GOOSENECK LIVESTOCK TRAILER

OWNER'S MANUAL

SEE WARRANTY REGISTRATION FORM ON LAST PAGE

1-800-634-3036 . 9339 BRIGHTON RD. HENDERSON, COLORADO 80640-8229

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FORWARD

Congratulations and thank you for your purchase of a Merritt Trailers Inc. Gooseneck Livestock Trailer . Built with pride, American engineering and manufacturing know-how. It is designed to provide performance for years to come.

This manual is furnished to ensure that the owner\operator is aware of safe operating procedures. It includes information about the general care and maintenance of your Gooseneck Livestock Trailer . Also included is an operator's manual located in a tube holder on the lower front of the trailer.

Carefully read the following pages. If you have any questions regarding this Gooseneck Livestock Trailer contact a Merritt dealer. Merritt dealers have the knowledge and the facilities to provide you with the best service possible.

We also advise you to strictly follow the recommended maintenance schedule outlined. This maintenance schedule is designed to ensure that all critical components on this trailer are thoroughly inspected at various intervals.

All information in this manual is based upon the latest product data and specifications available at the time of printing. Merritt Trailers Inc. reserves the right to make product changes and improvements which may affect illustrations or explanations.

This information is also available on our web page. (http://merritt-trailers.com/)

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GENERAL INFORMATION

NORMAL TRAILER OPERATION

This Merritt Gooseneck trailer is designed for operation within legal highway speed limits on reasonable road surfaces for the type of service it was built to perform, and in accordance with the noted weight restrictions.

Normal use means the loading, unloading and transportation of uniformly distributed legal loads, in a manner which does not subject trailer to stresses or impacts greater than imposed by reasonable use.

This trailer was built to carry cargo within the two weight ratings on the identification plate located on the road side of the trailer near the front.

The GAWR (Gross Axle Weight Rating) is the structural capability of the lowest rated member of the running gear component suspension and spring system, hub, wheels and drums, rims, bearings, brakes, axle, and tires.

The GVWR (Gross Vehicle Weight Rating) is the structural capability of the trailer when supported by the kingpin and axles with the load uniformly distributed throughout the cargo.

The maximum load indicated on the identification plate may not be legal on the highway you plan to use. States have differing laws and regulations, affecting vehicle lengths and weights on the roads that are not a part of the primary interstate.

LOADING AND TRANSPORT OF LIVESTOCK

The loading of the trailer is important! **KEEP THE CENTER OF GRAVITY AS LOW AS POSSIBLE**. Proper placement of the larger animals should be considered.

Because load types vary, drive with appropriate care and within the limits of the load.

The wellbeing of the Gooseneck Livestock Trailer is dependent on the stock density, ventilation, skill of driving, and quality of roads. **Frequent inspection of livestock and careful driving cannot be over-emphasized!**

MODIFICATION OF TRAILER

Any modification made to the trailer must comply with DOT and NHTSA regulations and must not compromise the gross vehicle weight rating (GVWR) of the trailer.

Any operations of the trailer outside the limitations stated in this manual will void any responsibility of Merritt Trailers Inc. for any of its results

SAFETY

OVER-THE-ROAD SAFE HANDLING

YOU AND YOUR SAFETY

1. You - the operator - have control of the most important factors that affect vehicle stability. Trailers are important tools in our transportation industry and, like any tool, are safe in the hands of a properly qualified operator.

2. The fifth wheel coupler should be securely mounted to the tractor frame.

3. The driver should be familiar with the characteristics of the particular trailer and load being transported.

4. The driver should be familiar with the nature of the roads and traffic encountered during the trip.

5. Stability:

__Within the relatively narrow confines of road law, limiting vehicle size and weight, together with characteristics of available tires, suspensions, and other components, there is little that a manufacturer can do to affect the inherent stability of a trailer other than keeping the loading decks as low as feasible, considering the requirements for loading space and adequate tire clearance. This means that the major factor affecting operational stability are the knowledge and skill of the driver. The predominant causes of the rollover accidents are:

__ Excessive speed.

____Violent swerving or turning

Application of brakes or tractor power while turning

Entering curves at too high of a speed may be caused by one of the following factors:

a. Traveling at freeway speeds for long periods of time and failing to reduce it before entering freeway interchanges or other curves requiring a reduced and controlled speed.

b. Lack of familiarity with the vehicle characteristics to recognize its safe speed with relation to posted speed limits on curves, which are usually determined with automobile traffic in mind.

c. Failure to reduce speed sufficiently when approaching congested traffic such as might be found at traffic signals on highways. With the advent of today's more powerful and higher torque engines, the original practice of maintaining momentum to avoid acceleration in traffic is outmoded.

SAFETY

OVER-THE-ROAD SAFE HANDLING

6. Tire Characteristics: high pressure truck/trailer tires have different characteristics under high speed cornering conditions than do passenger car tires. As an extreme example, it is fairly common knowledge that a skilled race car driver can consistently “drift” his racer around tight turns where very high lateral ”g” forces are encountered. However, truck/trailer tires which are designed for carrying high loads over long distances have substantially different characteristics, and their lateral stability becomes unpredictable when lateral forces approach 0.4g. This means that commercial vehicles must be operated in a conservative manner when cornering.
7. Braking and Acceleration: either braking or accelerating while cornering can significantly reduce the stability of the vehicle and should be avoided. The best driving practice is to decelerate to safe conservative speed before entering a corner or approaching congested traffic, and then to apply only moderate power until a straight path has been reestablished.

Like any other vehicles, trailers can tip or slide out of control if turns are negotiated at too high of a speed or when making violent maneuvers such as abrupt lane changes or other evasive actions to avoid obstacles.

WHEEL TORQUES

Proper torqueing and re-torqueing the wheel nuts are critical to prevent a premature loss of wheel equipment.

Wheel nuts must be checked and re-torqued after 50 to 100 miles of use. This is important every time you change a wheel.

BEFORE TRIP INSPECTIONPROCEDURE

Be careful when making inspections, hookups,and repairs to avoid personal injury. Make sure parking brakes are properly active or that wheel chocks are in place to avoid sudden or unexpected movement of the trailer which could result in bodily injury.

It is the Operator's responsibility to conduct a safe and accurate pre-trip inspection of the vehicle including brake condition and proper adjustment and be satisfied that the vehicle is in safe operating condition. *See 49 CFR Parts 383 and 396*

SAFETY CHAINS

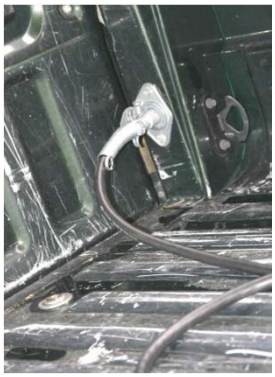
The safety chains should hook individually behind the coupler to the attachment points in the tow vehicle (as shown in the photo). They **MUST NOT** be attached to the ball.

COUPLER ATTACHMENT

After hook-up, check for positive engagement of the hitch ball and coupler. Be certain that lock handle is completely engaged before towing the trailer. Also check to insure that coupler adjustment set screws are torqued to 65-70 ft. lbs

BEFORE TRIP INSPECTIONPROCEDURE

BRAKE AND ELECTRICAL CONTROLS



Connect the front receptacle and check for proper operation of stop lights, right / left turn signals and running lights. Repair malfunctioning lights prior to trip. Check and clean all lights and reflectors. Proper operation requires clean and positive contact between electrical connectors. Be sure the plug on the light cable and trailer connectors are free of corrosion. Inspect all wiring to see it is not frayed.

BRAKE CONTROLS

Check brakes for proper operation before each trip. On trailers with electric brakes, fasten the breakaway switch actuating cable securely to the towing vehicle. **Make certain the breakaway battery is fully charged**. Your breakaway battery kit contains a tow charger which can keep your battery charged. The charger is hooked to the clearance light circuit and will charge while running lights are being used.

SIDE STRUCTURE

Check the trailer sides for inconspicuous damage to the top and bottom rails as well as the side structure. Any problems observed in the side structure should be corrected immediately to prevent the damage from extending further. Unrepaired damage could affect the safe load carrying capacity of the side structure.

Punched side trailers are built with aluminum side skin. **DO NOT** use holes to hang heavy objects on the side. **DO NOT** use the holes to tie animals. This could damage the side skin.

Failure to follow these procedures may result in unnecessary wear and malfunction. It may also create difficulties with the mechanical operation of the trailer, and could possibly result in personal injury and/or property damage.

BEFORE TRIP INSPECTIONPROCEDURE

GATES

Before traveling, be sure that all gates are locked in either a fully open, or fully closed position. All roll-up doors must be closed and ropes secured.

TIRES

Check tires for cuts and abrasions. Check air pressure before each trip. Inflate as recommended by tire manufacture.

WHEELS & RIMS

Check wheel nuts after initial 50 to 100 miles of service. Refer to the torque requirements for the correct procedure and specifications if necessary. Failure to use properly matched wheels, studs, brakes or cap nuts will result in equipment damage and could result in injury or death if wheel comes off. Insufficient mounting torque can cause wheel shimmy, resulting in damage to parts and extreme tire wear. Excessive mounting torque can cause studs and cap nuts to brake and discs to crack in stud hole area.

DOOR LOCKS

Check all gate locks, access door locks, side door locks and rear door locks before each trip to insure that they are in proper working order. Any door, gate locks or keepers which show excessive wear should be replaced immediately. Care should be taken to keep the area around the door frame clear of any debris or animal waste. A build-up of animal waste may result in more pressure being applied to locks than they were designed to withstand.

OPERATING INSTRUCTIONS

OPERATION OF BRAKES

Your trailer brakes are designed to work together with your towing vehicle brakes to stop the combined load. When one does the stopping for both, the overload causes heat build-up which can result in brake wear, a direct loss of braking power and increased brake lining wear.

Jack-knifing can occur if the tow vehicle brakes are used alone, allowing the trailer to push the vehicle. This can result in equipment damage and personal injury.

Complete details for making adjustments on or replacement within your braking system can be found in the brake manufacturer's supplement provided with this manual.

Proper synchronization of tow vehicle to trailer braking can only be accomplished by road testing. Follow the instructions found in the manufacturer's supplement for correct synchronization procedures.

OPERATION OF COUPLER

The coupler installed on your trailer is of steel pipe design, adjustable in height to meet different vehicle hitch heights. The coupler should be adjusted so that your trailer is level when towed, not nose up or nose down. To adjust the coupler, back towing vehicle under the coupler. Level your trailer using the trailer landing gear, then loosen the two coupler set screws and lower the inner unit over the tow vehicle hitch ball. Tighten the coupler set screws to 65-70 foot pounds of torque. The coupler is now set to the correct height for your vehicle.

Be certain that coupler lock handle is completely engaged before towing the trailer.

OPERATING INSTRUCTIONS

OPERATION OF GATES




Divide gate is provided with a slam lock. Be sure that slam lock is completely engaged before towing the trailer.

To prevent personal injury, stand clear of swinging gate until slam lock is engaged

ADJUSTMENT OF GATES

Adjustment of gate to slam lock: If your gates need to be adjusted,

1) Locate the slam lock and gate. Latch on the gate (fig 1) must line up in the center of catch on the slam lock (fig 2).
2) Decide if top latch or bottom latch is out of adjustment. Loosen up the bolts on the hinges (fig 3, 4, 5) and tilt gate to the right to adjust the bottom latch or to the left to adjust the top. What you are trying to accomplish is to center the latch on the gate (fig 1) to the center of the catch (fig 2).
3) Once the gate is back in alignment tighten up the top and bottom bolts (fig 3, 4, 5) and try the gate. If you need to do some fine tuning on the gate just follow the instructions


FIG 1


FIG 2


FIG 3

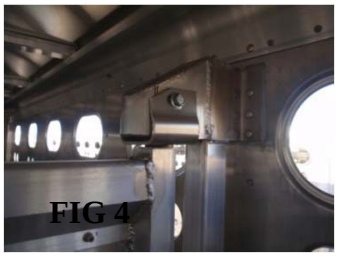


FIG 4

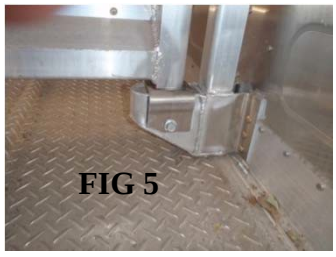


FIG 5

GENERAL MAINTENANCE

FASTENERS

Floors, deck rails, coupler assemblies, and tandem sub-assemblies are attached to the trailer with zinc plated and stainless steel fasteners.

Inspect monthly that all zinc plated fasteners are in place. If any are missing or loose, they should be replaced immediately.

GATE AND RAMP HINGES

Gate, door and ramp hinges are provided with grease fittings. They should be lubricated on a regular basis in order to avoid unnecessary wear.

FLOOR

Your Merritt Gooseneck trailer is constructed with aluminum tread plate floors to reduce slipping. Never use sand or abrasive materials for animal bedding as this will cause excessive floor wear. The most important part of floor maintenance is cleaning.

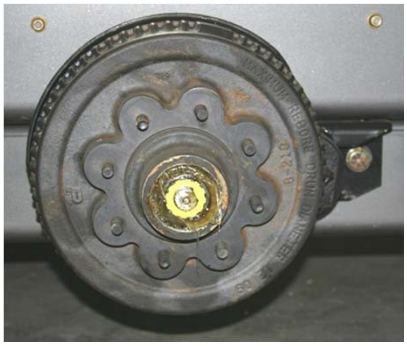
WHEEL BEARINGS

Wheel bearings and cups should be inspected for corrosion or wear every 12 months or 12,000 miles. Bearing adjustment and proper lubrication is essential to the function and reliability of your trailer axles. Please refer to the Dexter Axle "Operations Maintenance Service Manual" for the proper lubricant specifications.

When new bearings are needed, they must always be replaced in sets of a cone and a cup.

GENERAL MAINTENANCE

GREASE SEALS



7,000 lb, 8,000 lb,. Torflex axles are standard with E_Z lube spindles. This feature allows the bearings to periodically lube without removing hubs from axle. Please refer to the Dexter Axle “Operation Maintenance Service Manual” for additional details.

The 7,000 lb, 8,000 lb. Torflex axles and wheel bearings must be manually lubricated. The bearings and cups should be inspected and/or lubricated every 12 months or 12,000 miles. Please refer to the Dexter Axle “Operation Maintenance Service Manual” for additional details.

The 10K Torflex axles are equipped with oil lubricated hubs, periodically check and refill the hub as necessary with a high quality hypoid gear oil to the level indicated on the clear plastic oil cap. The oiled can be filled from either the oil fill hole, if present in the hub or through the rubber plug hole in the cap itself. The bearing and cups should be inspected every 12 months or 12,000 Miles

GENERAL MAINTENANCE

NOTICE

IMPORTANT NOTICE WASHOUT REQUIRED

LIVESTOCK PRODUCE HIGHLY CORROSIVE ACIDS IN THE ANIMAL WASTE. THESE ANIMAL ACIDS ARE HIGHLY CORROSIVE TO ALUMINUM.

EVEN WITH THE BEST MATERIALS AND DESIGN, YOU MUST WASH OUT YOUR TRAILER THOROUGHLY AS OFTEN AS POSSIBLE, OR AT LEAST ONCE A WEEK TO MINIMIZE CORROSION DAMAGE TO YOUR TRAILER.

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BRAKES

BRAKES

See Notice: Brakes Adjustment (Page 7-2). Adjust your trailer brakes after the first 200 miles and then after every 3,000 miles or 3 months of use. The brake drum should be inspected every 12 months or 12,000 miles. Inspect the drum surface for excessive wear or heavy scoring. If worn more than .020", oversized drums should be turned. The maximum re-bore should not exceed .090"

On trailers with electric brakes, also inspect the inner surface of the brake drum that contacts the brake magnet. If the surface is scored or worn unevenly, it should be refaced by removing not more than .030" of material.

Check the brake magnet for wear and current draw every 6 months or 6,000 miles.

It is important that the wheel bearing bores are not contaminated by metallic chips resulting from drum turning or re-facing. Make certain that wheel bearing cavities are clean before reinstalling bearings seals. The presence of contaminants will cause premature wheel bearing failure.

BRAKES

BRAKES ADJUSTMENT*

NOTICE

GOOSENECK TRAILER BRAKES

•7,000 lb axles may have manually adjusted brakes

• Manual adjusting brakes require proper maintenance to prevent problems from developing.

• Effective 2018 model year all 7,000, 8,000, 10,000 lb axles have automatic forward adjusting brakes.

• The automatic forward adjusting brakes still require periodic inspection and adjustment as necessary.

Brakes need to be adjusted (1) after the first 200 miles of operation when the brake shoes have "seated", (2) at 3,000 miles intervals, (3) or as use and performance requires. The brakes should be adjusted in the following manner:

1. Jack up trailer and secure on adequate jack stands. Check that the wheel and drum rotate freely.

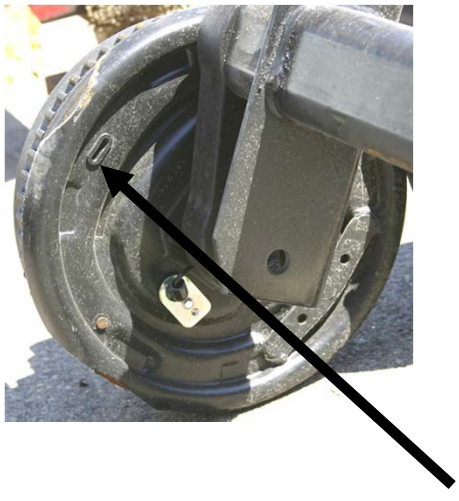
2. Remove the adjusting hole cover from the adjusting slot on the bottom of the backing plate

3. With a screwdriver or standard adjusting tool, rotate the star wheel of the adjuster assembly to expand the brake drums. Adjust the brake shoe out until the pressure of the linings against the drum make the wheel difficult to turn.

4. Then rotate the star wheel in the opposite direction until the wheel turns freely with a lining drag.

5. Replace the adjusting hole cover and lower the wheel to the ground.

6. Repeat the above procedure on all brakes.



Adjusting Hole Cover

*** This section applicable to trailers equipped with Dexter Axles. Taken from the Dexter Axle Service Manual.**

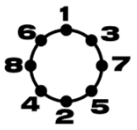
WHEELS AND TIRES

WHEELS

Wheels are a critical component of your running gear system. When replacing the trailer wheels it is critical to match the capacity rating and to ensure that they are equal or greater than the original equipment supplied by the manufacture.

Do not attempt to repair or modify a wheel. Even minor modifications can have great effect. Do not install a tube to correct a leak through the rim. If the rim is cracked, the air pressure in the tube may cause the pieces of the rim to explode with great force and can cause serious injury or death.

TORQUE SEQUENCE



8 BOLT

Wheel Nut Torque Guide

Nut size	torque (ft. lbs.)
1/2”-20 (Cone)	90-120
9/16”-18 (Cone)	90-120 Steel
9/16”-18 (Cone)	120-140 aluminum
5/8”-18 (Cone) (note #1)	190-210
5/8”-18 (Flanged nut)	275-325 (One-Piece)
5/8”-18 (Flanged nut) (note #2)	140-160 (two Piece)

Note #1 This is when nut is used in conjunction with the reinforcing ring.

Note #2 This two piece flange nut is used on the Alco Aluminum Dual wheel application.

TORQUE REQUIREMENTS

It is extremely important to apply and maintain proper wheel mounting torque to your trailer axle. Torque is a measure of the amount of tightening applied to a fastener (nut or bolt) and is expressed as length X force. A force of 90 pounds applied at the end of a wrench one foot long will yield 90 foot pounds of torque. Torque wrenches are the best method to assure that the proper amount of torque is being applied to a fastener.

Be sure to use only the fasteners matched to the cone angle of your wheel (usually 60 or 90 degrees)

The proper procedure for attaching your wheels is as follow:

1. Start all bolts or nuts by hand to prevent cross threading.

2. Tighten bolts or nuts in the sequence detailed below.

3. The tightening of the fasteners should be done in stages. Following the recommended sequence, first tighten all the fasteners to 20-25 ft. lb., and finally to the required torque based on the size of the wheel nut (see chart).

4. Wheel nut/bolts should be torqued before the first road use and after each wheel removal. Check and re-torque after the

Trailers Over 10,000 Pounds GVWR

NOTE: These trailers are not required to have a tire information placard on the vehicle.

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.
Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's federal VIN Tag.
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.

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:
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 information 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.

Safety First–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 and Load Limits
Tire information 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).Federal tag is permanently attached to the vehicle near the front left side.

Understanding Tire Pressure and 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 under inflation 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

Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
Step 2: Record the tire pressure of all tires.
Step 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.
Step 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.
Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
Step 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.

WHEELS AND TIRES

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.

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.

Wheel Alignment

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 and prevents your car from veering to the right or left when driving on a straight, level road. 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.

WHEELS AND TIRES

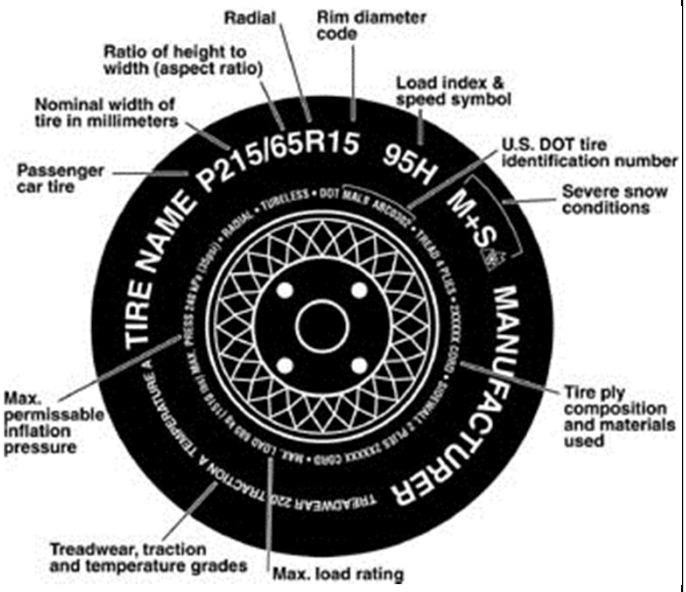
Next number
This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

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.

Speed Rating
The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

- For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.



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 numbers 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.

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

Tire Ply Composition and 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

Tread Wear Number
This number indicates the tire's wear rate. The higher the tread wear 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, under inflation 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

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.

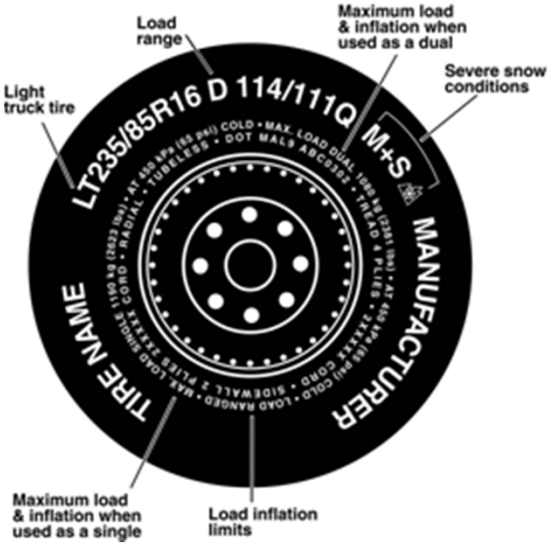
ST
An "ST" is an indication the tire is for trailer use only.

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.

Please refer to diagram below.



Load limits

RECOMMENDED LOAD LIMIT

Recommended number of animals for proper load using an average animal weight of 1000 lbs.										
size of trailer	length of decking	width of decking	total footage	number of animals @1000lbs per animal	total animal load weight @1000lb per animal	7k axle GVWR tandem	8k axle GVWR tandem	10k axle GVWR tandem	7k axle GVWR triaxle	8k axle GVWR triaxle
40' x 8'	480	94	313	17	17000					25700
40' x 7'6"	480	88	293	17	17000					25700
38' x 8'	456	94	298	18	18000					25600
38' x 7'6"	456	88	279	18	18000					25600
36' x 8'	432	94	282	18	18000					25600
36' x 7'6"	432	88	264	18	18000					25600
34' x 8'	408	94	266	18	18000					25000
34' x 8'	408	94	266	14	14000			21000		
34' x 7'6"	408	88	249	18	18000					25000
34' x 7'6"	408	88	249	14	14000			21000		
32' x 8'	384	94	251	19	19000					25000
32' x 8'	384	94	251	15	15000			21000		
32' x 7'6"	384	88	235	19	19000					25000
32' x 7'6"	384	88	235	15	15000			21000		
32' x 7'	384	84	224	19	19000					25000
32' x 7'	384	84	224	16	16000				22000	
32' x 7'	384	84	224	15	15000			21000		
30' x 8'	360	94	235	19	19000					25000
30' x 8'	360	94	235	16	16000					
30' x 8'	360	94	235	15	15000			21000		
30' x 7'6"	360	88	220	19	19000					25000
30' x 7'6"	360	88	220	15	15000			21000		
28' x 8'	336	94	219	19	19000					25000
28' x 8'	336	94	219	15	15000			21000		
28' x 8'	336	94	219	11	11000		17000			
28' x 7'6"	336	88	205	20	20000					25000
28' x 7'6"	336	88	205	16	16000			21000		
28' x 7'6"	336	88	205	12	12000		17000			
28' x 7'	336	84	196	20	20000					25000
28' x 7'	336	84	196	16	16333			21000		
28' x 7'	336	84	196	12	12000		17000			
24' x 8'	288	94	188	16	16000			21000		
24' x 8'	288	94	188	12	12000		17000			
24' x 7'6"	288	88	176	16	16000			21000		
24' x 7'6"	288	88	176	12	12000		17000			
24' x 7'	288	84	168	16	16000			21000		
24' x 7'	288	84	168	12	12000		17000			
24' x 7'	288	84	168	10	10000	15000				
20' x 7'	240	84	140	10	10000	15000				
16' x 7'	192	84	112	10	10000	15000				

Load limits

RECOMMENDED LOAD LIMIT

Recommended number of animals for proper load using an average animal weight of 1100 lbs.										
size of trailer	length of decking	width of decking	total footage	number of animals @1100lbs per animal	total animal load weight @1100lb per animal	7k axle GVWR tandem	8k axle GVWR tandem	10k axle GVWR tandem	7k axle GVWR triaxle	8k axle GVWR triaxle
40' x 8'	480	94	313	16	17600					25700
40' x 7'6"	480	88	293	17	17000					25700
38' x 8'	456	94	298	16	17600					25600
38' x 7'6"	456	88	279	16	17600					25600
36' x 8'	432	94	282	16	17600					25600
36' x 7'6"	432	88	264	16	17600					25600
34' x 8'	408	94	266	16	17600					25000
34' x 8'	408	94	266	13	14300			21000		
34' x 7'6"	408	88	249	16	17600					25000
34' x 7'6"	408	88	249	13	14300			21000		
32' x 8'	384	94	251	16	17600					25000
32' x 8'	384	94	251	13	14300			21000		
32' x 7'6"	384	88	235	17	18700					25000
32' x 7'6"	384	88	235	13	14300			21000		
32' x 7'	384	84	224	17	18700					25000
32' x 7'	384	84	224	14	15400				22000	
32' x 7'	384	84	224	13	14300			21000		
30' x 8'	360	94	235	17	18700					25000
30' x 8'	360	94	235	13	14300			21000		
30' x 7'6"	360	88	220	17	18700					25000
30' x 7'6"	360	88	220	14	15400			21000		
28' x 8'	336	94	219	17	18700					25000
28' x 8'	336	94	219	14	15400			21000		
28' x 8'	336	94	219	10	11000		17000			
28' x 7'6"	336	88	205	18	19800					25000
28' x 7'6"	336	88	205	14	15400			21000		
28' x 7'6"	336	88	205	10	11000		17000			
28' x 7'	336	84	196	18	19800					25000
28' x 7'	336	84	196	14	15400			21000		
28' x 7'	336	84	196	10	11000		17000			
24' x 8'	288	94	188	14	15400			21000		
24' x 8'	288	94	188	11	12100		17000			
24' x 7'6"	288	88	176	15	16500			21000		
24' x 7'6"	288	88	176	11	12100		17000			
24' x 7'	288	84	168	15	16500			21000		
24' x 7'	288	84	168	11	12100		17000			
24' x 7'	288	84	168	9	9900	15000				
20' x 7'	240	84	140	9	9900	15000				
16' x 7'	192	84	112	9	9900	15000				

Load limits

RECOMMENDED LOAD LIMIT

Recommended number of animals for proper load using an average animal weight of 1200 lbs.										
size of trailer	length of decking	width of decking	total footage	number of animals @1200lbs per animal	total animal load weight @1200lb per animal	7k axle GVWR tandem	8k axle GVWR tandem	10k axle GVWR tandem	7k axle GVWR triaxle	8k axle GVWR triaxle
40' x 8'	480	94	313	14	16800					25700
40' x 7'6"	480	88	293	14	16800					25700
38' x 8'	456	94	298	15	18000					25600
38' x 7'6"	456	88	279	15	18000					25600
36' x 8'	432	94	282	15	18000					25600
36' x 7'6"	432	88	264	15	18000					25600
34' x 8'	408	94	266	15	18000					25000
34' x 8'	408	94	266	12	14400			21000		
34' x 7'6"	408	88	249	15	18000					25000
34' x 7'6"	408	88	249	12	14400			21000		
32' x 8'	384	94	251	15	18000					25000
32' x 8'	384	94	251	12	14400			21000		
32' x 7'6"	384	88	235	16	19200					25000
32' x 7'6"	384	88	235	12	14400			21000		
32' x 7'	384	84	224	16	19200					25000
32' x 7'	384	84	224	13	15600				22000	
32' x 7'	384	84	224	12	14400			21000		
30' x 8'	360	94	235	15	18000					25000
30' x 8'	360	94	235	12	14400			21000		
30' x 7'6"	360	88	220	16	19200					25000
30' x 7'6"	360	88	220	12	14400			21000		
28' x 8'	336	94	219	16	19200					25000
28' x 8'	336	94	219	13	15600			21000		
28' x 8'	336	94	219	9	10800		17000			
28' x 7'6"	336	88	205	16	19200					25000
28' x 7'6"	336	88	205	13	15600			21000		
28' x 7'6"	336	88	205	10	12000		17000			
28' x 7'	336	84	196	16	19200					25000
28' x 7'	336	84	196	13	15600			21000		
28' x 7'	336	84	196	10	12000		17000			
24' x 8'	288	94	188	13	15600			21000		
24' x 8'	288	94	188	10	12000		17000			
24' x 7'6"	288	88	176	13	15600			21000		
24' x 7'6"	288	88	176	10	12000		17000			
24' x 7'	288	84	168	13	15600			21000		
24' x 7'	288	84	168	10	12000		17000			
24' x 7'	288	84	168	8	9600	15000				
20' x 7'	240	84	140	8	9600	15000				
16' x 7'	192	84	112	8	9600	15000				

SAFETY

The following section contains the decals used on your Merritt Gooseneck trailer. Replace damaged or missing decals promptly.

NOTICE

IMPORTANT NOTICE WASHOUT REQUIRED

LIVESTOCK PRODUCE HIGHLY CORROSIVE ACIDS IN THE ANIMAL WASTE. THESE ANIMAL ACIDS ARE HIGHLY CORROSIVE TO ALUMINUM.

EVEN WITH THE BEST MATERIALS AND DESIGN, YOU MUST WASH OUT YOUR TRAILER THOROUGHLY AS OFTEN AS POSSIBLE, OR AT LEAST ONCE A WEEK TO MINIMIZE CORROSION DAMAGE TO YOUR TRAILER.

79-0514
REV B 01/14

⚠ WARNING

FAILURE TO USE PROPERLY MATCHED WHEELS, STUDS, BRAKE OR CAPNUTS WILL RESULT IN EQUIPMENT DAMAGE AND COULD RESULT IN INJURY OR DEATH IF WHEEL COMES OFF.

BOLT PATTERN	WHEEL SIZE	WHEEL NUT	WHEEL NUT TORQUE	MAXIMUM AXLE CAPACITY
8 ON 6.5"	16"	1/2" 20 60° CONE	90-120 LB/FT	7,000 LBS
8 ON 6.5"	17.5"	5/8" 18 FLANGED	275-325 LB/FT	8,000 LBS
8 ON 6.5"	17.5"	5/8" 18 FLANGED	275-325 LB/FT	10,000 LBS

BE SURE TO USE ONLY THE FASTENERS MATCHED TO THE CONE ANGLE OF YOUR WHEEL. A 90° CONE NUT MUST NEVER BE USED IN A 60° CONE SEAT WHEEL. THE USE OF MISMATCHED NUTS WILL RESULT IN A LOSS OF CLAMPING FORCE AND CAN CAUSES WHEEL RUN-OFF RESULTING IN A SERIOUS INJURY OR DEATH.

THE PROCEDURE FOR ATTACHING YOUR WHEELS TO THE TRAILER AS FOLLOWS:
1. START ALL WHEEL NUTS BY HAND TO PREVENT CROSS THREADING.
2. TIGHTEN WHEEL NUTS IN THE SEQUENCE DETAILED.
3. THE TIGHTENING OF THE WHEEL NUTS SHOULD BE DONE IN STAGES FOLLOWING THE RECOMMENDED SEQUENCE. 1ST TIGHTEN WHEEL NUTS TO 20 25LB/FT., 2ND TIGHTEN WHEEL NUTS TO 50 60LB/FT., AND FINALLY TO THE REQUIRED TORQUE BASED ON THE SIZE OF THE WHEEL NUT. (SEE CHART ABOVE)

SEQUENCE PATTERN

4. WHEEL NUTS SHOULD BE TORQUED BEFORE THE FIRST ROAD USE. CHECK AND RE-TORQUE THE WHEEL NUTS AFTER THE FIRST 50-100 MILES AND AFTER EACH WHEEL REMOVAL. PERIODICALLY CHECK AND RE-TORQUE THE WHEEL NUTS AS NEEDED THROUGHOUT THE LIFE OF THE TRAILER.

INFORMATION

THIS TRAILER IS EQUIPPED WITH MANUAL ADJUST BRAKES. CHECK THE BRAKE ADJUSTMENT AFTER THE FIRST 200 MILES AND EVERY 3000 MILES OR AS NECESSARY THEREAFTER. IF ADJUSTMENT IS REQUIRED USE THE PROCEDURE IN THE DEXTER SERVICE MANUAL OR YOUR MERRITT TRAILER OWNERS MANUAL.

79-0522
REV C 10/16

⚠ CAUTION

BE SURE THAT COUPLER LOCK HANDLE IS COMPLETELY ENGAGED BEFORE TOWING TRAILER. USE ONLY WITH 2-5/16" BALL.

DO NOT ATTACH CABLE TO HITCH BALL. CABLE MUST BE ATTACHED TO THE TOWING VEHICLE FOR THE PROPER OPERATION OF THE VEHICLE.

CHECK BATTERY BEFORE TOWING. CHARGED BATTERY REQUIRED FOR PROPER OPERATION OF THE BREAKAWAY BRAKE APPLICATION.

79-0518
5/04

NOTICE

THE OWNER'S MANUAL CONTAINS IMPORTANT INFORMATION REGARDING SAFE AND PROPER OPERATION OF THIS TRAILER.
READ OWNER'S MANUAL BEFORE USING TRAILER.

79-0512
REV B 01/14

⚠ CAUTION

COUPLER BOLTS MUST BE TORQUED TO 90 FT. LBS.

79-0517
REV B 02/15

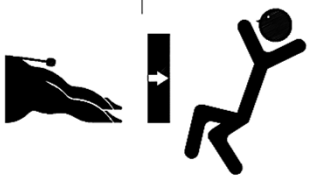
⚠ CAUTION

MAKE CERTAIN ROLLUP, SWING, AND HALF SLIDE GATES AT THE REAR END ARE CLOSED WHILE TRAILER IS BEING OPERATED OR PARKED.

79-0519
REV A 08/13

⚠ WARNING

TO PREVENT PERSONAL INJURY, STAND CLEAR OF SWINGING GATES UNTIL LOCKS ARE ENGAGED.



79-0515
5/04

⚠ WARNING

LIVESTOCK HAZARD

79-0523
5/04

SAFETY

⚠ CAUTION

GVWR – 15,000 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0681
11/16

⚠ CAUTION

GVWR – 21,000 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0677
10/16

⚠ CAUTION

GVWR – 25,000 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0524
REV A 08/13

CAUTION

PLEASE BE AWARE THAT STAINING AND DISCOLORATION CAN AND MAY APPEAR ON ALUMINUM TRAILERS. STAINING CAN APPEAR AT ANYTIME FOR VARIOUS REASONS AND IS BEYOND THE CONTROL OF MERRITT TRAILERS INC. EXPOSURE TO CLEANSERS, HIGHWAY TREATMENT AND DE-ICING CHEMICALS ALONG WITH GENERAL WEATHER CONDITIONS OR A COMBINATION OF THE ABOVE CAN BE CAUSE FOR STAINING AND DISCOLORATION. MERRITT TRAILERS INC. IS NOT RESPONSIBLE FOR THESE OCCURRENCES AND ANY STAINING OR DISCOLORATION IS NOT COVERED BY MERRITT TRAILERS INC. WARRANTY.

79-0299
06/16 REV B

⚠ CAUTION

GVWR – 17,000 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0676
11/16 REV A

⚠ CAUTION

GVWR – 22,000 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0678
11/16 REV A

⚠ CAUTION

GVWR – 25,600 POUNDS

GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0679
11/16

⚠ CAUTION

GVWR – 25,700 POUNDS

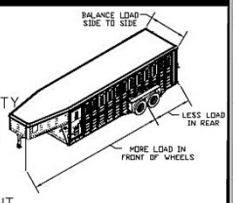
GVWR (Gross Vehicle Weight Rating) IS THE DESIGNED STRUCTURAL CAPACITY OF THIS TRAILER WHICH INCLUDES THE WEIGHT OF THE TRAILER AND EVENLY DISTRIBUTED PAYLOAD. LOADING THIS TRAILER IN EXCESS OF THE GVWR MAY RESULT IN PERSONAL INJURY OR EQUIPMENT DAMAGE AND WILL VOID THE TRAILER WARRANTY.

79-0680
11/16

⚠ WARNING

IMPROPER LOADING CAN CAUSE TRAILER SWAY AND SUDDEN LOSS OF CONTROL.
YOU MUST:

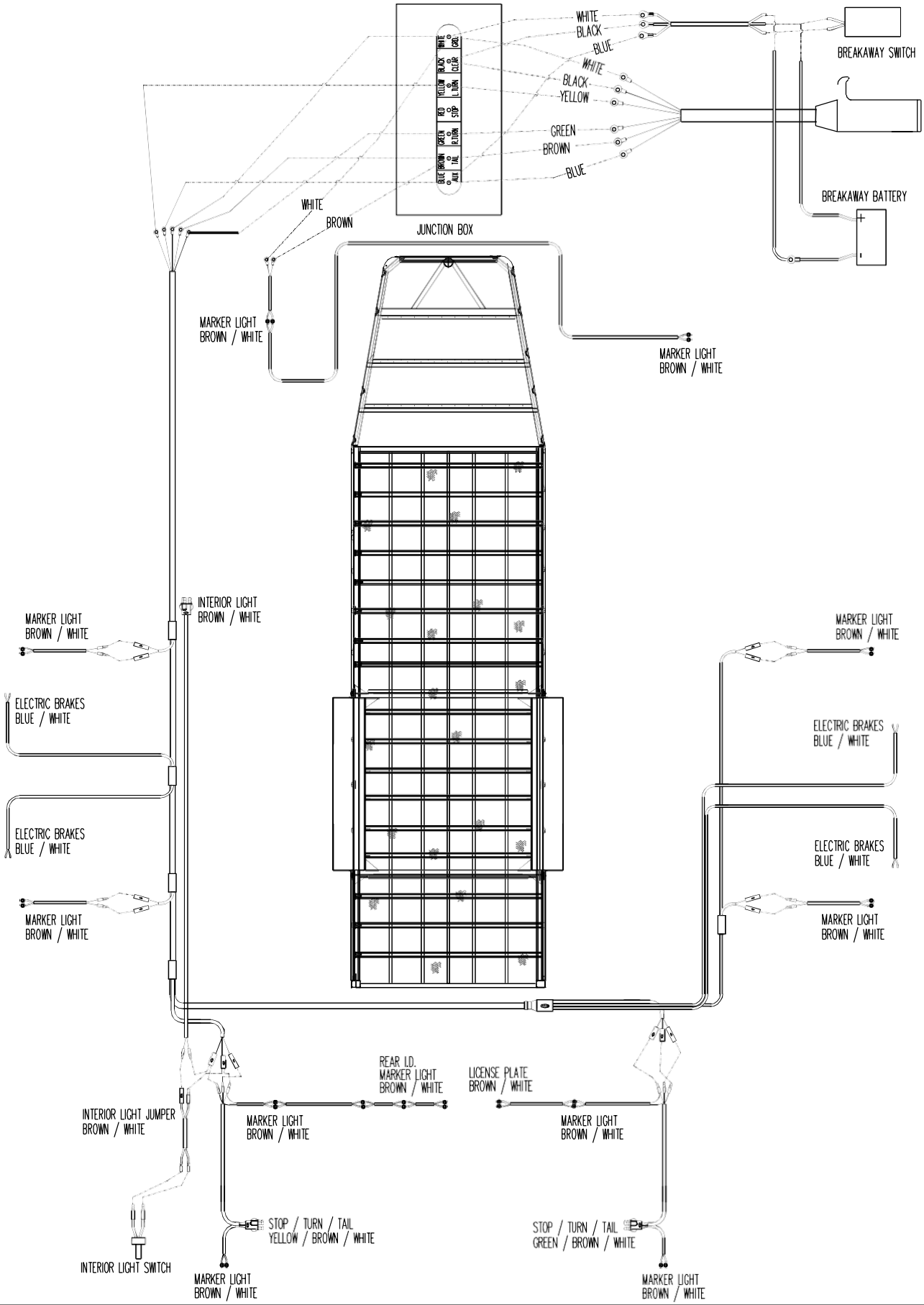
- MAKE CERTAIN WEIGHT OF LOAD PLUS TRAILER WEIGHT APPLIED TO THE AXLE GROUP DOES NOT EXCEED TRAILER'S CAPACITY (GVWR).
- LOAD HEAVIER ITEMS IN FRONT OF WHEELS.
- LOAD EVENLY SIDE TO SIDE.
- SECURE LOAD TO TRAILER.
- CLOSE AND PIN OR LOCK GATES.
- RECOMMENDED LOAD IS TO ALLOW SUFFICIENT LOAD DECK AREA PER ANIMAL WHILE LOADING TO STAY WITHIN THE GVWR OF THE TRAILER.



79-0665
11/16 REV A

ELECTRICAL SYSTEM

BASIC WIRING DIAGRAM



ELECTRICAL SYSTEM

Breakaway Battery Charger Installation Instructions for: ABCD (Accelerated Battery Charging Device) Tow Charger

IMPORTANT.

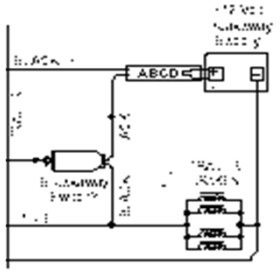
1. Check condition of battery prior to installation and prior to each trip.

2. Improper installation of the breakaway battery will destroy the brake control. The negative (-) terminal must attach to ground and positive (+) terminal must attach to the breakaway switch.

3. Check your breakaway system periodically to insure that wiring and connections are secure. A short or an open circuit can result in a no-brake condition.

4. If excessive discharging of the breakaway battery occurs, check battery and recharge using a heavy duty two stage/maintenance charger. If using a commercial (AC to DC) make certain the 12 volt charge is limited to 1.2 amps or less.

5. The breakaway battery charger is connected to the (**BLACK)** clearance light circuit. Therefore the breakaway battery charges only when the clearance lights are on.



BATTERY DATA CHART

- P/N 2023-5 amp/hr-max
- 12 VOLT
- 5 amp/hr - max discharge current 20 hr. rate = 250 mA
- Maximum discharge current = 40 amps
- Maximum charge must be limited to 1.2 amps
- Length = 3.54” Width = 2.76” Height = 4.13” Weight = 3.8 lbs. Terminals: Fasten Tab .187” x .032”
- Service Life: Under normal operation conditions, 4-5 years in standby applications or 200 - 1000 charges/discharges cycles depending upon depth of discharge and rate of charge.

ELECTRICAL SYSTEM

12 Volt Sealed Lead-Acid Battery
(Breakaway Battery)

To maximize the life of the battery the following conditions should be met:

1. Avoid over or undercharge. This is the single worst enemy of lead-acid batteries.

2. Batteries should not be stored in a discharged state or at elevated ambient temperatures.

3. Avoid exposing batteries to heat! Service life is shortened considerably at ambient above 30 deg C (86 deg F)

4. Due to the characteristics of this battery, after six to nine months of storage, the battery should be recharged.

5. Charge battery at the proper rate. Current should be limited to 1.2 amps or less

6. Provide adequate air circulation when charging battery. Do not charge battery in any other containers beside supplied battery box.

7. Do not place batteries in close proximity to objects which can produce sparks or flames.

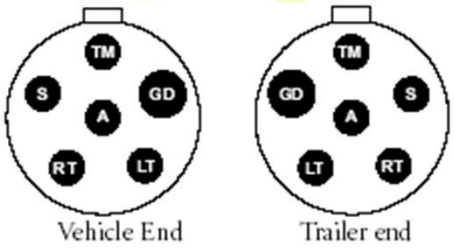
8. Do not expose battery case to organic solvents or adhesives.

9. Do not attempt to disassemble batteries. Contact with sulfuric acid may cause harm.

10. Fasten batteries tightly and make provisions for shock absorption if exposure to shock or vibration is likely.

11. Do not throw batteries into fire: batteries so disposed may rupture or explode.

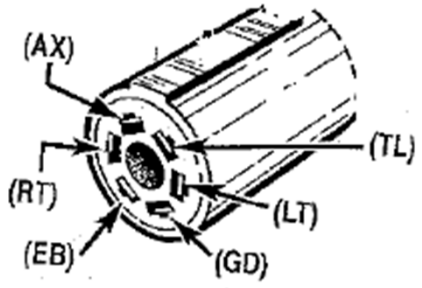
ELECTRICAL CONNECTOR WIRING DIAGRAM (STANDARD 6-WAY)



S* = BRAKES BLUE
GD = GROUND WHITE
TM = TAIL/MARKER LIGHTS BROWN
RT = RIGHT TURN GREEN
LT = LEFT TURN YELLOW
A* = CLEARANCE LIGHTS BLACK

*Caution: Some manufacturers use "S" for Accessory and "A" for Brakes.
Note: Locate wires by function only.
Color coding is not standard amoung all manufacturers.

ELECTRICAL CONNECTOR WIRING DIAGRAM (STANDARD 7RV BLADE)



GD = GROUND WHITE
TL = TAIL, BROWN WIRE
LT = LEFT TURN YELLOW
RT = RIGHT TURN GREEN
AX = BATTERY BLACK
EB = ELECTRIC BRAKES BLUE

TROUBLESHOOTING

ELECTRICAL TROUBLESHOOTING

IMPORTANT NOTICE

Be sure all electrical connections are in a clean and dry location and all connections are complete.

DO NOT cut into the system. Cutting any parts of the electrical system will void the electrical warranty.

Be sure all electrical connections are greased properly for clean and secure connections.

Clearance lights, Turn signal, Stop light, Interior light, License Plate not working:

1. Check for power at the front receptacle.

2. Check for burned out light

3. Check for unplugged wires, pigtails. Make sure connections are complete.

4. Check for power at the pigtail.

5. Check for corrosion. Corrosion may occur on wires, connections light bulbs, and the light.

6. Inspect all lights and connections not working for power. One light with no power could short out entire system.

7. Trace wire on light with no power back to junction box. Check for pinches, bare or corroded wires.

Dim Lights:

1. Check for power at the front receptacle. Make sure plug is fully plugged in.

2. Check all grounds. Make sure you have clean grounds.

3. Check for corrosion. Corrosion may occur on wires, connections light bulbs, and the light.

Only One Side Working:

1. Check for unplugged wires, pigtails. Make sure connections are complete.

2. Trace wire on light with no power back to junction box. Check for pinches, bare or corroded wires.

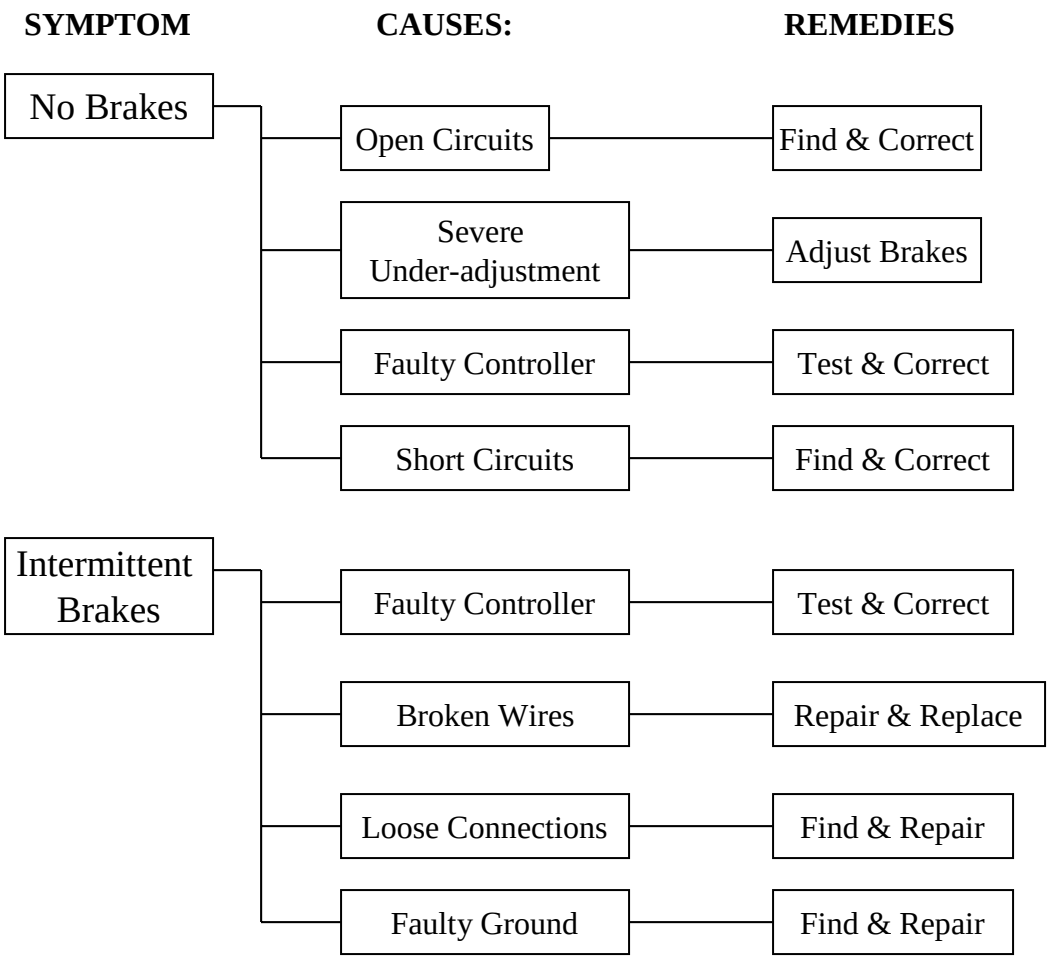
TROUBLESHOOTING

ELECTRICAL BRAKING TROUBLESHOOTING

IMPORTANT NOTICE

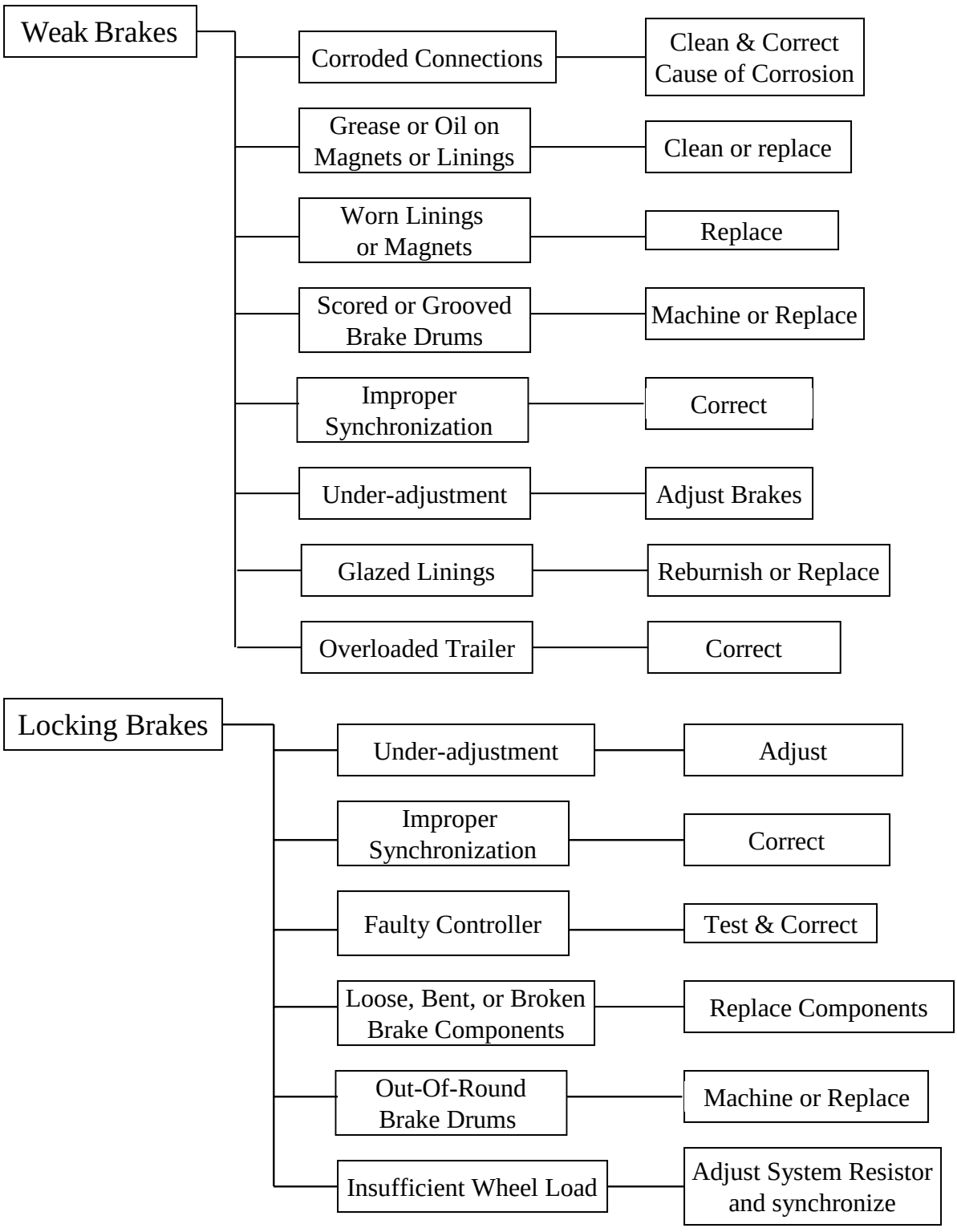
Proper brake function is critical to the safe operation of any vehicle. If a problem are encountered with your trailer braking system, the following guide can be used to find the causes and remedies for some of the more common problems. If you are unsure or unable to resolve the problem, please contact your nearest repair facility for professional assistance. .

Refer to the following troubleshooting guide to help determine the causes and solutions for common problems found in trailer braking systems:



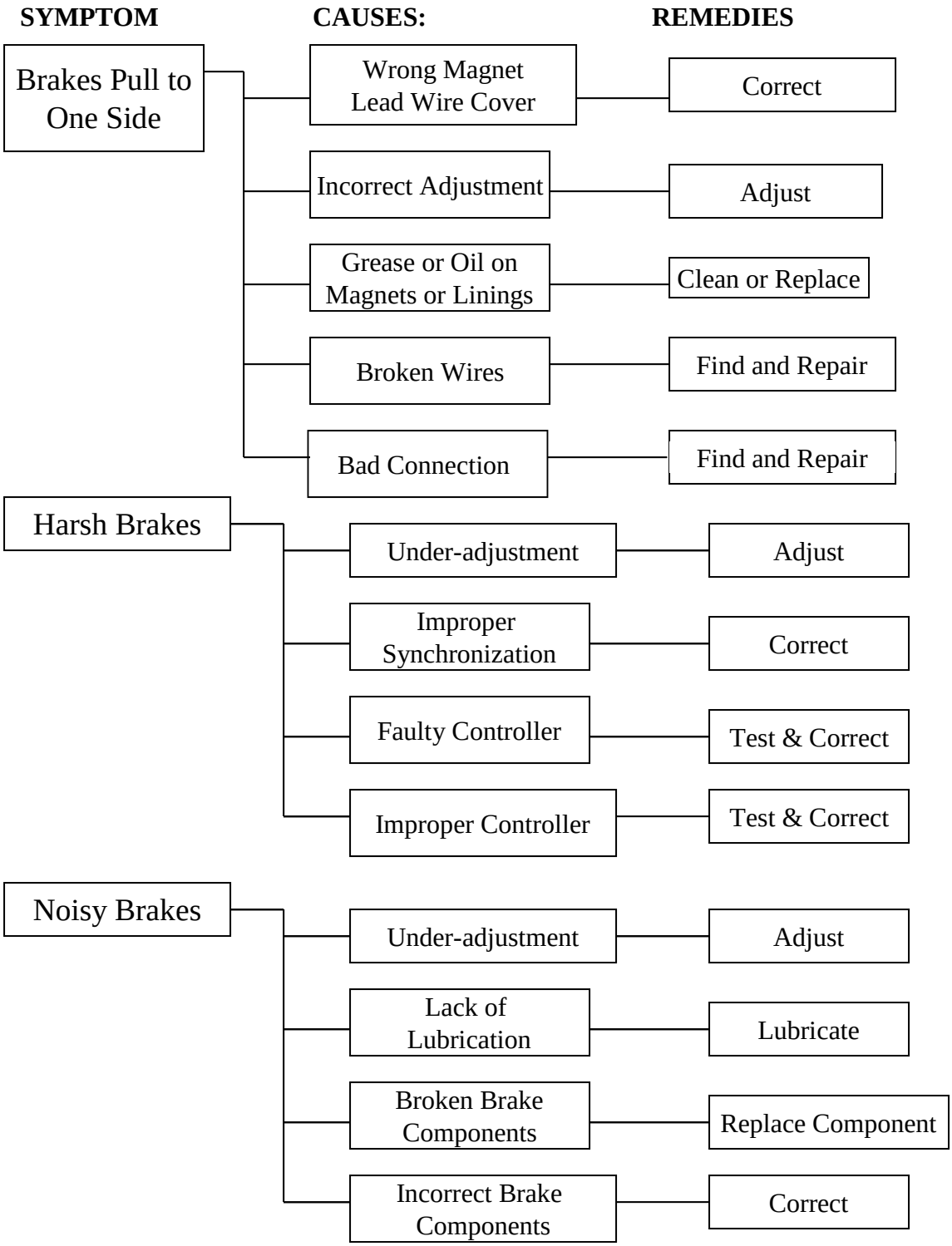
TROUBLESHOOTING

ELECTRICAL BRAKING TROUBLESHOOTING



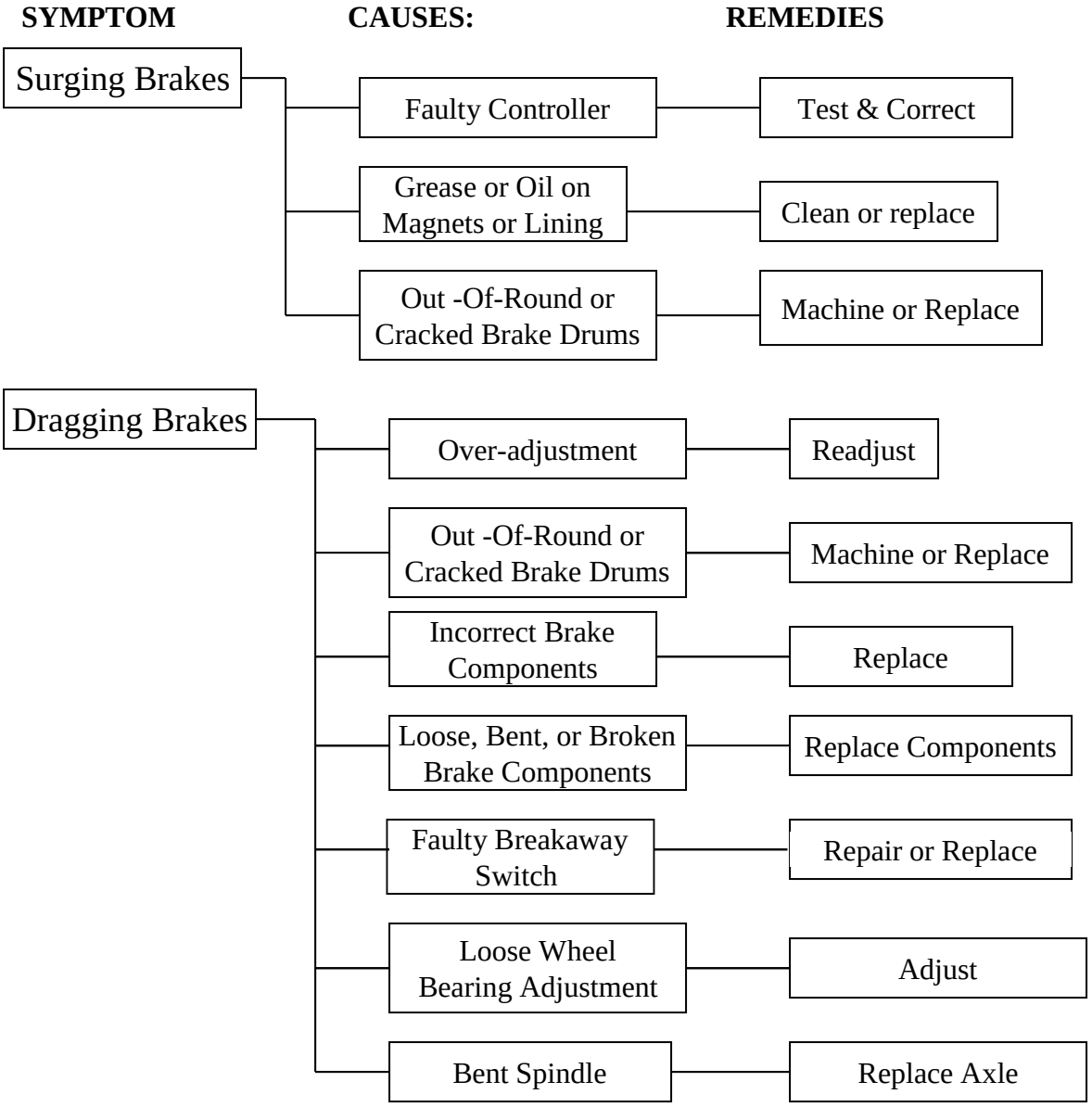
TROUBLESHOOTING

ELECTRICAL BRAKING TROUBLESHOOTING



TROUBLESHOOTING

ELECTRICAL BRAKING TROUBLESHOOTING



CONSUMER INFORMATION

REPORTING SAFETY DEFECTS

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

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

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.safercar.gov**; or write to:
Administrator
NHTSA
1200 New Jersey Avenue S.E.
Washington, DC 20590

You can also obtain other information about motor vehicle safety from
http://www.safercar.gov

Gooseneck Livestock Trailer
WARRANTY AND REMEDY LIMITATIONS

Merritt Trailers Inc. hereby warrants to the original purchaser, within the time limit and conditions prescribed herein, each new trailer and\or body unit to be free from defects in material and workmanship. Specifically excluded from this warranty are accessories and component parts manufactured or supplied by others. This warranty covers normal use, proper maintenance and service. Furthermore, except for the above warranty it is agreed and understood that no other warranty will be in effect, whether implied, expressed or statutory or be made by Merritt Trailers Inc. or any dealer representing said company. The obligations of this warranty shall be limited to the repair or replacement, including labor at its factory authorized service center, in accordance with the WARRANTY SCHEDULE ON THE REVERSE SIDE HEREOF. All defects in material and workmanship must be brought to the attention of Merritt Trailers Inc. and\or the selling dealer by written notification within 10 days of discovery. And any repairs, replacements or adjustments must be commenced within 20 days thereafter.

Merritt Trailers Inc. shall not be liable for for injuries to persons or property, or for incidental, consequential or commercial losses or damage except as set forth herein. The foregoing shall be the Owner's sole and exclusive remedy whether in contract, tort or otherwise.

This warranty does not apply to component parts and accessories manufactured, supplied and\or furnished by others such as (but not limited to) tires, tubes, suspensions, axle assemblies, wheels, bearings, landing-gears, brakes, lights and fixtures, electric motors, or any non-standard feature or items specified by the purchaser. No warranty is made by Merritt Trailers Inc. except as to title of the foregoing. Nor does this warranty expand, enlarge upon, or alter in any way, the warranty provided by the makers and suppliers of such component parts and accessories.

In the judgment of Merritt Trailers Inc. this warranty shall not apply with respect to any claimed defect which has arisen from repair or alteration outside of the factory of Merritt Trailers Inc. or its authorized service center, or from misuse, negligence or accident, or from operation at a speed exceeding state laws or loading beyond the rated load established by state laws.

Merritt Trailers Inc. does not guaranty its equipment to meet local municipal or state ordinances, laws or regulations.

All repairs, replacements and adjustments are made subject to the above terms, conditions, warranty, disclaimer of warranty and limitation of liability and remedy, as apply to each new trailer sold.

MERRITT TRAILERS INC._____ DATE _____

SELLING DEALER DATE IN SERVICE _____

PURCHASER: NAME SERIAL NUMBER _____

MAILING ADDRESS _____

_____

_____

TELEPHONE # (_____) _____

E-MAIL _____

MERRITT TRAILERS INC.

5 Year Limited WARRANTY

Gooseneck Trailers

Covering Defects in Material and Workmanship

PERCENT ALLOWABLE		MONTHS	MONTHS	
100	1 - 5	1 - 36	1 - 12	*
75				All component parts are covered as warranted by the original manufacturer of the component
50	6 - 12	37 - 60	13 - 18	
40				
30				
25				
20				
10			19 - 24	
0	OVER 12	OVER 60	OVER 24	
Percentage of credit allowable to original purchaser from time of delivery. For basic construction, not to include component parts or accessories.	Painting Lighting, Electrical Locks and latches Hinges Hardware Tire Carrier	Bottom Rail Floor Cross members Aluminum Roof Bows Under Carriage Assembly	Side Structures Aluminum Fronts Aluminum Doors Aluminum Gates Aluminum Flooring	Axles Brakes Hub & drums Suspensions Misc. running gear Nonstandard items Landing gear Ball type couplers Wheels 5th wheel couplers Tires

* As warranted by original manufacturer

PREVENTIVE MAINTENANCE:

- Thoroughly wash the trailer as often as P.ossible to minimize corrosion damage from animal waste and road salt.
- use of tow motors or other concentrated loading in a way detrimental to th structural design of this unit will void warranty.
- When unit is moving, all gates, ramP.s lids, portable decking, doors and all other items which have a secure position must be kept in these positions or warranty is voided.
- The owner OP.erator exceeding the GVRW rating of this trailer will void the warranty.
- Maintenance is required, including but not limited to: Brake adjustment, torque of wheel nuts, Oil and Grease of working parts, Axle bearing grease and more. Refer to your owners manual, failure to perform maintenance will void warranty.