



Event gear – use of trailers.

Background

The usual method of transporting the QRA gear to and from event sites is to hire a trailer. The recommended hire business is Moveyourself – www.moveyourself.com - they manage bookings centrally, phone to 0500 504 477 or e-mail from the website, with pick-up points spread over Brisbane.

Selection of a trailer

We use the “caged trailer” set up, be guided by the intended tow vehicle in selection. The manufacturer’s towing rating and recommended maximum ball load will be specified in the owner’s manual and on the vehicle compliance plate, do not exceed these recommendations, if in doubt use the smaller of the options.

	Tare	Loaded (max)	Tow vehicle	Likely use
7 X 4	300 kg	800 kg	4 cyl car	Minor event – no overnight set up – 3hr/Metro
8 X 5	450 kg	1450 kg	6 cyl car	Limited set up – or 2 units in lieu of the tandem below
13 X 6	750 kg	2000 kg	6/8 cyl - marginal 4WD preferred	Full overnight event – Champs/12 hr/8hr

Pick up of the unit

There is a computerised console in the shop area of the pick up locations, follow the screen instructions and take the issued chit to the operator to obtain the key, a shackle and a wiring “bridge” to the tow vehicle, you will need to know the configuration of the trailer plug on the vehicle, regular types are carried.

Make an inspection of the unit for general condition, broken lights etc before connecting. Check over safety chains, hitch and wiring during connection and check functioning of lights. Where the trailer is braked, ensure that the “reverse lock-out” (1 in the photos below) is disengaged – this is when it is away from the hitch allowing the brake ram to move. The lock-out must be re-engaged when backing the unit or the brakes will operate and prevent movement. A check of the trailer brake functioning should be made by attempting to reverse with the reverse lock-out disengaged, if the trailer moves freely, the brakes need adjustment. When travelling the “park brake” ratchet (2 in the photo below) should be disengaged. If concerned about the brake system consult the operator. Be aware that trailer brakes are an adjunct to vehicle braking and must not be relied on for full braking of the combination.



Set for travel



For reversing



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Loading

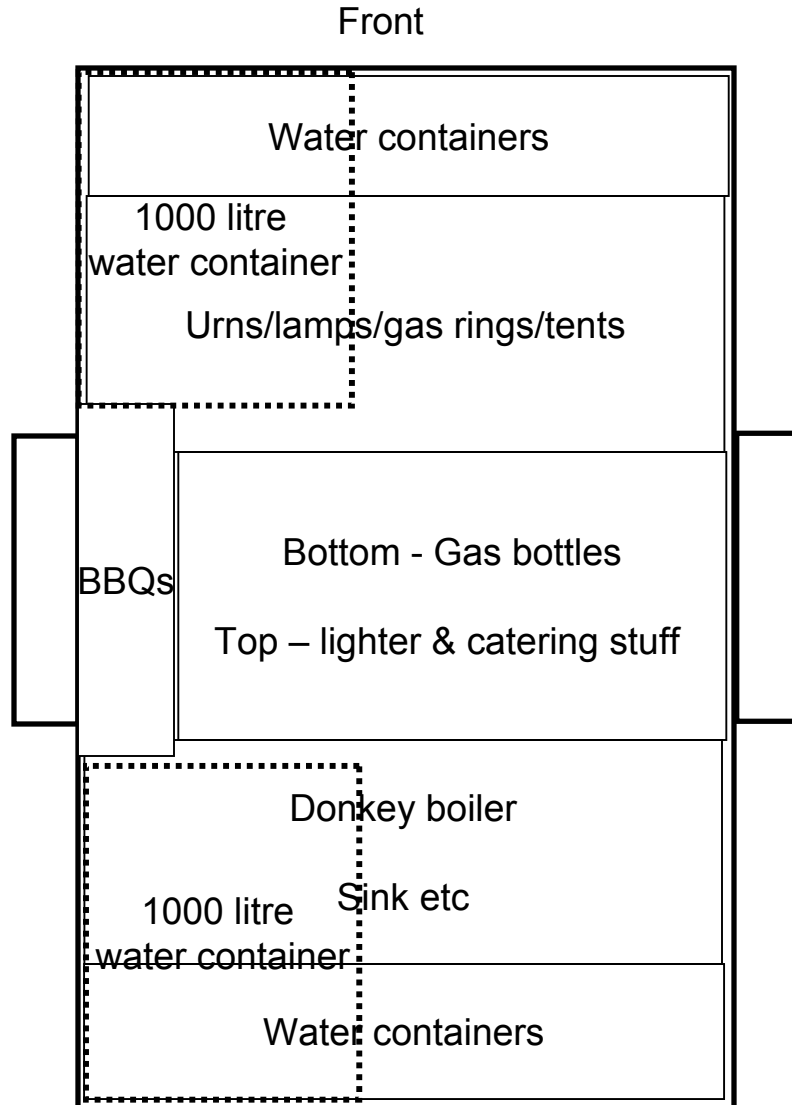
When loading ensure that the weight is evenly distributed with heavier items loaded over the axle centre where practical. A suggested loading for the 13 X 6 is appended (not to scale, representative only). Be aware that the weight distribution to the tow ball should be at the rated load. The trailer will tow and handle correctly where weight distribution is correct.

Towing

Conservative towing speeds are recommended with attention to following distances, at least double the “non-tow” distance is suggested; a “four second” spacing in traffic. In particular be aware of increased stopping distances and potential for breaking traction on wet or unsealed surfaces.

Queries

Contact Peter McCallum, 0418 73 1047 or mcchome@bigpond.net.au with any questions.



Packing the 13 X 6 trailer

Place heaviest over the wheels – gas bottles and BBQS

Fit the poles, bags of pegs & ropes, tools etc in as you go. Keep heavy stuff low and central as far as possible.

Top load – executive blue toilets and tables to secure stuff underneath

There are a set of ties to secure the load.