

TRAILER SPECIFIC		Notes
	<p>A frame tongue condition</p> <p>For travel trailers, thoroughly inspect the A frame tongue assembly and ball hitch coupling. Check for damage, unusual wear and excessive rust. Ensure the assembly is not bent or twisted in any way. Check that bolts are tight and intact. Check chain attachment points and any storage or LP storage boxes and platforms.</p>	
	<p>Fifth wheel King Pin</p> <p>For fifth wheel trailers, carefully inspect the entire fifth wheel hitch assembly. Check the condition of the actual King-Pin and inspect for unusual or uneven wear. Is the king-pin damaged? Are there gouges on the pin? Are the attachment bolts properly torqued? Are there any signs of repair?</p>	
	<p>Supplemental hitch equipment, sway bars, weight distributing hitch</p> <p>Many travel trailers use supplemental hitch equipment for a more stable and sure towing experience. If equipped, check these devices and attachment points for damage. Ensure connection points are properly mounted and torqued appropriately.</p>	
	<p>Chains</p> <p>Chains are critical for safe operation. Inspect the chains for damage and replaced/repared links. The chain should be clean, not rusty. The chain should be sufficient length to crisscross underneath the A frame to the rear of the tow vehicle and not bind when negotiating a tight turn.</p>	
	<p>Breakaway box and connection cable</p> <p>Virtually all towed RV units (with the exception of ultra-light units) are equipped with a breakaway device that will stop the RV in the event of a catastrophic separation from the tow vehicle. Inspect the breakaway box and cable. The cable, and key, should pull away from the breakaway box with some force but it should not pull out freely. Check the wiring to the breakaway box to ensure the unit is getting the necessary 12-Volts DC.</p>	

	<p>Umbilical connection and cable</p> <p>Check the RV umbilical cable. Inspect for damage, cuts, kinks and apparent repairs. Check the cable end and ensure the connections are clean and all present. The umbilical should be firmly attached to the A frame or fifth wheel assembly.</p>	
	<p>Locks</p> <p>If locks are included, check their operation and inspect them for damage. Ensure the keys fit and operate the locks BEFORE using. If a lock does not have a spare key, consider purchasing a new lock.</p>	
	<p>Tongue jack pad – operation</p> <p>For travel trailers, operate the tongue jack sufficiently to raise the trailer beyond what would be required for connecting to your tow vehicle, then lower the trailer to the extreme. Does the tongue jack operate smoothly? Are there signs of damage from being dragged? If it articulates, does it lock into position to prevent damage from falling? Does it grind or slip? Does it operate smoothly?</p>	
	<p>Fifth wheel landing gear</p> <p>For fifth wheels, operate the front jacks (landing gear) sufficiently to raise the trailer beyond what would be required for connecting to your tow vehicle then lower the trailer to the extreme. Do the jacks extend smoothly? Are there signs of damage from being dragged? For manual systems with clips, are they present and in good operating condition?</p>	