ESSENTIAL TOWING CHECKS

- When calculating the laden weight of the trailer, remember to include the weight of the trailer, plus the weight of the load.
- If the load can be divided between the vehicle and the trailer, loading more weight into the vehicle will generally improve stability. Do not exceed the vehicle's weight limits.
- Make sure the trailer tyre pressures are set to trailer manufacturer's recommendations.
- If the vehicle is loaded to the maximum Gross Vehicle Weight (GVW), the nose weight is limited to 150 kg (330 lbs). See **66, TOWING WEIGHTS**.
- If a greater tow ball nose weight is required, the weight can be increased by up to an extra 100 kg (220 lb), but the vehicle load must be reduced by the same amount. This makes sure the GVW and maximum rear axle load are not exceeded and also allows for a maximum tow ball nose weight of 250 kg (550 lb).
- If it is necessary to increase the nose weight up to a maximum of 250 kg (550 lbs), the vehicle load should be reduced accordingly. This makes sure the GVW and maximum rear axle load are not exceeded.
- Make sure a suitable breakaway cable or secondary coupling is used. Refer to the trailer manufacturer's instructions for guidance.
- Make sure the tow ball is secure.
- Check the operation of all of the trailer lights.
- It is essential that the trailer is loaded, so that it remains parallel to the ground. This is particularly important when towing twin-axled trailers.

Do not loop the breakaway cable over the tow ball, as it may slide off.

Do not exceed the Gross Vehicle Weight (GVW), maximum rear axle weight, maximum trailer weight, or nose weight. Exceeding any of these limits could cause instability and loss of control.

Australia only:

- **Tyre pressures** - Increase rear pressures of the towing vehicle to those for maximum Gross Vehicle Weight (GVW) conditions.
- **Nose weight** - Must be a minimum of 7% of gross caravan/trailer weight, up to a maximum of 250 kg (550 lb).