



OWNER'S MANUAL

Manufacturer's Warranty & Tire Safety Information

****After first fifty (50) miles the customer is responsible for retorque of lug nuts.***



Manufacturing Plant Contact Information

Mailing/Shipping Address:
1035 South State Highway 19
Emory, Texas 75440

Phone: 903-473-3405

Fax: 903-473-2125

Website: www.kearneytrailersllc.com

Keep the following for your records:

VIN: _____

Purchase Date: _____

Tire Size: _____

Purchase Location: _____

Location Phone #: _____

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Rockwell American Trailer Products LIMITED WARRANTY

Rockwell American extends to the original purchaser a limited, non-transferable warranty on each Rockwell tubular axle against defects in material or workmanship for a period of two (2) years. A warranty period of five (5) years is extended on Equalizer Torsion Axles exclusive of hubs, drums, brakes, bearing and seals, which are covered for a period of two (2) years. A warranty period of five (5) years is extended on "Rock Solid" Equalizer Torsion Axles exclusive of drums and brakes, which are covered for a period of two (2) years.

1. To obtain warranty service, please call with the following information to the number listed below.
 - A. Name and mailing address of purchaser.
 - B. Proof of date of purchase.
 - C. Name of manufacturer of unit under which axle is mounted.
 - D. Model, year and serial number of unit.
 - E. Name and address of dealer from whom unit was purchased.
2. This warranty does not extend to:
 - A. The connecting of brake wiring to the trailer wiring or trailer wiring to the towing vehicle wiring,

- B. The attachment of the axles to the frame.
 - C. Hub imbalance, or any damage caused thereby.
 - D. Parts not supplied by Rockwell American.
 - E. Any damage whatever if caused by or related to any alteration of the axle.
 - F. Use of axle assembly on unit other than that to which it was originally mounted.
 - G. Normal wear including break linings and magnets.

3. This warranty does not cover defects caused by:
 - A. Improper installation.
 - B. Damage (not resulting from defect or malfunction) while in the possession of the customer.
 - C. Unreasonable use (including failure to provide reasonable and necessary maintenance).
4. Repair or replacement under this warranty is the exclusive remedy for the customer. Rockwell American shall not be liable for any incidental or consequential damages, including any towing fees, hotel bills, telephone calls and meals for breach of any express or implied warranty on the axles.

800-334-6355

items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

1.1.1. TRAILERS 10,000 POUNDS GVWR OR LESS

TIRE AND LOADING INFORMATION			
The weight of cargo should never exceed XXX kg. or XXX lbs.			
TIRE	SIZE	COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	20.5x8.0-10(E)	621kPa, 90PSI	
REAR			
SPARE			

Tire and Loading Information Placard – Figure 1-1

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. See figure 1-1.
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.

1.1.2. 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.

1.2. 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.

1.3. GLOSSARY OF TIRE TERMINOLOGY

Accessory weight – The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead – The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead separation – This is the breakdown of the bond between components in the bead.

Bias ply tire – A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass – The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking – The breaking away of pieces of the tread or sidewall.

Cold inflation pressure – The pressure in the tire before you drive.

Cord – The strands forming the plies in the tire.

Cord separation – The parting of cords from adjacent rubber compounds.

Cracking – Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT – A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb weight – The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra load tire – A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove – The space between two adjacent tread ribs.

Gross Axle Weight Rating – The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating – The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight – The downward force exerted on the hitch ball by the trailer coupler.

Innerliner – The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation – The parting of the innerliner from cord material in the carcass.

Intended outboard sidewall – The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light truck (LT) tire – A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating – The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum load rating – The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum permissible inflation pressure – The maximum cold inflation pressure to which a tire may be inflated.

Maximum loaded vehicle weight – The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring rim – The rim on which a tire is fitted for physical dimension requirements.

Pin Weight – The downward force applied to the 5th wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic rim – A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-pneumatic spare tire assembly – A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic tire – A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic tire assembly – A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal occupant weight – This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant distribution – The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open splice – Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer diameter – The overall diameter of an inflated new tire.

Overall width – The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply – A layer of rubber-coated parallel cords.

Ply separation – A parting of rubber compound between adjacent plies.

Pneumatic tire – A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

Production options weight – The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial ply tire – A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended inflation pressure – This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced tire – A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim – A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim diameter – This means the nominal diameter of the bead seat.

Rim size designation – This means the rim diameter and width.

Rim type designation – This means the industry of manufacturer's designation for a rim by style or code.

Rim width – This means the nominal distance between rim flanges.

Section width – The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall – That portion of a tire between the tread and bead.

Sidewall separation – The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) tire – The “ST” is an indication the tire is for trailer use only.

Test rim – The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread – That portion of a tire that comes into contact with the road.

Tread rib – A tread section running circumferentially around a tire.

Tread separation – Pulling away of the tread from the tire carcass.

Treadwear indicators (TWI) – The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle capacity weight – The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

Vehicle maximum load on the tire – The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle normal load on the tire – The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CFR 49 571.110) and dividing by 2.

Weather side – The surface area of the rim not covered by the inflated tire.

Wheel center member – In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding fixture – The fixture used to hold the wheel and tire assembly securely during testing

1.4. 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.

1.5. 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.

1.5.1. FINDING YOUR VEHICLE'S RECOMMENDED TIRE PRESSURE AND 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.

1.5.2. 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.

1.5.3. 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.

1.5.4. 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.

1.5.5. 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.

1.5.6. 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 treadwear 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.

1.5.7. TIRE BALANCE AND WHEEL ALIGNMENT

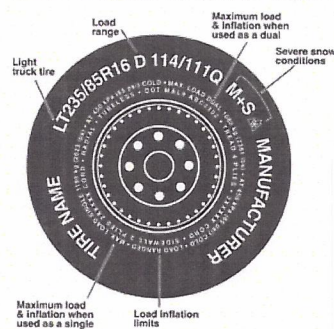
To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned 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.

1.5.8. 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.

1.5.9. 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.



1.5.9.1. Additional Information on Light Truck and Special Trailer Tires

LT or ST – The “LT” indicates the tire is for light trucks or trailers. “ST” is an indication that the tire is for trailer use only.

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 or D – The “R” stands for radial. The “D” stands for Bias-Ply.

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 Letter

This identifies the tire's load-carrying capabilities and its inflation limits.

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.

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.

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 Permissible Inflation Pressure

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

1.5.9.2. 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".

1.6. 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 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 Kearney Trailers LLC

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

To contact NHTSA, you may either call the Auto 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
US Department of Transportation
1200 New Jersey SE
Washington, D.C. 20590.

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

KEARNEY TRAILERS, LLC

"Limited Two-Year Warranty"

Kearney Trailers, LLC provides the following limited (2) Year Warranty on its manufactured products to the original consumer.

Conditions of Kearney Trailers, LLC Limited Two-Year Warranty is as follows: purchased trailer shall be free from defective materials and factory workmanship for a period of (2) years from the date of sale by our authorized dealer, and ninety (90) days for electrical components.

For all axle warranty information please reference Table of Contents page for Rockwell Americans limited warranty.

Kearney Trailers, LLC's obligation shall be limited to repairing or replacing any parts which are covered under this warranty, shown to be defective and which have been delivered to our factory, charges prepaid.

Upon receiving parts which are defective in warranty, Kearney Trailers, LLC will make its best effort to repair or replace the failure, if it is found to be within the terms of this warranty within sixty (60) days.

THIS WARRANTY SHALL NOT EXTEND TO:

1. Any trailer or component in which the warranty registration card was not returned to Kearney Trailer, LLC.
2. Any trailer that has been altered, repaired, or modified without prior written authorization by Kearney Trailers, LLC.
3. Paint finish durability and painter's workmanship are not covered under this warranty.
4. Certain parts which require replacement in the ordinary course of use due to normal wear. Tires, grease, and lubricants are considered as normal wear items and are not covered.

The value of the product or material in error is our only liability. Any lost time, storage, towing or lost wages is not covered under this warranty and will not be compensated.

State laws vary from state to state. Kearney Trailers LLC assumes no responsibility for any trailer not meeting state specifications.

Congratulations on your purchase of a new Kearney Trailer. You have chosen a trailer with ultimate design and quality workmanship. Kearney Trailers LLC has been manufacturing trailers since 1981, and we are proud to stand behind our products. We are pleased you have chosen us for your trailer needs.

KEARNEY TRAILER RETAIL SALES LOTS

Emory Location

1035 South State Highway 19
Emory, TX 75440
903-473-3405

Greenville Location

5157 CR 2632
Caddo Mills, TX 76135
903-527-5866

Tyler Location

9390 US HWY 69 N.
Tyler, TX 75706
903-531-3505

-OR-

Visit us online at

www.kearneytrailersllc.com





To help keep your trailer in top pulling condition we recommend you use the following check list each time you use your trailer:

1. Check correct ball size for trailer hitch.
2. Check the hitch. Is it showing wear? Is it properly lubricated?
3. Fasten safety chains and break-a-way switch actuating cable securely. Make certain the break-a-way battery is fully charged.
4. Inspect towing hookup for secure attachment.
5. Load should be evenly distributed.
6. Do not overload. Stay within your gross vehicle rated capacity. (Consult the trailer identification plate/VIN sticker)
7. Inflate tires according to manufacturers specifications; inspect tires for cuts, excessive wear, etc.
8. Lug nuts should be torqued regularly.
9. Check operations of all lights.
10. Check that your trailer is towing in a level position.
11. Check floor for wear or deterioration.
12. Check brakes for proper adjustment.
13. Be sure to secure all ramps and gates to locking position.

