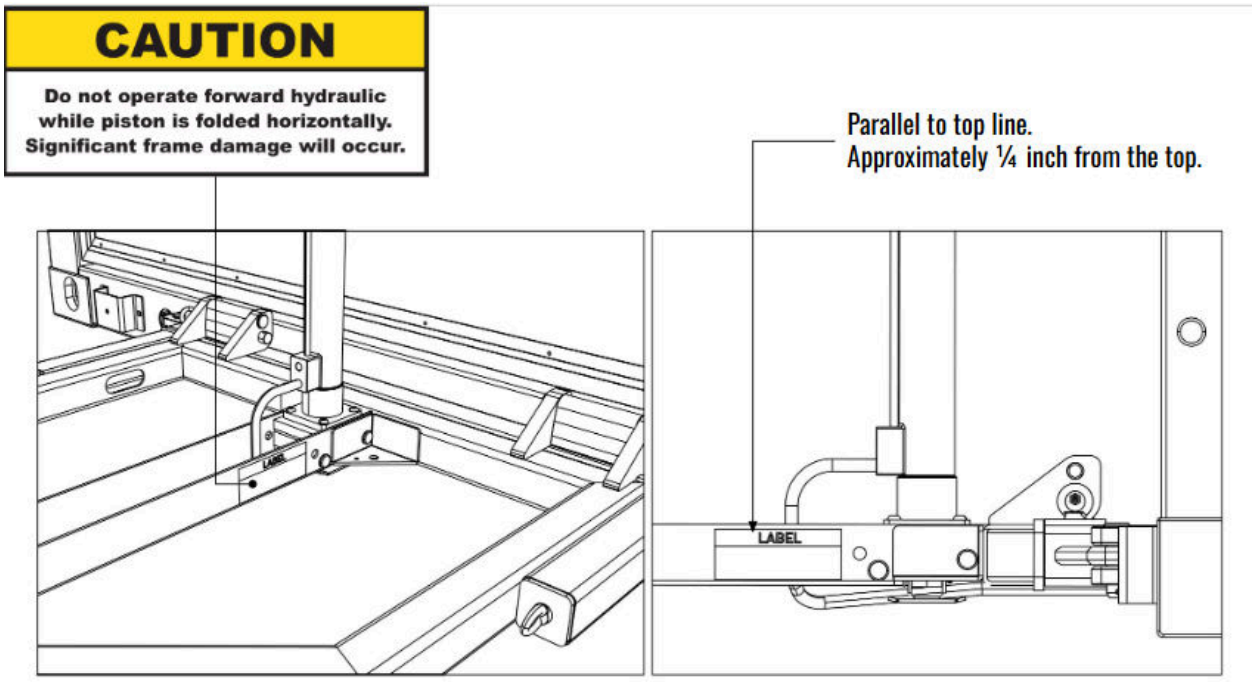


These are your Tow Bar labels.

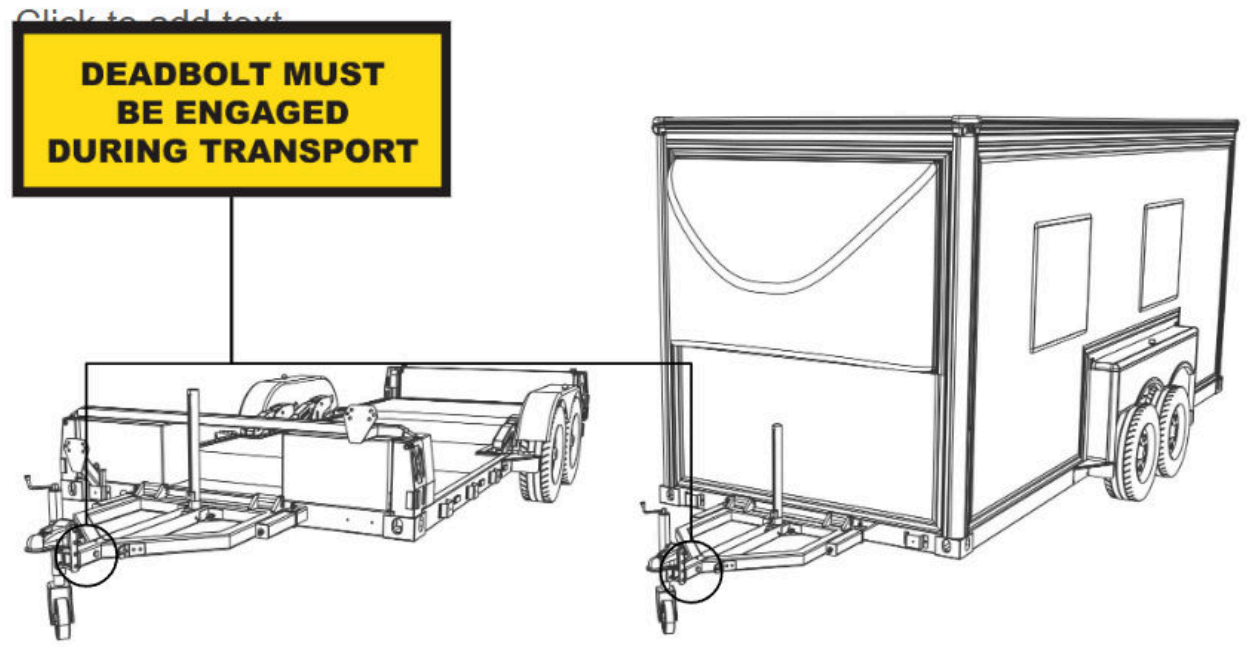




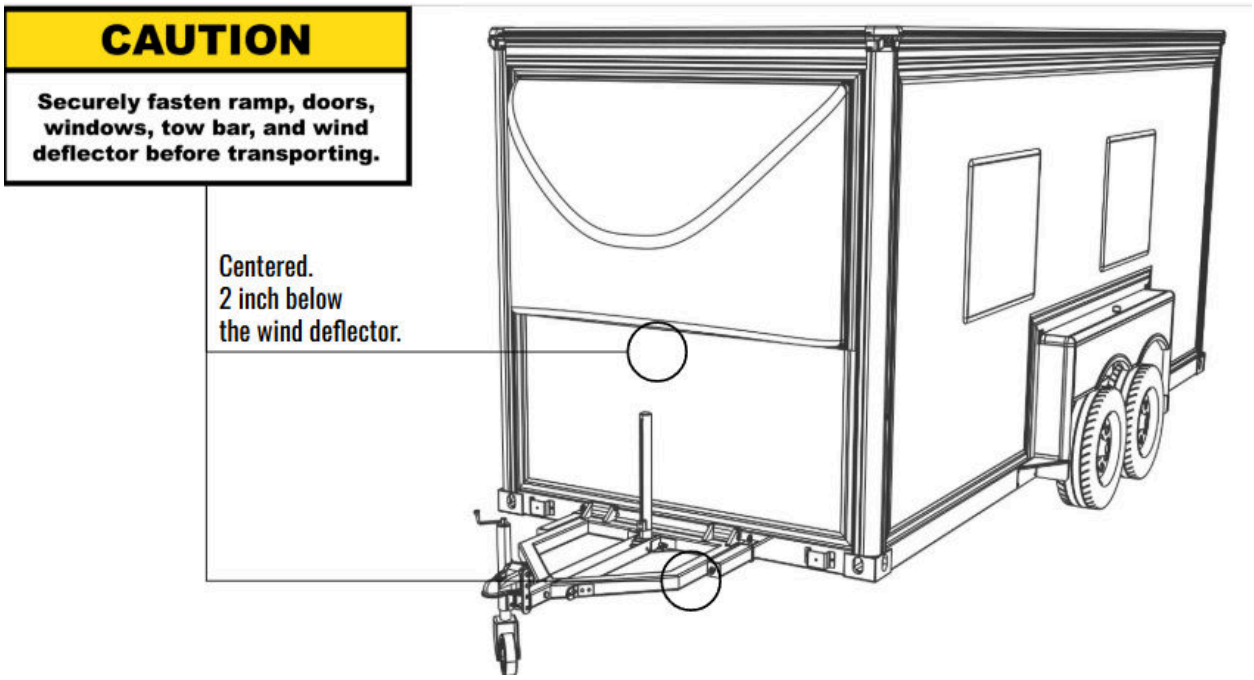
These are your forward hydraulic labels.



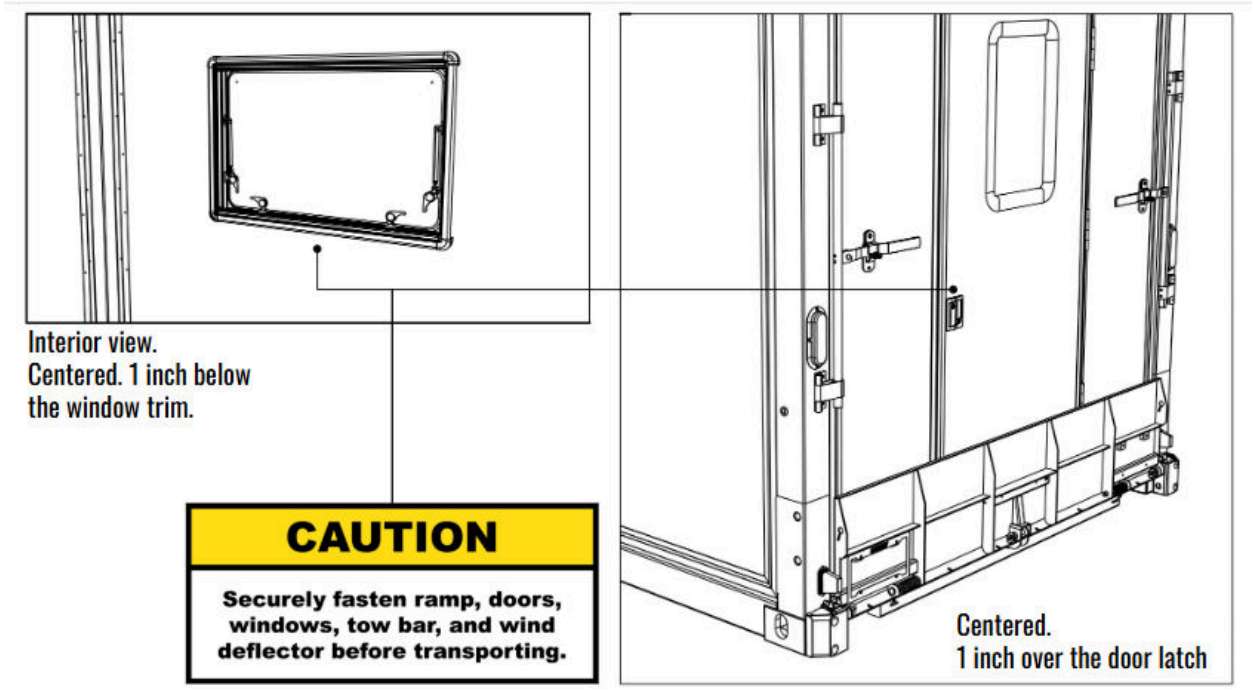
This label reminds you the deadbolt must be engaged during transport.



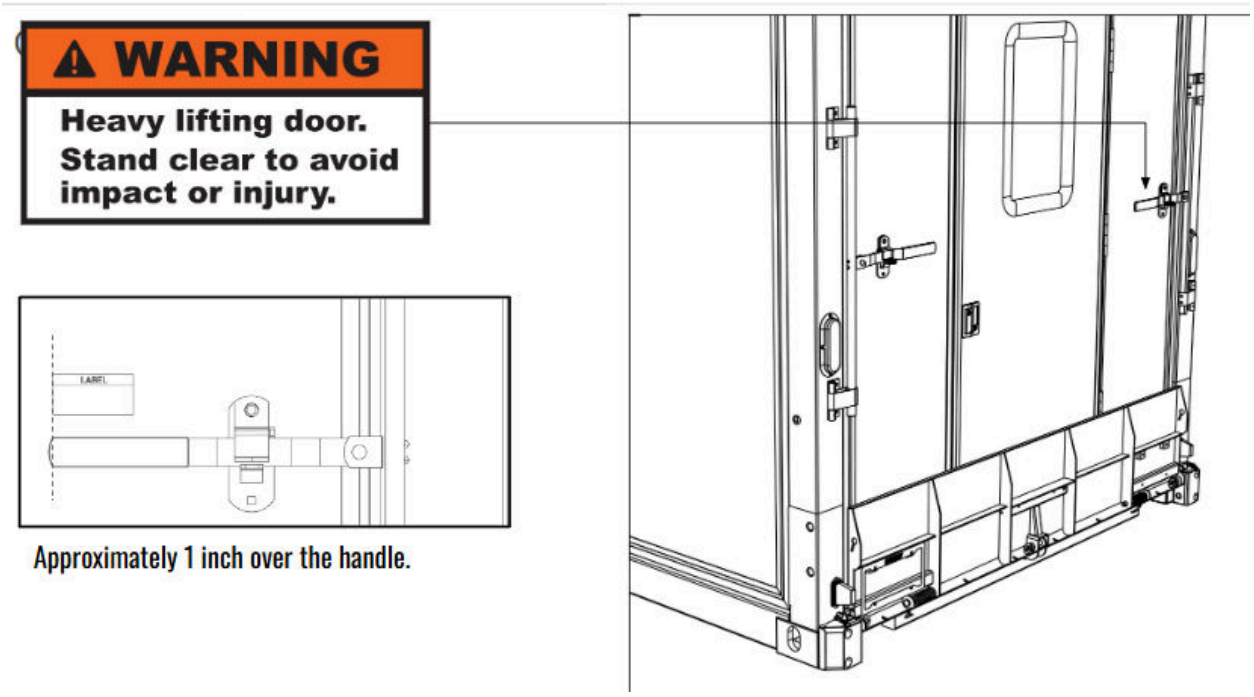
This label reminds you of the importance of securely fastening the ramp, doors, windows, tow bar, and wind deflector prior to transport.



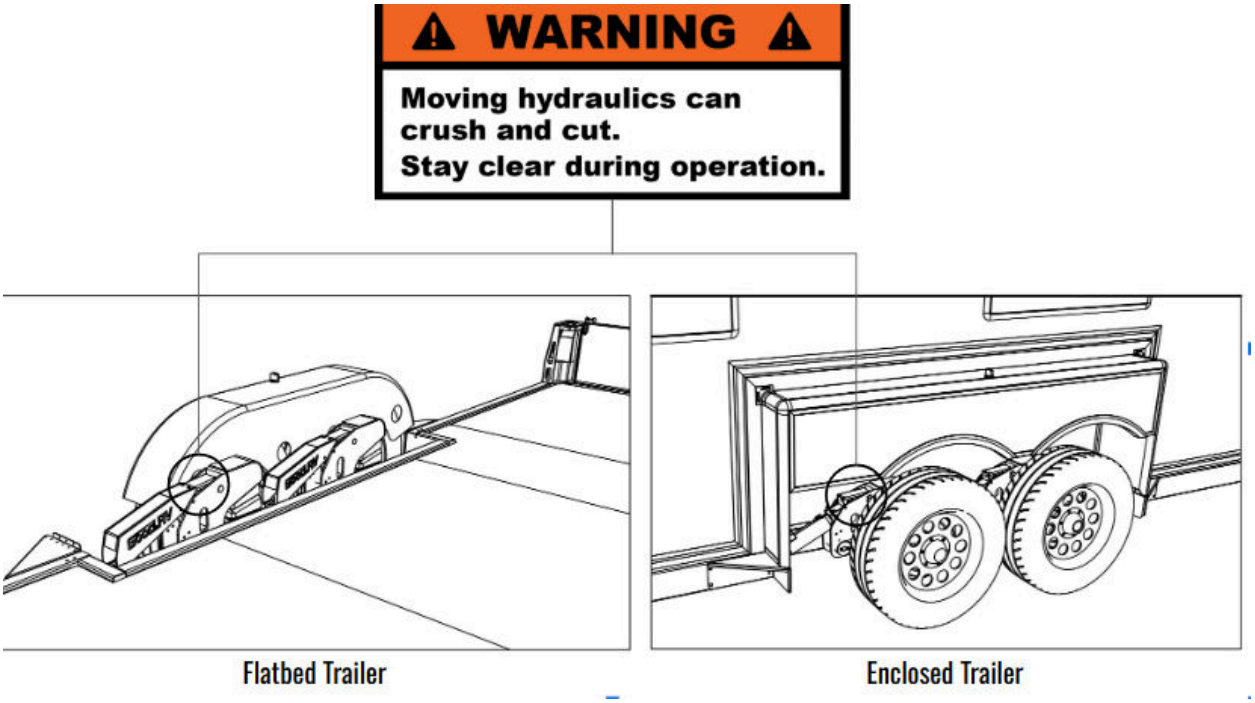
You'll find another reminder at your door latch.



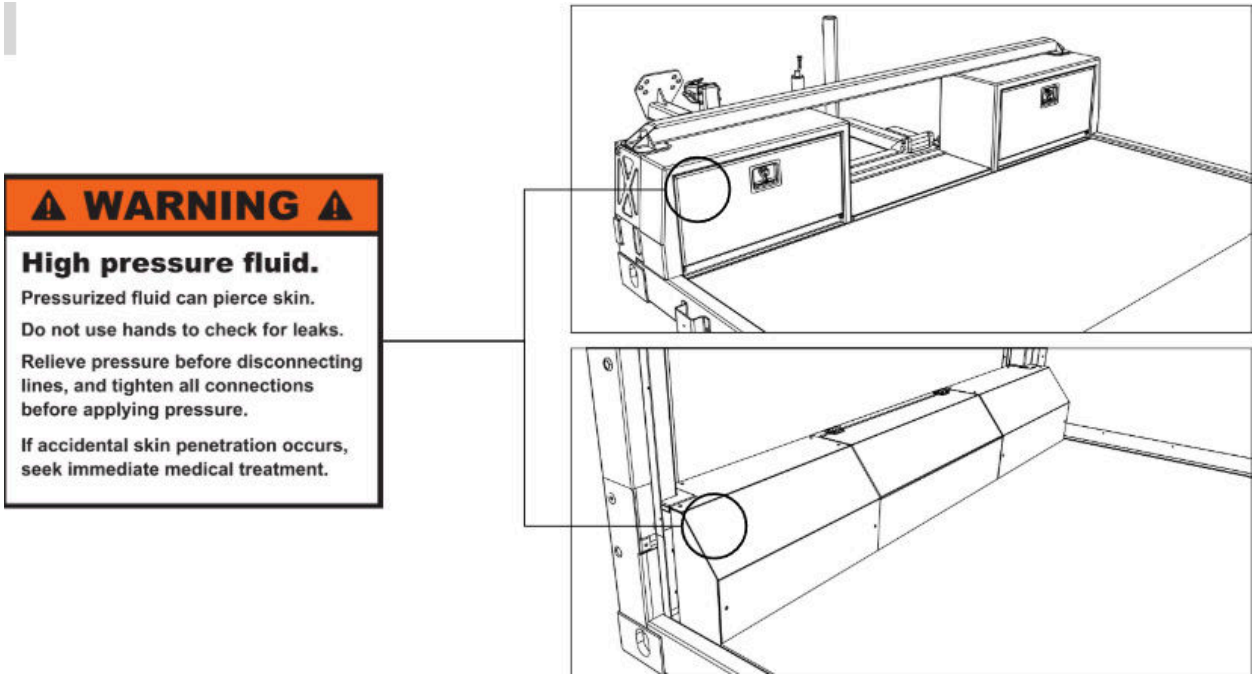
This is your heavy lifting door label.



Remember, moving hydraulics can crush and cut.



This is the high pressure fluid label.



Please observe these warning labels at all times. These vital reminders will help you avoid severe injury as you operate your trailer.

Safe Trailer Towing Guidelines

Driving a vehicle with a trailer in tow is vastly different from driving the same vehicle without a trailer. Acceleration, maneuverability, and braking are all diminished with a trailer in tow. It takes longer to accumulate speed; you will need more room to turn and pass, and a longer distance to stop when towing a trailer. You will need to spend time familiarizing yourself with the unique feel and maneuverability of your towing vehicle with a loaded trailer. Because of the significant differences in all aspects of maneuverability when towing a trailer, the hazards and risks of injury are also much greater. You are responsible for keeping your vehicle and trailer under control at all times, and for any damage or injury that is caused if you lose control of your vehicle and trailer.

Much like learning to drive an automobile, we recommend you find an open area with little to no traffic to first practice towing. Of course, before you start towing the trailer, you must follow all of the instructions given in this manual for inspection, testing, loading, and coupling. Additionally, before you begin towing, adjust all mirrors so you can see both the trailer and the area to the rear of it. Drive slowly at first, 5 mph or so, and turn the wheel to feel how the tow vehicle and trailer combination responds. Next, attempt a few right and left hand turns. Watch in your side mirrors to see how the trailer follows the tow vehicle. Turning with a trailer attached requires more space. Stop the tow vehicle and trailer a few times from speeds below 10 mph.

Try using different combinations of trailer/electric brakes and tow vehicle brakes. Note the effect that the trailer brakes have when they are the only brakes used. When properly adjusted, the trailer brakes should engage just before the tow vehicle's brakes.

It will take practice to learn how to back up a tow vehicle with a trailer attached. Take your time and go slowly. Before backing up, exit your vehicle and inspect around and behind the trailer to ensure there are no obstacles.

Tips for safe trailer transportation include:

- Recheck the load tie downs to make sure the load will not shift during towing.
- Before towing, check coupling, safety chains, safety brake, tires, wheels, and lights.
- Check the lug nuts or bolts for tightness.
- Check coupler tightness after towing 50 miles.
- Adjust the brake controller to engage the trailer brakes before the tow vehicle brakes. Your dealer or service center can assist you in making this adjustment.
- Use your mirrors to verify that you have room to change lanes or pull into traffic.
- Use your turn signals well in advance.
- Allow plenty of stopping space for your trailer and tow vehicle.
- Do not drive so fast that the trailer begins to sway due to speed.
- Never drive faster than the locally-posted speed limit or the recommended speed rating of your tires and other vehicle components, whichever is slower.
- Allow plenty of room for passing. A good rule of thumb is to give yourself four times the space to merge than if you were driving without the trailer equipped.
- Shift your automatic transmission into lower gear for city driving.
- Use lower gears for climbing and descending grades.
- Do not ride the brakes while descending a grade; they may become so hot that they stop working, and could potentially become a runaway tow vehicle and trailer.
- To conserve fuel, don't use full throttle to climb a hill. Instead, build up speed on your approach, then throttle to maintain your momentum.
- Slow down for bumps in the road. Take your foot off the brake when crossing the bump.
- Do not brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve and apply power through the rest of the curve. This will ensure the towing vehicle remains "in charge."
- Do not engage the brakes to correct extreme trailer swaying. Continued pulling of the trailer, and even slight acceleration, will provide the most stabilizing force.
- Make regular stops, about once every hour, to confirm that:
    - The coupler is secure to the hitch and locked.
    - Electrical connectors are still in contact.
    - There is appropriate slack in the safety chains.
    - There is appropriate slack in the breakaway switch pull pin cable.
    - The tires are not visibly low on pressure.
    - Your cargo is safe and secured.

Major Hazards

Loss of control of the trailer or trailer/tow vehicle combination can result in death or serious injuries. The most common causes of loss of trailer control are:

- Improper sizing of the trailer to the tow vehicle
- Driving too fast for prevailing conditions.
- Failure to adjust driving behavior when towing a trailer.
- Overloading and/or improper weight distribution.
- Improper coupling of the trailer to the hitch.
- Improper braking and steering under sway conditions.
- Failure to maintain proper tire pressure.
- Failure to maintain proper torque on lugnuts.

Improper Sizing of Trailer to Tow Vehicle

Trailers that weigh too much for the towing vehicle can cause stability problems, which could lead to death or serious injury. Furthermore, the additional strain put on the engine and drivetrain may lead to serious tow vehicle maintenance issues. For these reasons, the maximum towing capacity of your towing vehicle should not be exceeded.

The towing capacity of your tow vehicle, in terms of maximum Gross Trailer Weight (GTW) and maximum Gross Combined Weight Rating (GCWR) can be found in the tow vehicles owner's manual. Weight distribution bars are required by many tow vehicle manufactures. When recommended, you MUST use a weight distribution system.

⚠ DANGER ⚠

Use of a tow vehicle with a towing capacity less than the Gross Vehicle Weight Rating of the trailer can result in a loss of control and may lead to death or serious injury. Always ensure your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.

Driving Too Fast

The maximum recommended speed for safely towing a trailer varies from state to state, even under ideal road and weather conditions. If you drive too fast, the trailer is more likely to sway, thus increasing the possibility for loss of control. Your tires may also begin to overheat, increasing the possibility of a blowout. Always check your tires' recommended use guidelines and follow any speed restrictions given, regardless of locally-posted speed limits.

⚠ WARNING ⚠

Driving too fast for conditions can result in loss of control and cause death or serious injury. Decrease speed when going downhill - or as road, weather, and lighting conditions deteriorate.

Failure to Adjust Handling While Towing Trailer

When towing a trailer, you will experience decreased acceleration, increased stopping distance, and an increased turning radius (turns must be widened to avoid hitting curbs, vehicles, and anything else on your inside corner). Furthermore, the trailer will change the handling characteristics of your towing vehicle, making it more sensitive to steering inputs and also more likely to be pushed around in windy conditions or when being passed by large vehicles. In addition, you will require longer distances to pass, due to slower acceleration and increased length. With these caveats in mind:

- Be alert for slippery conditions. You are more likely to be affected by slippery road surfaces when driving a tow vehicle with a trailer, than driving a tow vehicle without a trailer.
- Anticipate the trailer “swaying.” Swaying can be caused by excessive steering, wind gusts, roadway edges, or by the trailer reacting to air pressure waves created by large passing vehicles.
- When encountering trailer sway, take your foot off the gas and steer as little as possible; only what’s necessary to stay on the road. Use small “trim-like” steering adjustments. Do not attempt to steer out of the sway; you will only worsen the swaying. Also, do not apply the tow vehicle brakes to correct trailer swaying. However, engaging the trailer brakes alone will usually help straighten out the combination, especially when going downhill.
- Check rearview mirrors frequently to observe the trailer and surrounding traffic.
- Use lower gear when driving down steep or long grades. Do not ride the brakes, as they can overheat and become ineffective. Utilize the tow vehicle’s engine and transmission as a brake instead.
- Be aware of your trailer’s height, especially when approaching bridges, roofed areas, and around trees or utility/power lines.

Trailer Incorrectly Coupled to Hitch

It is critical that the trailer be securely coupled to the hitch ball, and that the safety chains and emergency breakaway brake cable are correctly attached. Uncoupling unexpectedly may result in death or serious injury to you and to others.

⚠ WARNING ⚠

Proper selection and condition of the coupler and hitch are essential to safely towing your trailer. A loss of coupling may result in death or serious injury.

- Ensure the maximum load rating of the hitch on the tow vehicle is equal to or greater than the maximum load rating of the coupler on the trailer.
- Ensure the hitch ball size matches the coupler size.
- Observe the hitch for wear, corrosion, and cracks before coupling. Replace worn, corroded, or cracked hitch components before coupling the trailer to the tow vehicle.
- Ensure the hitch components are tightened before coupling the trailer to the tow vehicle.
- A loose hitch-ball nut can result in uncoupling, leading to death or serious injury.
- Be sure the hitch ball is tight to the hitch before coupling the trailer.

⚠ WARNING ⚠

An improperly coupled trailer can result in death or serious injury. Do not move the trailer until:

- The coupler is secured and locked to hitch ball;
- The safety chains are secured to the tow vehicle; and
- The trailer jack(s) are fully retracted.

Do not tow the trailer on the road until:

- Tires and wheels are checked;
- The trailer brakes are checked;
- The breakaway switch is connected to the tow vehicle;
- The load is secured to the trailer; and
- The trailer lights are connected and checked for functionality.

Improper Safety Chain Use

If your trailer uncouples from the hitch for any reason, we have provided safety chains so that control of the trailer can still be maintained.

⚠ WARNING ⚠

Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury if the trailer uncouples from the tow vehicle.

- Fasten chains to frame of tow vehicle. Do not fasten chains to any part of the hitch unless the hitch has holes or loops created specifically for that purpose.
- Cross chains underneath hitch and coupler with enough slack to permit turning, and to hold tongue up if the trailer comes loose.
- The safety chains spring loaded safety latches must be fully engaged once attached to the tow vehicle.

Improper Breakaway Brake Use

If equipped with brakes, your trailer will also be equipped with a breakaway brake system that can apply the brakes on your trailer if your trailer comes loose from the hitch ball for any reason. The breakaway brake system, battery included, must be in good condition and properly rigged in order to be effective.

⚠ **WARNING** ⚠
A malfunctioning or inoperable breakaway brake can lead to a runaway trailer, which can result in death or serious injury if the coupling or hitch fails. The breakaway cable needs to be attached to the tow vehicle, and not to any part of your hitch. Test the function of your breakaway brake system before towing your trailer. If your breakaway brake isn't working, don't tow your trailer; get it serviced or fixed.

Mismatching Trailer & Hitch

⚠ **DANGER** ⚠
Make sure both the hitch and tow vehicle are suitable for the Gross Vehicle Weight Rating (GVWR) of your trailer. Using a hitch with a load rating lower than the trailer's load rating can cause loss of control and result in severe injury or death. Using a tow vehicle with a towing capacity lower than the trailer's load rating can also lead to loss of control, posing a risk of serious injury or death.

Unsafe Tires, Wheels, or Lug Nuts

- Just like your tow vehicle, the trailer's tires and wheels play a crucial role in safety. Hence, it's vital to examine the trailer tires before every tow.
- If you spot a bald spot, bulge, cut, cracks, or cords showing on a tire, replace it before towing.
- For tires with uneven tread wear, seek diagnosis at a dealer service center as it could be due to tire imbalance, axle misalignment, or incorrect inflation.
- Tires with insufficient tread may not offer enough grip on wet roads, leading to loss of control and potential accidents.
- Incorrect tire pressure can accelerate tire wear and compromise trailer stability, increasing the risk of a blowout or loss of control. Therefore, check tire pressure before each tow.
- The correct tire pressure is indicated on the Certification/VIN label and should be checked when tires are cold. Allow a 3-hour cool-down period after driving around 1 mile at 40 mph before checking tire pressure.

⚠ WARNING ⚠

Improper tire pressure can result in a blowout and loss of control, which can lead to death or serious injury.

Ensure tires are inflated to the pressure indicated on the Certification/VIN label before towing the trailer.

Proper torque of the lug nuts is very important in keeping the wheels properly seated to the hub. Before each tow, check to make sure they are torqued to the specified rating.

⚠ WARNING ⚠

Metal creeping between the wheel rim and hub can lead to lug nuts loosening, potentially causing a wheel to detach, resulting in severe injury or even death.

Ensure to tighten lug nuts before each towing.

The proper tightness (torque) for lug nuts is listed on Page 72 in the “Inspection and Service Instructions” chapter of this manual. Use a torque wrench to tighten the lug nuts in a criss-crossing star pattern, shown on Page 73.

Lug nuts are prone to loosen after first being assembled. When towing a new trailer (or after wheels have been remounted), check to make sure they are tight after the first 10, 25, and 50 miles of driving, and before each tow thereafter.

Failure to perform this check can result in a wheel separating from the trailer and a crash, leading to death or serious injury.

Certain aluminum rims require the use of a thin walled socket. Owners should verify their wrench/socket combination works for their trailer upon purchase.

⚠ WARNING ⚠

Lug nuts are prone to loosen after installation, which can lead to death or serious injury.

Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25, and 50 miles of driving.

⚠ WARNING ⚠

Improper lug nut torque can cause a wheel separating from the trailer, leading to death or serious injury.

Be sure lug nuts are tight before each tow.

Overloading

The total weight of the load you put in or on the trailer, plus the empty weight of the trailer itself, must not exceed the trailer's Gross Vehicle Weight Rating (GVWR). If you do not know the empty weight of the trailer plus its cargo weight, you must weigh the loaded trailer at a commercial scale. In addition, you must distribute the load in the trailer such that the load on any axle does not exceed the Gross Axle Weight Rating (GAWR). If your trailer is equipped with a Tire & Loading Information Placard, mounted next to the Certification/VIN label, the cargo capacity weight stated on that placard is only a close estimate. The GVWR and GAWR are listed on the Certification/VIN label mounted on the front left side of the trailer.

⚠ **WARNING** ⚠
An overloaded trailer can cause loss of control, resulting in fatal accidents or severe injuries. Avoid surpassing the trailer's Gross Vehicle Weight Rating (GVWR) or any axle's Gross Axle Weight Rating (GAWR). Ensure that no tire carries a weight beyond its specified limit.

Unsafe Load Distribution

Improper front/rear load distribution can lead to poor trailer sway stability or poor tow vehicle handling. Poor trailer sway stability results from tongue weights that are too low, and poor tow vehicle stability results from tongue weights that are too high. Refer to Chapter heading "Loading the Trailer" on Page 46 for more information.

In the table below, the second column shows the rule-of-thumb percentage of total weight of the trailer plus its cargo (Gross Trailer Weight, or "GTW") that should appear on the tongue of the trailer. For example, a trailer with a ball hitch, with a loaded weight of 12,000 pounds, should have 6-10% of 12,000 pounds (720-1,200 lbs.) placed on the ball. For non-flowable (discrete) loads, locate the load such as to provide the proper tongue weight.

After loading, be sure to check that none of the axles are overloaded.

Tongue Weight as a Percentage of Loaded Trailer Weight	
Ball Hitch (or Bumper Hitch)	10-15% for large hauling trailers 6-10% for smaller utility/cargo trailers

The numbers quoted above are for example purposes and should be tailored to your specific trailer. For questions regarding the actual percentage of tongue weight for your trailer, check your model specific literature or email customerservice@goodrv.com.

Uneven left/right load distribution can cause tire, wheel, axle, or structural failure. Be sure your trailer is evenly loaded left/right. Towing stability also depends on keeping the center of gravity as low as possible.

⚠ WARNING ⚠
Improper tongue weight (load distribution) can result in loss of control of the trailer, leading to death or serious injury. Make certain that tongue weight is within the allowable range. Be sure to: ● Distribute the load front-to-rear to provide proper tongue weight (see chart above). ● Distribute the load evenly, right-to-left. ● Keep the center of gravity low.

Shifting Cargo

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed.

⚠ WARNING ⚠
Shifting cargo can result in loss of control of the trailer, and can lead to death or serious injury. Tie down all loads with properly-sized fasteners, ropes, straps, etc.

If the door latch is equipped with a catch that has a hole for a linchpin, use the linchpin to prevent the door latch from opening.

⚠ WARNING ⚠
Engage deadbolt lock when towing trailer to prevent accidental door opening while in transit.

⚠ WARNING ⚠
If the door or window opens, your cargo could be thrown onto the road, leading to severe injury or even death for other drivers. Remember to always lock the door latch securely after closing and insert a linchpin into the catch.

Inappropriate Cargo

A utility trailer must not be used to carry certain items, such as people or containers of hazardous or flammable substances.

⚠ WARNING ⚠
Do not transport people inside the trailer. The transport of people puts their lives at risk and may be illegal.

⚠ WARNING ⚠

Do not transport flammable, explosive, poisonous, or other dangerous materials in your trailer.

See your dealer for proper ventilation requirements or consult the manufacturer for ventilation guidelines.

Exceptions:

- Fuel in the tanks of vehicles being towed
- Fuel stored in proper containers used in trailer living quarters for cooking
- Fuel stored in the tank of an on-board generator

Inoperable Brakes, Lights, or Mirrors

Be sure that the electric brakes and all lights on your trailer are functioning properly before towing your trailer. Electric trailer brakes and lights are controlled via a connection to the tow vehicle, generally a multi-pin electrical connector. Check the trailer tail lights by turning on your tow vehicle headlights. Check the trailer brake lights by having someone press the tow vehicle brake pedal while you look at the trailer's lights. Do the same thing to check the turn signal lights.

If your trailer has electric brakes, your tow vehicle will have an electric brake controller that sends power to the trailer brakes. Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer in order to confirm that the electric brakes operate. While towing the trailer at less than 5 mph, manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brakes.

⚠ WARNING ⚠

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.

Before each tow:

- Check that the taillights, brake lights, and turn signals work
- Check that the electric brakes work by operating the brake controller inside the tow vehicle

Standard mirrors usually do not provide adequate visibility for viewing traffic to the sides and rear of a towed trailer. You must provide mirrors that allow you to safely observe approaching traffic.

Hazards From Hydraulic Dropdown System

A dropdown trailer is specifically designed for easier loading and unloading of complex/cumbersome loads. The major hazards associated with dropdown trailers are:

- Overloading
- Improper weight distribution; both side-to-side and front-to-back
- Risk of crushing items and body parts by dropdown body.
- Modifying or altering hydraulic components
- Modifying or altering lift controls
- Failure to load/unload from a stable and level surface
- Not fully opening rear door(s) when loading/unloading
- Jerking the trailer or hydraulics to loosen the load
- Trailer coming near or contacting overhead power lines when body is raised

⚠ DANGER ⚠

Your GoodMFG™ Trailer design has specific pinch points where very serious injury could occur.

Always perform a walk-around to check for anything that may be crushed before you operate the hydraulic system!

⚠ DANGER ⚠

Never alter or substitute any hydraulic system component. Death or serious injury may result.

An altered or substituted hydraulic system component may malfunction, resulting in the dropdown body failing without warning.

⚠ WARNING ⚠

A soft and/or uneven surface may cause the tow vehicle and trailer to tip over when the dropdown body is raised.

Raise the dropdown body ONLY if the tow vehicle and trailer are both on a firm and level surface.

Hazards From Modifying Your Trailer

Essential safety items can be damaged by altering your trailer. Even simply driving a nail or screw to hang something can damage an electrical circuit or other feature of the trailer.

Before making any alteration to your trailer, contact your dealer or GoodMFG™ at customerservice@goodrv.com and describe the modifications you are considering. Alteration of the trailer structure or modification of mechanical, electrical, plumbing, heating, or other systems on your trailer must be performed only by qualified technicians who are familiar with the system as installed on your trailer.

Hazards From Accessories

The “Accessories & Standard Features” chapter of this manual (Page 54), contains information about both the standard and optional accessories that may be on your trailer. Read and follow all of these instructions before operating the accessories. The major hazards from some of these accessories are:

Tire Safety Information

This portion of the User’s Manual contains tire safety information as required by 49 CFR 575.6.

Page 24 contains “Steps for Determining Correct Load Limit - Trailer”.

Page 25 contains “Steps for Determining Correct Load Limit – Tow Vehicle”.

Pages 25-33 contain information from the NHTSA brochure entitled “Tire Safety – Everything Rides On It”.

This brochure describes the following items;

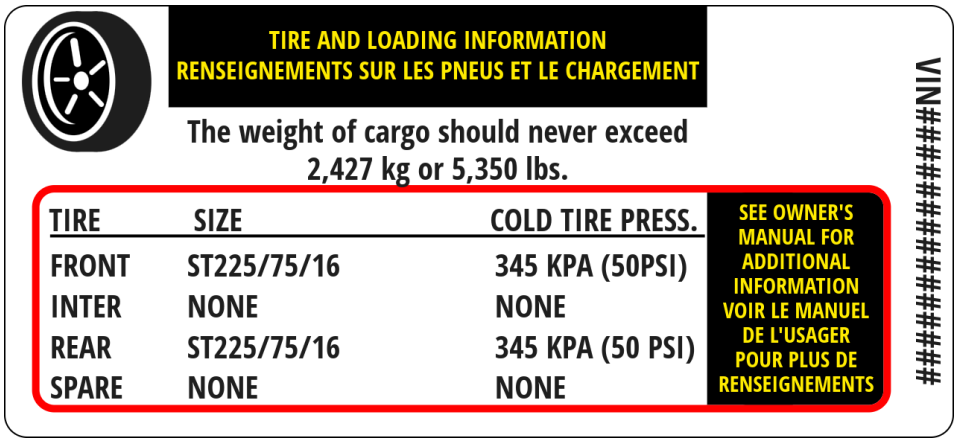
- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:
    - Cold inflation pressure.
    - Vehicle Placard and location on the vehicle.
    - Adverse safety consequences of under inflation (including tire failure).
    - Measuring and adjusting air pressure for proper inflation.
  - Tire Care, including maintenance and safety practices.
  - Vehicle load limits, including a description and explanation of the following items:

- Locating and understanding the load limit information, total load capacity, and cargo capacity.
- Calculating total and cargo capacities with varying seating configurations including quantitative examples showing/illustrating how the vehicle's cargo and luggage capacity decreases as combined number and size of occupants' increases.
- Determining compatibility of tire and vehicle load capabilities.
- Adverse safety consequences of overloading on handling and stopping on tires.

Steps for Determining Correct Load Limit (Trailer)

Trailers 10,000 Pounds GVWR or Less

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. See figure below.
2. This figure equals the available amount of cargo and luggage load capacity.



3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer's placard refers to the Tire Information Placard attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer.

Note: The following calculations are not required by the government. For the purpose of completeness, NATM has included these statements.

Trailers Over 10,000 Pounds GVWR

(Note: These trailers are not required to have a tire information placard on the vehicle)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.

3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

Steps for Determining Correct Load Limit (Tow Vehicle)

1. Locate the statement, “The combined weight of occupants and cargo should never exceed XXX lbs.,” on your vehicle’s placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For example, if the “XXX” amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. (1400-750 (5 x 150) = 650 lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle’s manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

Tire Safety - Everything Rides on It

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires

This booklet presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

Finding Your Vehicle's Recommended Tire Pressure & Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW–the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR– the maximum weight the axle systems are designed to carry)

Both placards and certification labels are permanently attached to the trailer near the left front.

Understanding Tire Pressure & Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure– measured in pounds per square inch (psi)–a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kPa), which is the metric measure used internationally.) Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.) Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This

number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper PSI when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

Steps for Maintaining Proper Tire Pressure

1. Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
2. Record the tire pressure of all tires.
3. If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
4. If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
5. At a service station, add the missing pounds of air pressure to each tire that is underinflated.
6. Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

Good Trailer tires come pre-registered with the manufacturer in case of recalls. When you replace your tires, it is vital to ensure your new tires are being registered so you may receive recall information in a timely fashion.

Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in tread wear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

Tire Balance & Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

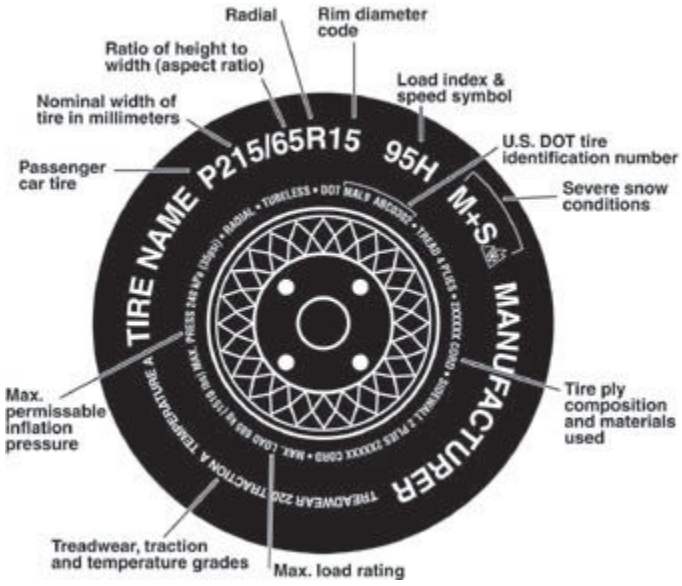
Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

Information on Passenger Vehicle Tires



P
The “P” indicates the tire is for passenger vehicles.

Next Number
This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next Number
This two-digit number, known as the aspect ratio, gives the tire’s ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R
The “R” stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next Number
This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next Number
This two- or three-digit number is the tire’s load index. It is a measurement of how much weight each tire can support. You may find this information in your owner’s manual. If not, contact a

local tire dealer. *Note: You may not find this information on all tires because it is not required by law.*

M+S
The “M+S” or “M/S” indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

U.S. DOT Tire Identification Number
This begins with the letters “DOT” and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the number 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer’s discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition & Materials Used
The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating
This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure
This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

UTQGS Information

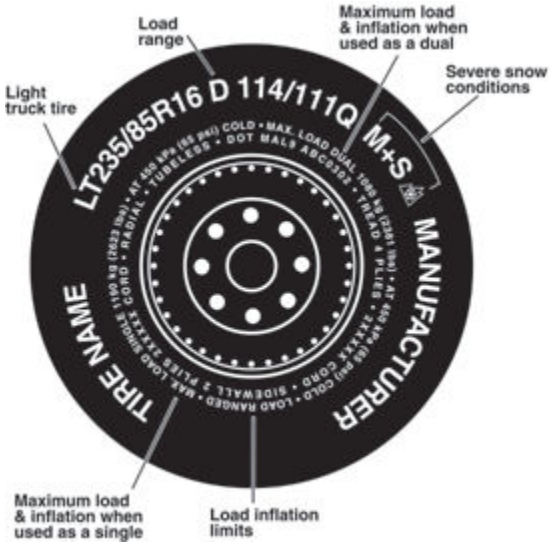
Treadwear Number
This number indicates the tire’s wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter
This letter indicates a tire’s ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as “AA”,”A”, “B”, and “C”.

Temperature Letter
This letter indicates a tire’s resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire’s resistance to heat is graded as “A”, “B”, or “C”.

Additional Information on Light Truck Tires

Please refer to the following diagram:



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT
The “LT” indicates the tire is for light trucks or trailers.

ST
An “ST” is an indication the tire is for trailer use only.

Max. Load Dual kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range
This information identifies the tire’s load-carrying capabilities and its inflation limits.

Tire Safety Tips

Preventing Tire Damage

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

Tire Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.

- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or User's Manual for the maximum recommended load for the vehicle.

Reporting Safety Defects

If you believe that your vehicle has a defect that 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 GoodMFG™.

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 remediation campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or GoodMFG™.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153), go to http://www.nhtsa.gov; or write to: Administrator, NHTSA, 1200 New Jersey Ave. SE., Washington, DC 20590. You can also obtain other information about motor vehicle safety from http://www.nhtsa.gov.

Email customerservice@goodrv.com to reach GoodMFG™.

Warranty Information & Claims

For warranty coverage, you must immediately contact the dealer from which your unit was purchased to make a warranty claim. The dealer that sold you the trailer will initiate the claims process in order to obtain approval for warranty work.

Please refer to your copy of your warranty for specific coverages and exclusions.

Coupling to the Tow Vehicle

Most importantly, a secure coupling (fastening) of the trailer to the tow vehicle is essential. A loss of coupling may result in death or serious injury. Therefore, you must understand and follow all of the instructions for coupling.

Trailer Information

The "Trailer VIN Tag" location on your trailer will be toward the front of the trailer on the tongue of a bumper pull trailer.

The trailer VIN tag contains the following critical safety information for the use of your trailer.

- Vehicle Identification Number (VIN): This is a unique 17-digit number that identifies your trailer. It can be used to register your trailer, obtain insurance, and order replacement parts.
- Gross Vehicle Weight Rating (GVWR): This is the maximum allowable weight of your trailer, including the trailer itself and all of its cargo. Exceeding the GVWR can make your trailer unsafe to operate.
- Axle Weight Ratings (GAWRs): These are the maximum allowable weights for each axle on your trailer. Exceeding the GAWRs can also make your trailer unsafe to operate.
- Tire size and inflation pressure: This information is essential for ensuring that your trailer's tires are properly inflated and can handle the weight of the trailer and its cargo.
- Date of manufacture: This information can be helpful for determining the age of your trailer and whether it is due for any scheduled maintenance.

In addition to this critical safety information, the trailer VIN tag may also contain other information, such as the trailer's model number, manufacturer's name, and country of origin.

It is important to keep the trailer VIN tag clean and legible so that you can easily access the critical safety information it contains. It is also important to replace the VIN tag if it becomes damaged or lost.

Here are some additional safety tips for using your trailer:

- Always check the GVWR and GAWRs before loading your trailer to ensure that you do not exceed them.
- Distribute the weight of your cargo evenly throughout the trailer to avoid overloading any one axle.
- Make sure that your trailer's tires are properly inflated and in good condition.
- Inspect your trailer's brakes and other safety components regularly.
- Drive slowly and carefully when towing a trailer, and be aware that your trailer will affect the handling of your vehicle.

GAWR

The Gross Axle Weight Rating is the maximum gross weight that an axle can support. It is the lowest of axle, wheel, or tire rating. Sometimes the tire or wheel rating is lower than the axle manufacturers rating, and will then determine GAWR.

GVWR

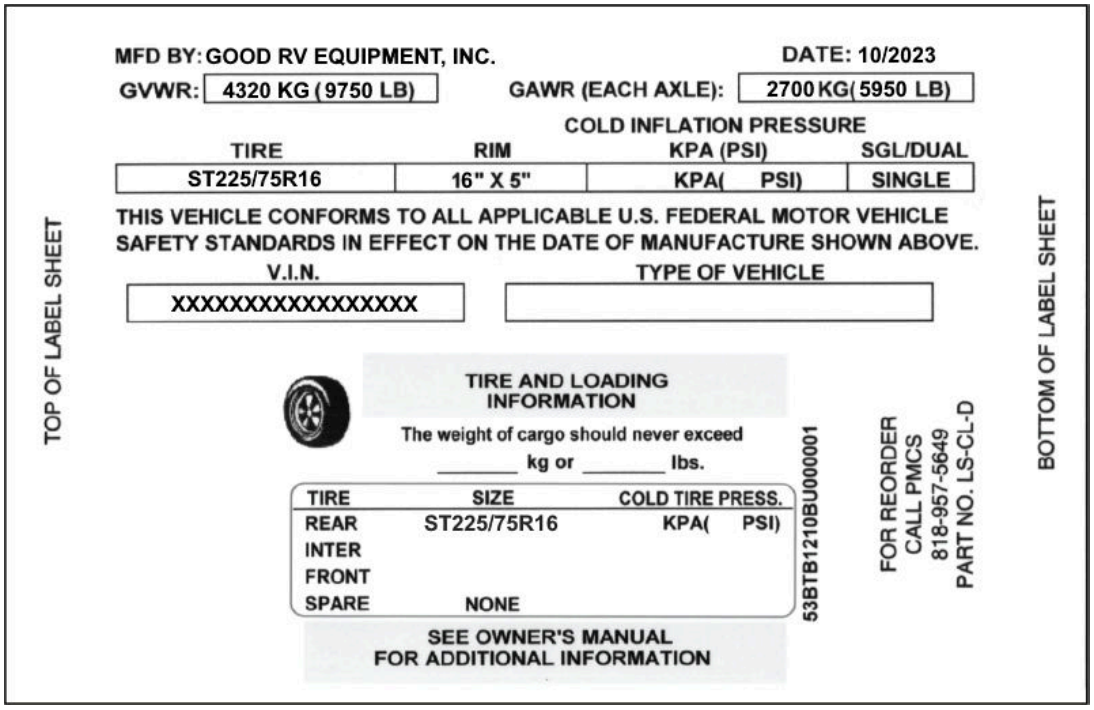
The Gross Vehicle Weight Rating is the maximum allowable gross weight of the trailer and its contents. The gross weight of the trailer includes the weight of the trailer and all of the items within it (such as cargo, water, food and other supplies).

PSIC

The “pounds per square inch- cold” is the tire pressure (Kilopascals / Pounds per Square Inch) measured when Cold.

VIN

The Vehicle Identification Number.



Appropriate Tow Vehicles

If the vehicle or hitch is not properly selected and matched to the Gross Vehicle Weight Rating (GVWR) of your trailer, you can cause an accident that could lead to death or serious injury. If you already have a tow vehicle, know your vehicle tow rating, and Gross Combination Weight Rating (GCWR) and make certain the trailer’s rated capacity is less than or equal to the tow vehicle’s rated towing capacity. If you already have (or plan to buy) a trailer, make certain that the tow rating of the tow vehicle is equal to or greater than the GVWR of the trailer, and that the GCWR will be within limits.

⚠ DANGER ⚠

Use of a hitch with a load rating less than the load rating of the trailer can result in loss of control and may lead to death or serious injury.

Use of a tow vehicle with a towing capacity less than the load rating of the trailer can result in loss of control, and may lead to death or serious injury.

Be sure your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.

Vehicle Carrying/Towing Capacity

Vehicle manufacturers will provide you with the maximum capacities of their various models. These guidelines must be followed to ensure safe and secure transport of the load being carried.

Tow Hitch

Your tow vehicle and the attached towing hitch must have a capacity equal to or greater than the load ratings of the trailer you intend to tow. The hitch capacity must also be matched to the tow vehicle capacity. Only your vehicle dealer or an authorized hitch service center can provide and install the proper hitch on your tow vehicle.

Suspension System

Be aware that any sway bars, shock absorbers, heavy-duty springs, heavy-duty tires, and other suspension components must be able to sufficiently serve the size and weight of the trailer that is going to be towed.

Brake Controller

The brake controller is part of the tow vehicle and is essential in the operation of the electric brakes on the trailer. Your manufacturer provides electric brakes on trailers with a GVWR of 3,000 pounds or more. The brake controller is not the same as the safety breakaway brake system that this trailer is equipped with.

Side Mirrors

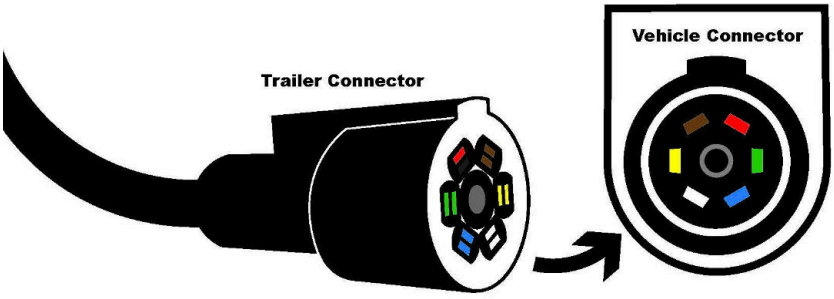
The size of the trailer that is being towed and your state law regulations determine the size of the mirrors. However, some states prohibit extended mirrors on a tow vehicle, except while a trailer is actually being towed. In this situation, detachable extended mirrors are necessary. Check with your trailer dealer or appropriate state agency for mirror requirements.

Indicator Lights

A heavy-duty flasher is an electrical component that may be required when your trailer turn signal lights are attached to the tow vehicle flasher circuit.

Electrical Connector

A 7-point electrical connector connects the light and brake system on the trailer to the light and brake controls on the towing vehicle. See the information table and wiring diagram below for more details.



Circuit Number	Color	Name
1	Yellow	Left Turn/Stop
2	White	“-” Ground
3	Blue	Electric Brakes
4	Green	Right Turn/Stop
5	Red/Black	“+” Battery
6	Brown	Running Lights
7	Grey	Reverse Lights

Engine Oil Cooling

The tow vehicle engine works harder when a trailer is being towed. Depending on the size of the trailer, you may need to install a separate engine oil cooler. Inadequate cooling may result in sudden engine failure. Please refer to your tow vehicle owners manual or ask the tow vehicle dealer if it is necessary to install a heavy-duty oil cooling system.

Transmission Oil Cooling

The automatic transmission of a towing vehicle handles more power when a trailer is being towed. Inadequate cooling will shorten the transmission life, and may result in sudden transmission failure. Please refer to your tow vehicle owners manual or ask the tow vehicle dealer if it is necessary to install a separate cooler for the automatic transmission.

Emergency Essentials

Road Flares & Reflective Triangles

It is wise to carry these warning devices even if you are not towing a trailer. It is particularly important to have these when towing a trailer because the hazard flashers of your towing vehicle will not operate for as long a period of time when the battery is running both the trailer lights and tow vehicle lights.

Fire Extinguisher

It is sensible to have a fire extinguisher in the tow vehicle.

Tire Changing Kit

Make certain that you have all the necessary equipment with you to change a tire on your trailer in the event of a flat tire. Your tow vehicle lug nut wrench may not necessarily be the correct size to remove and reinstall the lugnuts on your trailer. To change the wheel, the trailer must be detached from the tow vehicle and lowered to ground level. Once the trailer is on the ground, the wheels may be raised high enough to be off of the ground. Raise the outside of the fender panel to gain full access to the tire that needs to be changed. The wheel and tire can then be changed as normal.

Swappable/Stowable Tongue

The trailer coupler is adjustable to add more capabilities to the trailer system. It is secured to the front of the trailer by assembling the coupler to the frame and connecting it using the two large hinge pins, coupled with the locking cotter pins. It may be removed completely from the trailer or it may be simply folded upward and secured in place in a vertical fashion in front of the trailer to conserve space. To do so, the jack must both be turned 90 degrees and locked in place in a horizontal position before the hitch is raised to the upright position.

⚠ DANGER ⚠
Always ensure the tongue is in the lowered position, with pins installed and locking cotter pins in place before you tow the trailer.

Coupling & Uncoupling the Trailer

A secure coupling (fastening) of the trailer to the tow vehicle is essential. A loss of coupling may result in death or serious injury. Therefore, you must understand and follow all of the instructions for coupling.

The following parts are involved in making a secure coupling between the trailer and tow vehicle:

Coupling

That part of the trailer connecting mechanism by which the connection is actually made to the trailer hitch. This does not include any structural member, extension of the trailer frame, or brake controller.

Hitch

That part of the connecting mechanism including the ball support platform and ball and those components that extend and are attached to the towing vehicle, including bumpers intended to serve as hitches.)

Weight Distributing Hitch (or Equalizing Hitch)

An optional mechanical device that connects the trailer to the towing vehicle and by means of leverage applied on both the trailer and towing vehicle structures, when properly adjusted, distributes the imposed vertical load at the hitch and coupling connection between structures of the towing vehicle and trailer.

Weight Carrying Hitch

A mechanical and/or structural device that connects the trailer to the towing vehicle and that does not employ features designed to redistribute the load imposed at the hitch and carrying connection.

Safety Chains

Chains are permanently attached to the trailer such that if the coupler connection comes loose, the safety chains can keep the trailer attached to the tow vehicle. With properly rigged safety chains, it is possible to keep the tongue of the trailer from digging into the road pavement, even if the coupler-to-hitch connection comes apart.

Trailer Lighting (& Braking) Connector

A 7 pin device that connects electrical power from the tow vehicle to the trailer. Electricity is used to turn on brake lights, running lights, and turn signals as required. In addition, if your trailer has a separate braking system, the electrical connector will also supply power to the trailer brakes from the tow vehicle.

Breakaway Switch

If the trailer becomes decoupled from the towing vehicle, the breakaway switch lanyard, attached independently to the tow vehicle hitch, will pull a pin in the emergency electrical break-away switch on the trailer. The breakaway switch is activated by a separate battery supply in the trailer such as to energize the trailer brakes independently of the towing vehicle. It is important to check the state of charge of the emergency break-away battery before each trip. Simply pull the pin out of the switch by hand and then try to pull the trailer. If you feel a significant drag force the brakes are activated. Be sure to re-insert the pin in the break-away

switch. Also be sure to allow enough slack in the break-away brake lanyard such that the switch will only activate (pin pulls out) if the coupler connection comes loose. For additional details refer to Page 39.

Jack

A device on the trailer that is used to raise and lower the trailer coupler. On larger trailers the jack is sometimes called the “landing gear.”

Trailer with Ball-Hitch Coupler

A ball hitch coupler connects to a ball that is located on or under the rear bumper of a tow vehicle. This system of coupling a trailer to a tow vehicle is sometimes referred to as “bumper pull.”

A ball hitch trailer may be fitted with a tongue jack that can raise and lower the coupler. The tongue jack is mounted to the A-frame (front, or tongue) part of the trailer. By rotating the jack handle clockwise, the jack will extend and raise the tongue of the trailer.

Be sure the Ball Hitch coupler is suitable for the size and weight of the trailer. The load rating of the coupler and the necessary ball size are listed on the trailer tongue. You must provide a hitch and ball for your tow vehicle, where the load rating of the hitch and ball is equal to or greater than that of your trailer. Also, the ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.

The ball size and load rating (capacity) are marked on the ball; hitch capacity is marked on the hitch.

⚠ **WARNING** ⚠
The tow vehicle, hitch, and ball must have a rated towing capacity equal to or greater than the trailer’s Gross Vehicle Weight Rating (GVWR). It is essential that the hitch ball be of the same size as the coupler.

Before Coupling the Trailer to the Tow Vehicle

Be sure the size and rating of the hitch ball match the size and rating of the coupler. Hitch balls and couplers are marked with their size and rating.

Wipe the hitch ball clean and inspect it visually and by feel for flat spots, cracks and pits.

Rock the ball to make sure it is tight to the hitch, and visually check that the hitch ball nut is solid against the lock washer and hitch frame.

Wipe the inside and outside of the coupler clean and inspect it visually for cracks and deformations; feel the inside of the coupler for worn spots and pits.

Be sure the coupler is tight to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.

Raise the bottom surface of the coupler to be above the top of the hitch ball. Use the jack if one is provided; otherwise, use wood or concrete blocks to support the trailer tongue.

Before Attempting to Tow the Trailer

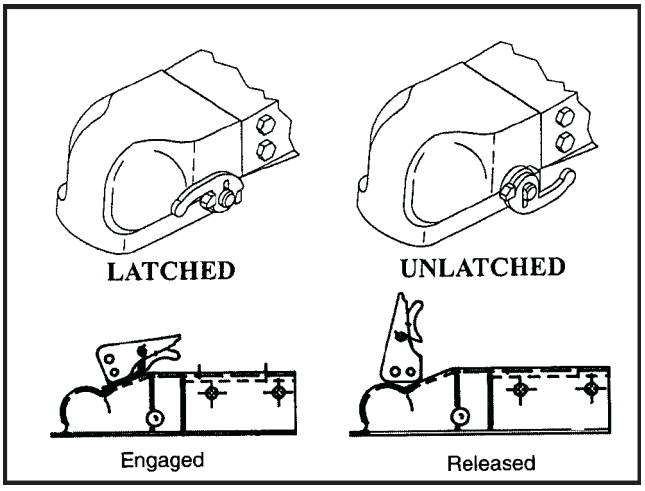
Be sure all deadbolt locks are engaged.

⚠ **WARNING** ⚠
Engage deadbolt lock when towing trailer to prevent accidental door opening while in transit.

Prepare the Coupler and Hitch

Lubricate the hitch ball and the inside of the coupler with a thin layer of automotive bearing grease. If your trailer is equipped with a jack, raise the coupler above the ball height.

Open the coupler locking mechanism. Ball couplers have a locking mechanism with an internal moving piece (ball clamp) and an outside handle, wheel, or latch.



In the open position, the coupler is able to drop fully onto the hitch ball. See the coupler instructions for details of placing the coupler in the “open” position.

Slowly back up the tow vehicle so that the hitch ball is near or aligned under the coupler, if the trailer jack has raised the coupler.

Coupling the Trailer to the Tow Vehicle

With your jack, lower the trailer tongue until the coupler fully engages the hitch ball. If the coupler does not line up with the hitch ball, adjust the position of the tow vehicle.

Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball.

Insert a pin or lock through the hole in the locking mechanism. Be Sure that it is seated firmly.

Be sure the coupler is fully seated on the hitch ball and the locking mechanism is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1 inch, after the coupler is locked to the hitch.

⚠ NOTICE ⚠
Overloading can damage the tongue jack. Do not use the tongue jack to raise the tow vehicle more than 1 inch.

If the coupler cannot be secured to the hitch ball, do not tow the trailer. Email customerservice@goodrv.com or your dealer for assistance.

Lower the trailer so that its entire tongue weight is held by the hitch, and continue retracting the jack to its fully retracted position. Be sure to fully retract the tongue jack before towing.

Adjust Hitch Height (if Equipped)

The height of the hitch on the trailer must be adjusted so that the trailer, when loaded to rated capacity, is level while connected to the tow vehicle.

A wider wheelbase on a spread axle lends itself to a trailer that is harder to turn and less receptive to lateral inputs from the tow vehicle and more receptive to external factors. The trailer can start to “wander” with imperfect road conditions, strong winds, alignment issues, and air under the trailer.

Your dealer or a trailer service center can perform this adjustment or you can use the following steps to adjust the hitch height yourself.

If the trailer is not equipped with an adjustable hitch, an offset ball mount may be available from your hitch manufacturer.

⚠ WARNING ⚠
Improper hitch height adjustment can result in overloaded tires, blowout and loss of control, leading to death or serious injury. Adjust the hitch height so that the loaded trailer is level.

1. Connect trailer to tow vehicle and load the trailer to rated capacity.
2. Park the tow vehicle and trailer on a firm level surface.
3. Stand away from the trailer and physically verify with a tape measure if the trailer is level front-to-rear. If the front of the trailer is higher than the rear, the trailer hitch must be raised. If the front of the trailer is lower than the rear, the trailer hitch must be lowered.
4. Uncouple trailer from tow vehicle.
5. Remove the lock nuts and bolts (1) from the hitch. Discard lock nuts. Inspect bolts for damage and replace if necessary. Contact your dealer for the correct size, grade of bolts/nuts and torque specs.

⚠ WARNING ⚠
Used lock nuts are prone to loosen, resulting in the hitch separating from the trailer, which can lead to death or serious injury. NEVER reuse a lock nut. Use new lock nuts each time the hitch height is adjusted. Contact your dealer for the proper grade and size of lock nut.

6. Raise or lower the hitch as needed.
7. Install bolts and new lock nuts.
8. Tighten lock nuts to torque specified by your dealer.
9. Couple the trailer to the tow vehicle and using a tape measure, physically verify that the trailer is level front to rear. Adjust if necessary.
10. Unload trailer.

Rigging the Safety Chains

Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.

Rig the safety chains so that they:

Cris-cross underneath the coupler so if the trailer uncouples, the safety chains can hold the tongue up above the road.

Loop around a frame member of the tow vehicle or to holes provided in the hitch system (but, do not attach them to an interchangeable part of the hitch assembly)

Attach “S” hooks up from underneath the hole (do not just drop into hole)

Make sure the safety latches on the safety chains are fully engaged when attached to the tow vehicle; and the trailer coupler.

Provide enough slack to permit tight turns, but not be close to the road surface to drag.

Attach & Test Electric Breakaway Brake System

If the coupler or hitch fails, a properly connected and working breakaway brake system will apply electric brakes on the trailer. The safety chains will keep the tow vehicle attached and as the brakes are applied at the trailer's axles, the trailer/tow vehicle combination will be able to come to a controlled stop.

The breakaway brake system includes a battery, a switch with a pull pin, and a lanyard. The breakaway brake system is not fitted with a "charging" capability that draws power from the tow vehicle. You must periodically charge the battery to keep the breakaway brake system in working order.

Connect the pull pin lanyard to the tow vehicle so that the pull pin will be pulled out before all of the slack in the safety chains is taken up (see Breakaway Brake System figure). Do not connect the pull pin cable to a safety chain or to the hitch ball or hitch ball assembly. This would not allow the breakaway brake system from operating when it is needed.

To test the break-away brake battery, jack up one wheel of the trailer and set it to spinning. Pull the switch out of the breakaway box just as if the cord had gotten pulled taut on your tow vehicle. See if the brakes engage to stop the wheel.

Immediately replace the pull pin. The breakaway brake system battery discharges rapidly when the pull pin is removed.

Do not tow the trailer with the breakaway brake system ON because the brakes will overheat which can result in permanent brake failure.

⚠ **WARNING** ⚠
Failure to replace the pull pin will prevent brakes from working, leading to loss of control, serious injury or death.

If you do not use your trailer for three or more months, or during winter months:

- Store the battery indoors; and
- Charge the battery every three months.

Replace the breakaway brake battery according to the intervals specified by the battery manufacturer.

Electrical Cable Connections

Connect the trailer lights to the tow vehicle's electrical system using the electrical connectors.

Check all lights for proper operation.

Clearance and Running Lights (Turn on tow vehicle headlights).
Brake Lights (Step on tow vehicle brake pedal).
Turn Signals (Operate tow vehicle directional signal lever).

Check electric brakes for proper operation using the brake controller mounted in the cab of your towing vehicle.

If your trailer has electric brakes, your tow vehicle may have an electric brake controller that sends power to the trailer brakes. Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer in order to confirm that the electric brakes operate. While towing the trailer at less than 5 m.p.h., manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brakes.

Uncoupling the Ball-Hitch Trailer with Tongue Jack

Follow these steps to uncouple your ball hitch trailer from the tow vehicle:

- Block trailer tires to prevent the trailer from rolling, before jacking the trailer up.
- Disconnect the electrical connector.
- Disconnect the breakaway brake switch lanyard.
- Disconnect the safety chains from the tow vehicle.
- Unlock the coupler and open it.
- Before extending the jack, make certain the ground surface below the jack pad will support the tongue load.
- Rotate the jack handle (or crank) clockwise. This will slowly extend the jack and transfer the weight of the trailer tongue to the jack.

Trailer Operation

Remote & Mounted Controllers

This trailer is equipped with a remote control and may move without warning. Prior to operation, walk around the trailer to ensure the area is clear of objects and people.

Operated the remote control from a safe distance. Always maintain possession of the remote control while the trailer is in use.

Controller Buttons

The following is a description of the remote control buttons and its operation. Practice operation of the trailer with an empty trailer uncoupled from the tow vehicle.

POWER: Enables or disables the remote control transmitter.

RAISE FRONT: Extends forward piston to raise tow bar of trailer.

LOWER FRONT: Retracts the forward piston to lower the tow bar of trailer.

RAISE REAR: Extends the rear axle pistons to raise the trailer body.

LOWER REAR: Retracts the rear axle pistons to lower the trailer body.

Establishing Wireless Connection

If the remote has been replaced, or if the connection just needs to be re-established, follow these steps:

1. Turn both the remote controller and the receiver off.
2. Press and hold the remote control's power button for over 10 seconds. Both lights will begin blinking.
3. Turn on the receiver using the master switch.
4. Wait until the lights on the transmitter blink green before using.

Loading

Improper trailer loading causes many accidents and possibly deaths. To safely load a trailer, you must consider:

- Overall load weight
- Load weight distribution
- Proper tongue weight
- Securing the load properly.

To determine that you have loaded the trailer within its rating, you must consider the distribution of weight, as well as the total weight of the trailer and its contents. The trailer axles carry most of the total weight of the trailer and its contents (Gross Vehicle Weight, or "GVW"). The remainder of the total weight is carried by the tow vehicle hitch.

Technically, Good Trailers do not have axles. Nevertheless, the manual uses the term to refer to the suspension assembly which does the same job. For simplicity's sake, we'll use the term "axle" to refer to the assembly.

It is essential for safe towing that the trailer-tongue and tow vehicle hitch carry the proper amount of the loaded trailer weight, otherwise the trailer can develop an undesirable sway at

towing speeds, or the rear of the towing vehicle can be overloaded. Read the “Tongue Weight” section below.

The load distribution must be such that no component part of the trailer is loaded beyond its maximum load rating. This means that you must consider the rating of the tires, wheels and axles. For tandem and triple axle trailers, you must make sure that the front-to-rear load distribution does not result in overloading any axle.

Towing stability also depends on keeping the center of gravity as low as possible. Load heavy items on the floor and over the axles. When loading additional items, be sure to maintain even side-to-side weight distribution and proper tongue weight. The total weight of the trailer and its contents must never exceed the total weight rating of the trailer (Gross Vehicle Weight Rating, or “GVWR”). * Information found in the VIN tag at the left side of the trailer.

Tongue Weight

It is critical to have a portion of the trailer load carried by the tow vehicle. That is, the trailer tongue must exert a downward force on the hitch. This is necessary for two reasons. First, the proper amount of tongue weight is necessary for the tow vehicle to be able to maintain control of the tow vehicle/trailer system. If, for example, the tongue exerts an upward pull on the hitch, instead of pushing down on it (because the trailer is overloaded behind its axle(s)), the rear wheel of the tow vehicle could lose traction or grip and cause loss of control.

Also, even if there is some weight on the tongue, but not enough weight on the tongue, the trailer can become unstable at high speeds because the faster you go the more likely the trailer is to sway.

If, on the other hand, there is too much tongue weight, the tow vehicle is prone to jack-knife. Furthermore, the front wheels of the tow vehicle can be too lightly loaded and cause loss of steering control and traction, if the front wheels are driving.

In addition to tow vehicle control, tongue weight is necessary to insure that the trailer axle(s) do not exceed their Gross Axle Weight Rating (GAWR).

The table in 1.2.10 gives recommended percentages.

Checking Tongue Weight

To check the tongue weight, the tow vehicle and trailer must be on level ground, as they will be when the trailer is being towed. Physically confirm that the trailer is level with a tape measure.

For lighter trailers the recommended method of checking tongue weight is to use an accessory called a “tongue weight scale.” If a tongue weight scale is not available from your dealer, email GoodMFG™ at info@goodrv.com for assistance.

An alternate method of checking tongue weight involves the use of a bathroom scale. The loaded trailer must be on a smooth and level surface, and you must block the trailer wheels, front and rear.

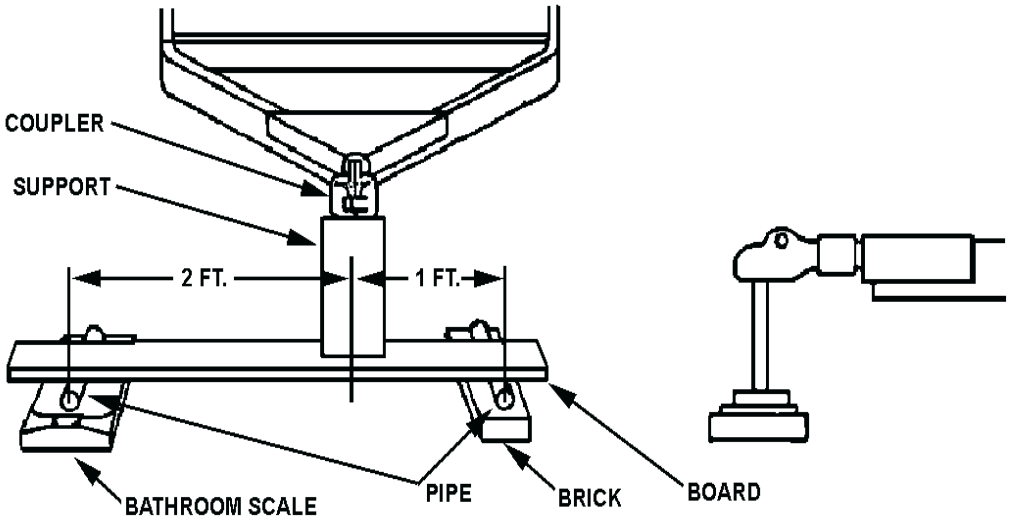
Bathroom Scale Method for Checking Tongue Weight

⚠ WARNING ⚠
An unrestrained trailer can fall off its support, resulting in serious injury or death. Before checking tongue weight, block trailer wheels, both front and rear.

Raise the tongue of the trailer with the jack.

Place a bathroom scale on the ground, directly below the coupler.

Place a strong block support (such as a cement block) on the scale – note the scale reading for the weight of the block support or zero the scale after adding the block weight.



Lower the tongue until the coupler rests on the block support and the jack is ½ inch above the ground. The scale reading, minus the weight of the block support or the zero amount is the tongue weight.

If the tongue weight exceeds the capacity of a bathroom scale, you can use “leverage” to divide the tongue weight between the bathroom scale and another support (see “Checking Tongue Weight” figure).

- Raise the tongue of the trailer with the jack.
- Arrange a brick, 2 x 4 (or 4 x 4) board, bathroom scale and pipes as shown in “Checking Tongue Weight” figure. The brick should be about the same thickness as the bathroom scale.
- Leave a 3 foot distance between the pipes, and place the coupler about 2 feet from the pipe on the bathroom scale.
- Place a strong block support (such as a cement block) on the board. Note the weight indicated on the scale.

- Lower the tongue until the coupler rests on the block support and the jack is ½ inch above the ground.
- Subtract the scale reading with the block and board alone from the scale reading with the trailer on the block. Multiply the result by 3 to get the actual tongue weight.

Example:

> Scale reading with block and board alone = 10 lbs.
> Scale reading with trailer coupler resting on board = 50 lbs.
> Actual tongue weight: (50-10) x 3 = 120 lbs.

For heavier trailers it is easier to go to a truck stop where there is a “certified” scale. Pull only the tow vehicle onto the scale and get the weight. This weight must be less than your tow vehicle’s GVWR. Pull the trailer onto the scale and decouple it from the tow vehicle, leaving just the trailer on the scale. Get a “ticket”, which lists the total trailer weight.

Reconnect the trailer to your tow vehicle then drive the tow vehicle wheels off the scale, just leaving the trailer axles on the scale. Get a second “ticket”, which lists the trailer’s axle weight. Simply subtract the axle weight from the total weight to determine the hitch weight.

While you are at the scale, you should weigh the entire combination vehicle. This result should be less than the Gross Combined Weight Rating (GCWR) for your towing vehicle. Some scales allow you to get individual axle weights also. If this is possible, get the tow vehicles front (and rear axle weights if equipped) to make sure they are in the same proportion as the tow vehicle alone, and that the rear axle is not overloaded. This is the best way to check that a weight distribution (or load leveling) hitch is adjusted properly, i.e., you have the proper number of chain links attached to the snap-up brackets.

Securing Cargo

Since the trailer “ride” can be bumpy and rough, you must secure your cargo so that it does not shift while the trailer is being towed. Use the provided tie down locations whenever possible or add more as needed to secure your load.

Do not transport people, containers of hazardous substances, cans or containers of flammable substances. However, fuel in the tank of an off-road vehicle, or a car or motorcycle, etc., may be carried inside of your enclosed cargo trailer.

⚠ **WARNING** ⚠
Do not transport people inside the trailer, even if it has living quarters. The transport of people puts their lives at risk and may be illegal. Do not transport flammable, explosive, poisonous, or other dangerous materials in your trailer.

The exception is fuel in the tank of a vehicle or equipment being hauled.

See your dealer for proper ventilation requirements or consult the manufacturer for ventilation guidelines.

Preparing Trailer for Loading

Before loading cargo into your enclosed trailer, inspect the interior of the trailer.

Ensure all tie down locations are in serviceable condition before use. Repair or replace any damaged attachment points. Check to verify that the floor of the trailer is free of holes or damage that could cause injury or damage to persons or cargo. Confirm that the gate is in serviceable condition and that it attaches properly to the frame of the trailer.

Enclosed trailers may be fitted with an E-Track system that can be used to secure the cargo. Inspect the track system for looseness, cracks, or signs of bending before loading cargo onto the trailer.

Lowering Dropdown System

To better facilitate the loading process, your Good Trailer may be lowered to ground level if desired. To do this, the trailer should first be positioned on flat and level ground. Check that the surrounding area is clear of obstacles or hazards to both the trailer and people. Once you have verified that the trailer is ready to lower, begin the dropdown process by lowering the front end of the trailer first. Because the Good Trailer's front and rear hydraulics systems are asynchronous, you will need to alternate between lowering the front and rear systems in order to ensure a safe and controlled descent. To prevent tipping the trailer backwards, always make sure that the front end of the trailer is kept at or below the height of the rear end of the trailer. Do not rush this process and force your trailer into an extreme angle, as this can tip the trailer and cause damage or injury to persons or property. Once the trailer has reached the ground, ensure that it is secure by raising the wheels up above ground level. This will ensure that the trailer is stable before the loading process begins.

⚠ WARNING ⚠

Always keep the majority of the trailer's load weight towards the front. Do not allow the trailer's weight to shift to the rear, as this can cause the trailer to tip backwards, resulting in damage to the trailer.

Loading Cargo Into Enclosed Trailer

Enclosed trailers may be fitted with a spring-assisted drop gate. The weight of the drop ramp door is designed to settle just above ground level for easy loading. A lift back door can be raised and secured overhead to allow access into the trailer for loading.

⚠ WARNING ⚠

A spring and cable counterbalance can inflict serious injury if it breaks, or if incorrectly adjusted.

Always stand clear of the ramp door when opening it.

Inspect the cable and cable ends each time the door is operated.

Do not attempt to service the counterbalance. Take the trailer to your dealer for service.

Load the cargo up the drop gate and into the trailer, with approximately 60% of the cargo in the front half of the trailer.

⚠ WARNING ⚠

Accumulation of hazardous fumes can cause death or serious injury.

Do not block access to ventilation ports.

Secure the cargo to the trailer using appropriate straps, chains, or tensioning devices.

Check to make sure that all other openings in the trailer are closed, locked, latched, or deadbolted if possible, including windows, doors, lifting panels, etc. Lower and close the rear door and secure the trailer door catch with the locking device, so that the catch and door cannot open while the trailer is being towed. Finally, lift and secure the loading ramp in the upright position.

⚠ WARNING ⚠

If the door opens, your cargo may be ejected onto the road, resulting in death or serious injury to other drivers.

Always secure the door latch after closing. Place a linchpin in the catch.

Loading Cargo Into Flatbed Trailer

Load the cargo up the drop gate and into the trailer, with approximately 60% of the cargo in the front half of the trailer.

Secure the cargo to the trailer using appropriate straps, chains, or tensioning devices. Always cover loads consisting of loose or unsecured materials in accordance with local regulations. Finally, lift and secure the loading ramp in the upright position.

Raising Dropdown System

Check that the surrounding area is clear of obstacles or hazards to both the trailer and people. Once you have verified that the trailer is ready to raise, begin the lifting process by raising the rear of the trailer first. Because the Good Trailer’s front and rear hydraulics systems are

asynchronous, you will need to alternate between raising the front and rear systems in order to ensure a safe and controlled lift. To prevent tipping the trailer backwards, always make sure that the front end of the trailer is kept at or below the height of the rear end of the trailer. Do not rush this process and force your trailer into an extreme angle, as this can tip the trailer and cause damage or injury to persons or property. Once the trailer is fully raised, ensure that it is secure by lowering and locking the suspension bracers into place over the rear hydraulic arms. This will ensure that the trailer cannot lower itself during transport.

⚠ **WARNING** ⚠
Always keep the majority of the trailer's load weight towards the front. Do not allow the trailer's center of gravity to shift to the rear, as this can cause the trailer to tip backwards, resulting in damage to the trailer.

Checking Trailer Before & During Each Tow

Pre-Tow Checklist

Before towing, double-check all of these items: See page 61, "Inspection, Service & Maintenance Summary Charts," for more information.

- Tires, wheels and lug nuts (see the "Major Hazards" section starting on page 14 of this manual)
- Tire Pressure. Inflate tire on trailer and tow vehicle to the pressure stated on the VIN / Certification label.
- Coupler secured and locked (see the "Coupling and Uncoupling the Trailer" section of this manual)
- Pins for the fold-up tongue should be in place
- Safety chains properly rigged to tow vehicle, not to hitch or ball (see the "Coupling to the Tow Vehicle" chapter of this manual)
- Test of lights: Tail, Stop, and Turn Lights
- Test trailer brakes.
- Safety breakaway switch cable fastened to tow vehicle, not to safety chains (see the "Coupling to the Tow Vehicle" chapter of this manual)
- Cargo properly loaded, balanced and tied down (see the "Loading the Trailer" chapter of this manual)
- Tongue weight and weight distribution set-up.
- Doors and gates latched and secured
- Hydraulic suspension should be in the fully lifted position.
- Hydraulic remote controller should be stowed
- Fire extinguisher
- Flares and reflectors

- Tongue and stabilizer jacks in the retracted position

Make Regular Stops

After each 50 miles, or one hour of towing, stop and check the following items:

- Coupler secured
- Safety chains are fastened and not dragging
- Cargo secured
- Cargo door latched and secured

Breaking-in a New Trailer

Retighten Lug Nuts at First 10, 25, & 50 miles

Wheel lugs can shift and settle quickly after being first assembled, and must be checked after the first 10, 25, and 50 miles of driving. Failure to perform this check may result in a wheel coming loose from the trailer, causing a crash leading to death or serious injury.

⚠ **WARNING** ⚠
Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury. Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25, and 50 miles of driving.

See page 73 on Proper Torquing Technique.

Adjust Brake Shoes at First 200 Miles

Brake shoes and drums experience rapid initial wear. The brakes must be adjusted after the first 200 miles of use, and each 3,000 miles thereafter. Some axles are fitted with a mechanism that will automatically adjust the brake shoes when the trailer is “hard braked” from a rearward direction. Read your axle and brake manual to see if your brakes adjust automatically. If you do not have the axle and brake manual, email GoodMFG™ at info@goodrv.com for a free copy.

A hard stop is used to:

- Confirm that the brakes work;
- Confirm that the trailer brakes are properly synchronized with the tow vehicle brakes using the brake controller in the tow vehicle
- Adjust the brake shoes as necessary.
- For surge brakes check the Master cylinder reservoir for fluid.

Synchronizing the Brake Systems

Trailer brakes are designed to work in synchronization with the brakes on the tow vehicle. When the tow vehicle and trailer braking systems are synchronized, both braking systems contribute to slowing, and the tongue of the trailer will neither dive nor rise sharply.

⚠ **WARNING** ⚠
If trailer and tow vehicle brakes do not work properly together, death or serious injury can occur. Road test the brakes in a safe area at no more than 30 m.p.h. before each tow.

To ensure safe brake performance and synchronization, read and follow the axle/brake and the brake controller manufacturers' instructions. If you do not have these instructions, email GoodMFG™ at info@goodrv.com for a free copy.

Tire Pressure

Check tire pressures on both the trailer and tow vehicle. Inflate to the maximum shown on the VIN / Certification Label.

Accessories & Standard Features

This chapter provides some basic information for the safe operation of several accessories. For many accessories, such as generators and LP appliances, the manufacturer of the accessory has also provided instructions. You must read and follow these instructions before using the accessory. If you are uncertain whether you have all of the instructions, call GoodMFG™ at (877) 889-9789 before operating the accessory. The following accessories are described in this section:

- Lift Panels
- 2.4 Specialty openings - design and usage - lifts and supports (lift up panels)
- Accessories /. Addons

  3.1 Insert added to the bottom of the manual showing options and accessories.
  3.2 Replace or repair parts
  3.3 Trailer connector systems - cube to cube
  3.4 Suggested leveling support systems?
  3.5 Anchoring options

Many accessories introduce the risk of fire and carbon monoxide poisoning. If you have an accessory on your trailer, make sure you have a fire extinguisher charged and ready before operating the accessory. Check the fire extinguisher at least once a month. If the fire extinguisher is discharged even partially, it must be recharged. Follow the fire extinguisher manufacturer's instructions for recharging the extinguisher after use.

Lift Panels

A lift panel opens vertically and has a hinge(s) along its top edge. These heavy doors are equipped with spring-assisted lifting, usually with a device known as a “gas spring.” The gas spring lifting device is not designed to hold a vending door up, however, in the lifted position they are designed to lock into place, relieving the pressure needed to carry the weight of the doors overhead.

⚠ **WARNING** ⚠
Gas springs lose their lifting capability with age and cold weather; and can cause the door to fall, resulting in injury. Always hold the door open until the gas spring is locked in place. Be prepared to hold the weight of the door when removing the prop rod.

Hydraulic Tank & Battery

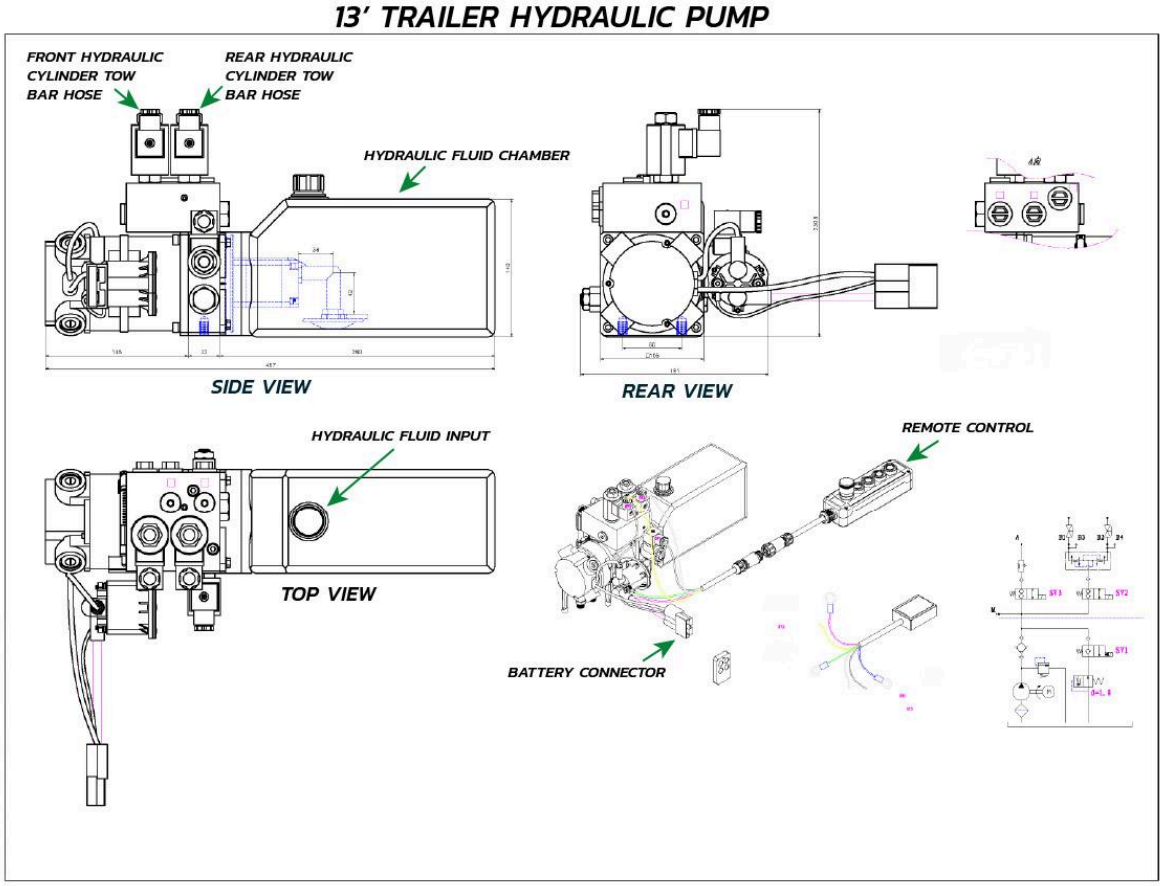
Your trailer is outfitted with an accessory battery that operates the trailer’s lighting, hydraulic drop down system, or other accessories. An accessory battery may be kept charged either by the tow vehicle or by an external battery recharger.

The hydraulic tank and battery are located in or near the center-front of the trailer. Check the hydraulic fluid level regularly with the sight gauge on the left side. The tank’s capacity is approximately 1.05 gallons of AW32 hydraulic fluid or equivalent for 19 foot trailers or 0.8 gallons for 13 feet trailers.

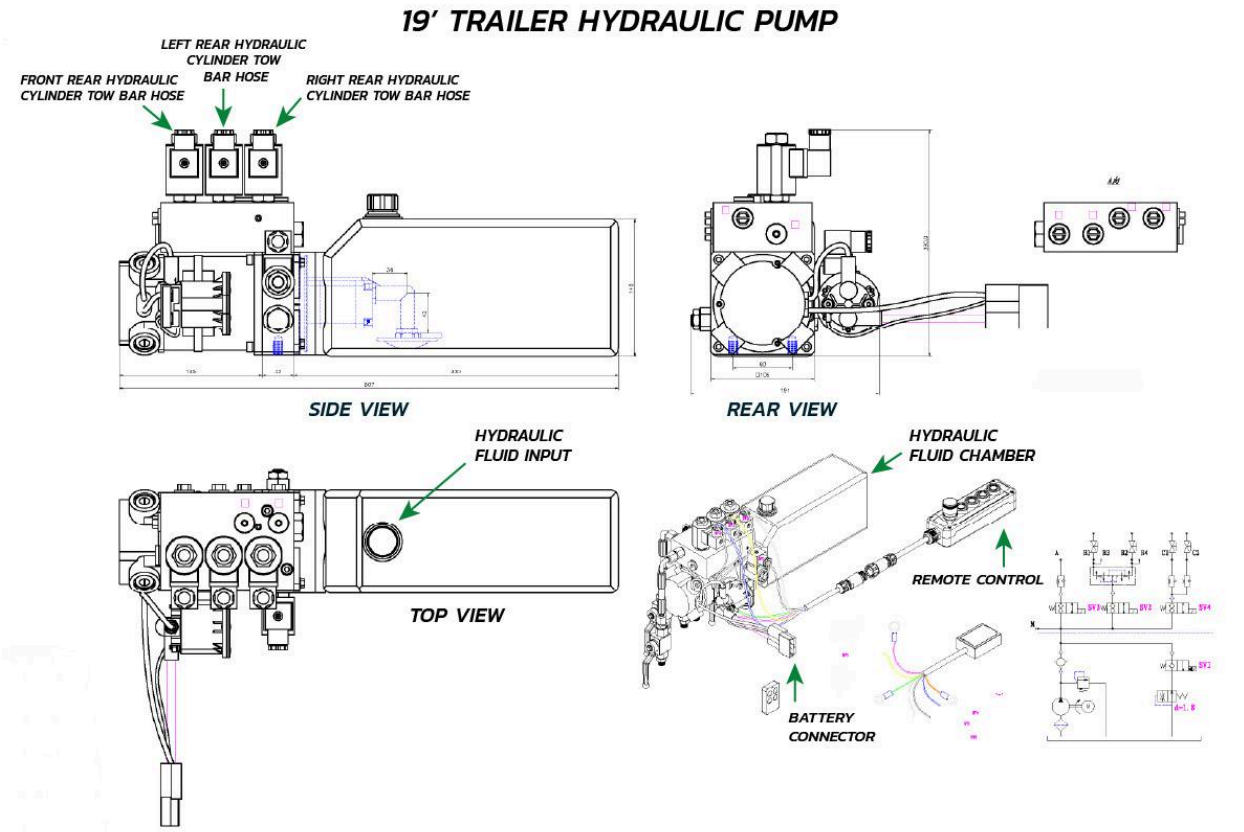
A disconnect switch may be provided to disconnect the accessory battery when you do not plan to be using the trailer for an extended period, such as seasonal storage. If there is no disconnect switch, then remove the cables from the battery terminals.

The accessory battery must be kept in a charged condition during storage. The battery could freeze and break if it becomes discharged.
There are two versions of the hydraulic tank and battery.

This figure shows the 13’ trailer hydraulic tank and battery system.



This figure shows the 19’ trailer hydraulic tank and battery system.



Hydraulic Drop Deck System

The Good Trailers' unique hydraulic dropdown system allows the trailer to be lowered to ground level for easy loading, as well as providing a stable base for your trailer when not in use. The hydraulic arms can also be locked for transport using the attached, pivoting suspension bracers.

Using the Hydraulic Drop Deck System: Prepping the Site

1. Park on a safe, level surface.
2. Add wheel chocks to keep the trailer secure.
3. Check around and underneath the trailer. **It is very important to make sure there are no obstructions.**
4. Remember, all chains and cords should be secured.
5. The trailer should be uncoupled from the towing vehicle, and the towing vehicle

Never attempt to operate the hydraulic drop deck system without first separating it from the tow vehicle. You want to give your Good Trailer enough clearance to operate.

Using the Hydraulic Drop Deck System: Prepping the Hydraulic System

Now it's time to prepare your hydraulic system for use.

1. Pull the detent pin to release the forward piston.
2. Raise the forward piston and secure it with the detent pin.

Interior Hydraulic Pump

If you have a wired controller and an interior hydraulic pump, you will find the controller in the center toolbox. Twist the red knob to the “On” position.

If you have a wireless remote, you will be able to operate the drop deck without further preparation. Turn on the system.

Portable Hydraulic Pump: Attaching

Take the following steps to hook the hydraulic pump to your trailer.

1. Locate the connectors near the tow bar. They are color coded.
2. Locate your hoses inside the pump box. They are also color-coded.
3. Connect the hoses, battery, plug, and cylinder locks.

You are now ready to raise or lower the trailer.

Portable Hydraulic Pump: Removing

It is important to be certain there is no pressure inside the line before disconnecting your portable hydraulic pump. The hoses should decouple from the trailer with little resistance. If you feel resistance, you should stop. Raise and lower the trailer slightly to release pressure on the line, and try again.

Attempting to remove the hoses while pressure remains on the line can cause hydraulic fluid to spray in unpredictable directions, resulting in injuries.

Using the Hydraulic Drop Deck System: Lowering the Trailer

Lowering the Trailer

Take the following steps before lowering the trailer.

1. Lower the forward piston foot.
2. Turn the crank jack clockwise to finish placing the foot (it should sit flat on the ground).
3. Secure the crank jack.
4. Unlock the fender panels.
5. Raise all fender panels before you attempt to lower the trailer. **This is very important.** The wheels retract. The trailer can be damaged if the fender panels are down.
6. Raise the toggle clamp located behind the wheels.
7. Pull the cylinder lock forward and secure it to the toggle clamp.
8. Repeat for all toggle clamps and cylinder locks.

Now you may use the remote to lower the trailer.

When lowering the trailer, keep some weight on the forward piston and jack to prevent tipping. You may need to lower each side bit by bit.

Press the stop button to end the process.

Raising the Trailer

Before raising the trailer:

1. Check all doors are closed and locked.
2. The ramp should be up and locked.

The remote offers total control over the parts of the trailer that are raised first. Be sure to balance the weight of your load as you raise the trailer.

Using the Hydraulic Drop Deck System: Preparing to Haul

Before hauling the trailer:

1. Lower and lock the fender panels.
2. Raise the front piston foot.
3. Lower the front piston. If the front piston will not lower, check the safety switch located in the tow bar. If the safety switch has been depressed it will be impossible to lower the piston into place. If it isn’t moving, check the safety switch first.

Once you take these steps and have disconnected your portable pump (if applicable), you can ready the tow bar for reattachment to the tow vehicle.

Loading Gate

The rear folding ramp is designed to be used in conjunction with the trailer in its lowered position. After loading, use the slide bolts and pins to secure the ramp upright before raising and transporting the trailer. One person can raise and lower the ramp with ease.

Folding/Removable Connector

The trailer’s tow bar can be stored upright against the front panel of the trailer - beneath the wind deflector, or removed entirely and stowed elsewhere. Always ensure all connector pins and bolts are securely fastened before transport.

E-Track

The running tracks built into the walls of the trailer can be used to mount a variety of accessories. Take care to securely install every accessory piece so it doesn’t come loose over time.

Windows & Doors

All windows and doors should be closed and locked, if possible, before transporting the trailer.

Trailer Roof

⚠ WARNING ⚠
Never climb or store items on the roof of your trailer. Unless your trailer is specifically designed for this purpose, serious injury or death could occur.

Inspection, Service, & Maintenance

Inspection, Service, & Maintenance Summary Charts

You must inspect, maintain and service your trailer regularly to ensure safe and reliable operation. If you cannot or are unsure how to perform the items listed here, have your dealer do them. Note: In addition to this manual, also check the relevant component manufacturer's manual.

Inspection & Service Before Each Use		
Item	**Inspection/Service**	**Manual Section Reference**
Breakaway Brakes • Electric • Hydraulic	Check operation. Check fluid level.	Page 68
Breakaway Battery	Fully charged, connections clean.	Page 68
Brakes, all types	Check operation.	Page 67
Shoes and Drums	Adjust.	Page 67
Brakes, Hydraulic – Vacuum Actuated	Check gauge for proper vacuum of 18 In. Hg. (inches of mercury).	
Coupler and Hitch Ball	Check for cracks, pits, and flats. Replace w/ ball & coupler, having trailer GVW Rating. Grease. Check the locking device & replace.	Page 38
Safety Chain(s) & Hooks	Check for wear and damage.	Page 39

Tires	Check tire pressure when cold. Inflate as needed.	Max: 80 PSI Regular: 80 PSI
Wheels - Lug Nuts (Bolts) & Hub	Check for tightness. Tighten. For new and remounted wheels, check torque after first 10, 25, & 50 miles of driving and after any impact.	Size-M12*1.5 Bolt Center Distance-Φ15.3mm Offset-Initial 20% Recommended Tourque-120N.M/88.5 Lb/Ft.

Inspection & Service Each 3 Months or 3,000 Miles		
Item	**Inspection/Service**	**Manual Page Reference**
Structure ● Rubber mats and floor ● Hinges, Doors	Inspect. Repair or replace damaged, worn, or broken parts.	Page 63

Inspection & Service Each 6 Months or 6,000 Miles		
Item	**Inspection/Service**	**Manual Page Reference**
Tires	Rotate @ 5,000 miles. Inspect tread and sidewalls thoroughly. Replace tire when treads are worn, when sidewall has a bulge, or sidewall is worn.	Page 69
Brakes, electric ● Magnets ● Controller (in tow vehicle)	Check wear and current draw. Check power output (Amperage) and modulation.	Page 57
Structure ● Roof Vents ● Windows	Clean dirt buildup, lubricate hinges and slides.	Lubricate Axles-Every 6000 Miles

Inspection & Service Each Year or 12,000 Miles		
Item	**Inspection/Service**	**Manual Page Reference**
Brakes, all types ● Shoes and drums	Check for scoring and wear. Replace per manufacturer's specifications.	Page 67
Manual Jack	Grease gears at top.	Every 6000 Miles
Structure ● Frame members ● Welds	Inspect all frame members, bolts, & rivets. Repair or replace damaged, worn or broken parts. Suspension block	Nuts-Replacement Grade-grade 8.8 Rivet - 304 Stainless Steel-Φ4.8mm No maintenance required if no damage or crack
Wheels ● Sealed Bearings (Hubs) ● Rims	Check and confirm free running. Replace if not (sealed bearings are not serviceable). Inspect for cracks & dents. Replace as needed.	Page 70
Structure ● Axle Attachment Bolts ● Ramp	Structure Note: Check by your dealer. Capacity	Standard Ramp: 4400 LBS

Inspection & Service Instructions

Axle Bolts, Frame, Suspension, & Structure

⚠ **WARNING** ⚠
Worn or broken suspension parts can cause loss of control and injury may result. Have your trailer professionally inspected annually and after any impact. Never crawl under your trailer

To perform many of the inspection and maintenance activities, raise the trailer, stabilize it, and use wheel chocks before you crawl under the trailer.

Trailer Structure

Because the trailer floor receives the most abuse, it will most likely corrode before any other part of the structure.

Fasteners & Frame Members

Inspect all of the fasteners and structural frame members for bending and other damage, cracks, or failure. Repair or replace any damaged fastener and repair the frame member. If you have any questions about the condition or method of repair of fasteners or frame members, get the recommendation of, or have the repair done by, your dealer.

The various fastener types used on your trailer are:

- Bolts, which are used for attaching corner columns, roof sections, door and gate hinges to the trailer body;
- Rivets, which are used to attach the sides and roof panels of the body to each other, and to the frame of the trailer;

⚠ **WARNING** ⚠
Broken or damaged fasteners or welds can cause injury or damage to the trailer and its contents. Inspect for, and repair all damaged parts at least once a year.

Welds

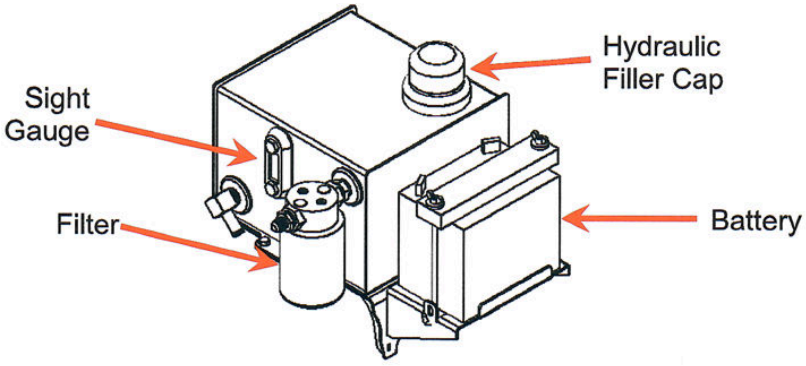
All welds can crack or fail when subjected to heavy loads or movement of cargo that was not properly tied to prevent movement. Any time that you know or suspect that the trailer has been subjected to heavy loads or movement of cargo, immediately inspect the welds and fasteners for damage. To prevent severe damage to your trailer, inspect all of the welds for cracks or failure at least once a year.

⚠ **WARNING** ⚠
Improper weld repair will lead to early failure of the trailer structure and can cause serious injury or death. Do not repair cracked or broken welds. Have the welds repaired by your dealer, or by a certified welder.

Hydraulic Components

Do not alter or substitute any hydraulic components on the Good Trailer. The hydraulic dropdown system is designed with each component being compatible with the safe and reliable operation of the dropdown system. Under no circumstances should you alter the hydraulic pressure or flow rate to the system. Always have the hydraulic system repaired or maintained by a qualified technician.

Change filter annually, or more frequently if used heavily.



⚠ DANGER ⚠

Never alter or substitute any hydraulic system component. Death or serious injury may result.

An altered or substituted hydraulic component may malfunction, resulting in the dropdown system failing without warning.

⚠ WARNING ⚠

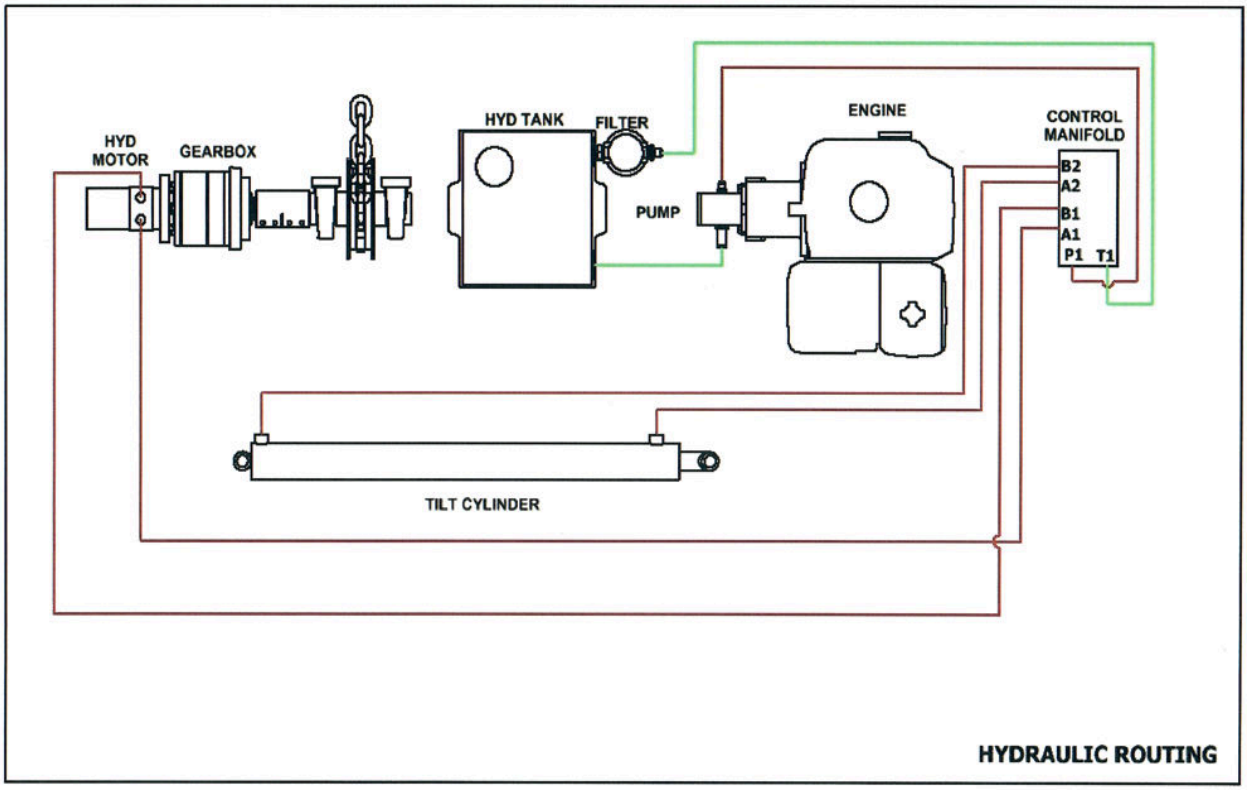
High Pressure Fluid Hazard. Protect hands and body from high pressure fluids.

- Relieve pressure before disconnection lines and tighten all connections before applying pressure.
- DO NOT use hands to check for leaks.
- If accidental skin penetration occurs, seek immediate medical treatment. Failure to follow this warning can result in serious injury, amputation, or death.

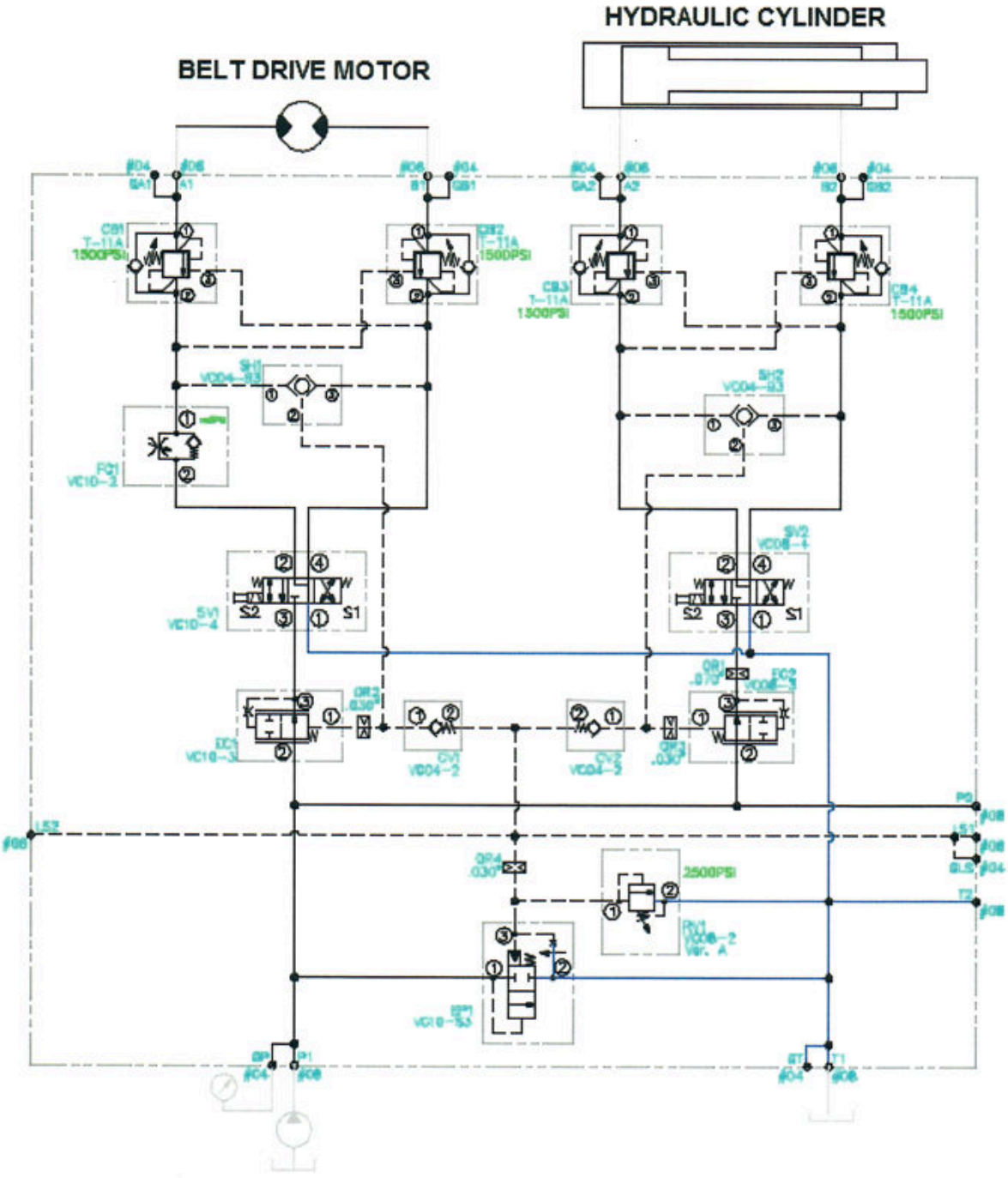
⚠ WARNING ⚠

Never loosen or disconnect a hydraulic fitting, hose, or component without the trailer on firm and level ground, trailer level and empty, wheels chocked, and the Suspension Locking Braces are locked in place against the hydraulic suspension.

Routing


HYD MOTOR
GEARBOX
HYD TANK
FILTER
PUMP
ENGINE
CONTROL MANIFOLD
B2
A2
B1
A1
P1
T1
TILT CYLINDER
HYDRAULIC ROUTING

Schematics

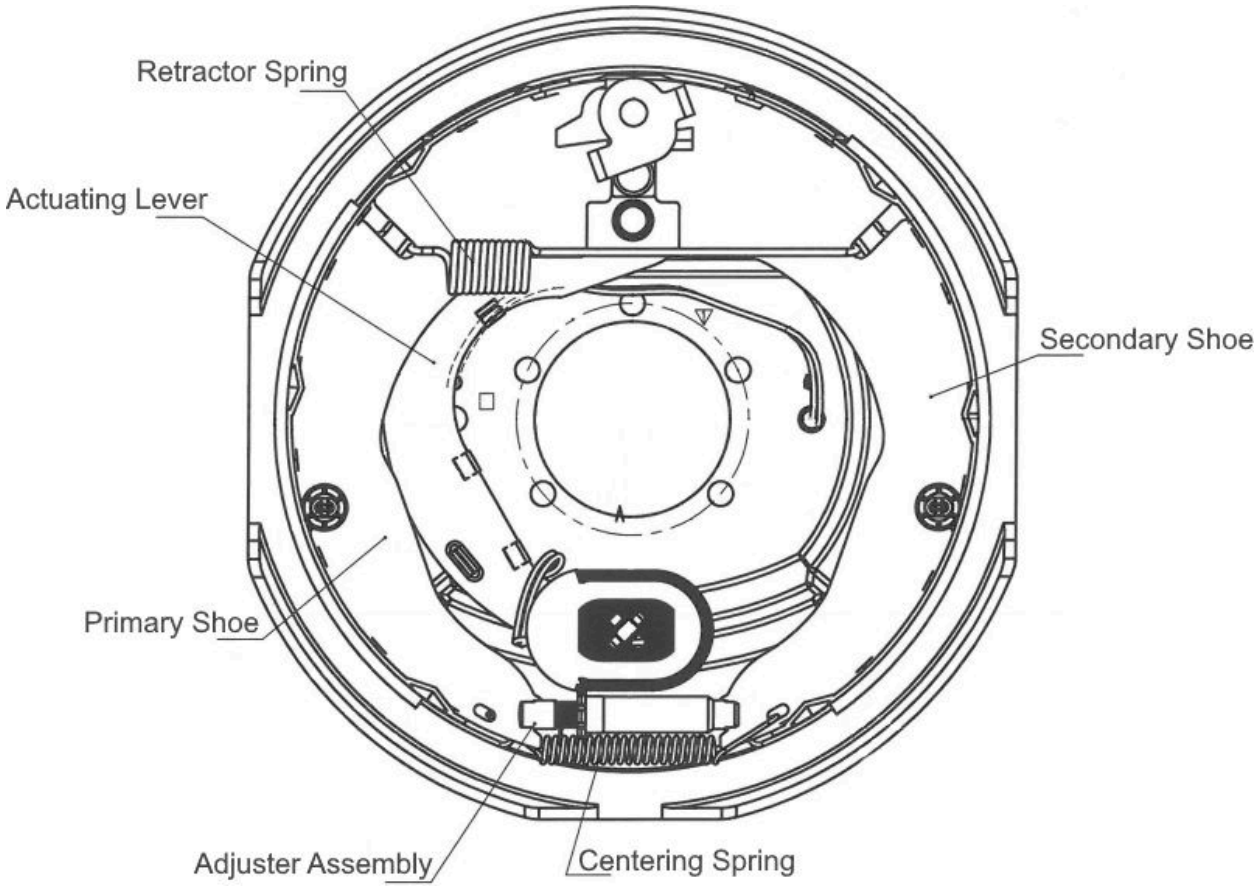


Trailer Brakes

Brake Shoes & Drums

Properly functioning brake shoes and drums are essential to ensure safety. You must have your dealer inspect these components at least once per year, or each 12,000 miles.

The brake shoes must be adjusted after the first 200 miles of use, and each 3,000 miles thereafter. Most axles are fitted with a brake mechanism that will automatically adjust the brake shoes when the trailer is “hard braked” from a rearward direction. Read your axle and brake manual to see how to adjust your brakes. If you do not have this manual, email GoodMFG™ at info@goodrv.com for a free copy.



Brakes, Electric

Two different types of electric brakes may be present on the trailer: an emergency electric breakaway system, which acts only if the trailer comes loose from the hitch and the breakaway pin is pulled. The other brake is an electric braking system that acts whenever the brakes of the tow vehicle are applied.

Breakaway Battery

This battery supplies the power to operate the trailer brakes if the trailer uncouples from the tow vehicle. Be sure to check, maintain and replace the battery according to the battery manufacturer’ instructions.

⚠ CAUTION ⚠
Extreme cold weather can degrade battery performance and cause brakes to operate improperly. Always check the battery charge level before towing.

Breakaway Switch

This switch causes the breakaway battery to operate the electric brakes if the trailer uncouples from the tow vehicle.

The pull cable for the pull pin is connected to the tow vehicle, and the switch is connected to the trailer. To check for proper functioning of the switch, battery and brakes, you must pull the pin from the switch and confirm that the brakes apply to each wheel. You can do this by trying to pull the trailer with the tow vehicle, after pulling the pin. The trailer brakes may not lock, but you will notice that a greater force is needed to pull the trailer.

⚠ WARNING ⚠
If electric breakaway brakes do not operate properly when the trailer is uncoupled from the tow vehicle, death or serious injury can occur. Check the emergency breakaway brake system BEFORE each tow.

Tow Vehicle Operated Electric Brakes

The electric brakes that operate in conjunction with the tow vehicle brakes must be “synchronized” so that braking is properly distributed to the tow vehicle brakes and the trailer brakes. For proper operation and synchronization, read and follow the axle/brake and the brake controller manufacturers’ instructions. If you do not have these instructions, email GoodMFG™ at customerservice@goodrv.com for a free copy.

Magnets for All Electric Brakes

To make certain an electrically-operated braking system will function properly, you must have your dealer inspect the magnets at least once a year, or each 12,000 miles. See the brake manual for wear and current inspection instructions.

Tires

Trailer tires may be worn out even though they still have plenty of tread left. This is because trailer tires have to carry a lot of weight all the time, even when not in use. It is actually better for the tire to be rolling down the road than to be sitting idle. During use, the tire releases lubricants that are beneficial to tire life. Using the trailer tires often also helps prevent flat spots from developing.

The main cause of tire failure is improper inflation. Check the cold tire inflation pressures at least once a week for proper inflation levels. “Cold” means that the tires are at the same temperature as the surrounding air, such as when the vehicle has been parked overnight.

Wheel and tire manufacturers recommend adjusting the air pressure to the trailer manufacturer's recommended cold inflation pressure, in pounds per square inch (PSI) stated on the vehicle's Federal Certification Label or Tire Placard when the trailer is loaded to its gross vehicle weight rating (GVWR). If the tires are inflated to less than the recommended inflation level or the GVWR of the trailer is exceeded, the load carrying capacity of the tire could be dramatically affected and become a dangerous safety factor. If the tires are inflated more than the recommended inflation level, handling characteristics of the tow vehicle/trailer combination could be affected. Refer to the owner's manual or talk to your dealer or vehicle manufacturer if you have any questions regarding proper inflation practices.

Tires can lose air over a period of time. In fact, tires can lose 1 to 3 PSI per month. This is because molecules of air, under pressure, weave their way from the inside of the tire, through the rubber, to the outside. A drop in tire pressure could cause the tire to become overloaded, leading to excessive heat build up. If a trailer tire is underinflated, even for a short period of time, the tire could suffer internal damage.

High speed towing in hot conditions degrades trailer tires significantly. As heat builds up during driving, the tire's internal structure starts to break down, compromising the strength of the tire. It is best to drive at moderate speeds as recommended by the manufacturer.

After three years, replacing the trailer tires with new ones should be considered, even if the tires have adequate tread depth. It is best to have your tires inspected by a tire supplier to determine if your tires need to be replaced.

If you are storing your trailer for an extended period, make sure the tires are fully inflated to the maximum rated pressure and that you store them in a cool, dry place, such as a garage. Use tire covers to protect the trailer tires from the harsh effects of the sun.

⚠ **WARNING** ⚠
Worn, damaged or under-inflated tires can cause loss of control, resulting in damage, serious injury and possibly death. Inspect tires on the tow vehicle and trailer before each tow.

Wheel Rims

If the trailer has been struck, or impacted, on or near the wheels, or if the trailer has struck a curb, inspect the wheels for damage (i.e. being out of round); and replace any damaged wheel. Inspect the wheels for damage every year, even if no obvious impact has occurred.

Wheels & Lug Nuts

A loose, worn or damaged wheel bearing is the most common cause of brakes that grab.

To check your bearings, squat the trailer until all wheels are off of the ground. Then check wheels for side-to-side looseness. If the wheels are loose, or spin with a wobble, the bearings must be serviced or replaced.

Lug Nuts & Bolts

Trailer wheel mounting nuts (lug nuts) require regular attention. Keeping them properly torqued is an important responsibility that trailer owners and users must be familiar with and practice on a periodic basis. Inadequate and/or inappropriate wheel nut torque (tightness) is a major reason that lug nuts loosen in service. Loose lug nuts can rapidly lead to wheel separation with potentially serious safety consequences. It is best to carry a lug nut socket and torque wrench with you whenever you are towing the trailer.

⚠ **WARNING** ⚠
Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury. Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25, and 50 miles of driving.

⚠ **WARNING** ⚠
Metal creep between the wheel rim and lug nuts will cause the rim to loosen and could result in a wheel coming off, leading to death or serious injury. Tighten lug nuts before each tow.

Tighten the lug nuts to the proper torque for the axle size on your trailer to prevent wheels from coming loose. Use a torque wrench to tighten the fasteners. The only way to be certain you have checked the torque or torqued the lug nuts to the proper torque is with a torque wrench. Four-way wrenches, ratchets, and similar tools can be useful for short-term emergency repairs, but are not appropriate tools for adequately checking lug nut torque. You must use a torque wrench to adequately indicate the torque that you are applying to the lug nut. If you do not have a torque wrench, tighten the fasteners with a lug wrench as much as you can, then have a service garage or dealer tighten the lug nuts to the proper torque. Over-tightening will result in breaking the studs or permanently deforming the mounting stud holes in the wheels.

Keep a record of the date and approximate mileage when you check the lug nut torque. Our recommendation is to set a calendar reminder on your cell phone or email to remind you to check the lug nuts at fairly significant intervals. Note any lug nut that has lost torque. Investigate the reason(s) if the lug nut torque is not maintained after more than one re-torque application, because this indicates there is something wrong with the lug nuts, nut studs, wheels and/or hubs and should be corrected.

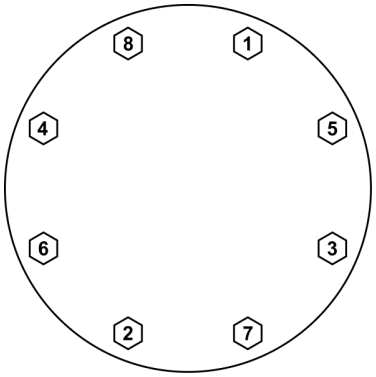
Contact your dealer or vehicle manufacturer immediately if you experience any persistent lug nut loosening or any other lug, wheel or axle problems.

In the event of a wheel separation incident, notify the vehicle manufacturer and dealer. Seek professional assistance in assessing the trailer and its gear, and retain, but don't reuse involved lugs, wheels and studs. Don't repair or service the trailer yourself. Call a trained technician.

Dry Torque Foot-pounds is determined by manufacturer.

Size	Bolt Circle	Offset	Recommended Torque (ft lbs)	
			Steel	Aluminum
15"	5-4.5	0.00	90-120	110-120
15"	6-5.5	0.00	90-120	110-120
16" (½" Stud)	6-5.5	0.00	90-120	110-120
16" (9/16" Stud)	8-6.5	0.00	90-120	125-130

Lug Nut Installation Sequence



Using a properly calibrated torque wrench, all lug nuts installed with any new tire/wheel assembly must have their torque values checked after the first 25, 50, and 75 miles (and periodically checked during normal use). This process should be repeated any time the lug nuts are removed from the wheel.

Trailer Storage

Storing Preparation

If your trailer needs to be stored for an extended period or over the winter, it is important that it be prepared properly.

1. Remove the emergency breakaway battery and store indoors; charge the battery once every 90 days.
2. Disconnect the trailer battery by removing the cables and store inside if possible. A frozen battery can break and discharge.
3. Dropdown the trailer so the weight is off the tires.
4. Lubricate moving parts like the hitch, suspension, and other parts that are weather-exposed.
5. If desired, remove brake drums, then clean and lubricate moveable brake components and reinstall. Inspect bearings, then clean and lubricate.

Inspection After Prolonged Storage

Before raising trailer again:

1. Inspect suspension for wear.
2. Inspect brakes and bearings for wear, then clean and lubricate if not done when prepping for storage.
3. Check brake magnets with an ohmmeter; the magnets should be at 3.2 ohms. If shorted or worn excessively, they must be replaced.
4. Inspect oil and grease seals for wear of nicks; replace if needed.
5. Lubricate hub bearings.
6. Reinstall hubs and adjust, then mount and tighten wheels.
7. Follow inspection chart for every use before towing.