

OWNER INFORMATION & SAFETY GUIDE

TRAILER OWNER'S MANUAL

General operation, towing safety, loading and maintenance

READ THIS MANUAL BEFORE TOWING OR OPERATING THE TRAILER

CENTURY CARAVANS & TRAILERS

Century Camper Trailer Pty Ltd

Trailer model

VIN / chassis number

Registration

Date purchased

Owner

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About this manual

This manual provides general safety, operation and maintenance guidance for trailers supplied by Century Caravans & Trailers. Because trailer models and fitted equipment vary, some sections may not apply to your trailer. Always follow the trailer identification plate, component labels, supplied model-specific documents and applicable legal requirements.

IMPORTANT: This manual does not replace professional inspection, servicing or advice. If a fault, unusual noise, movement, overheating, damage or uncertainty is identified, stop using the trailer and have it checked by a suitably qualified person before further use.

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Key safety words

WARNING

A potentially dangerous condition that may cause serious injury or death.

IMPORTANT

Information necessary to avoid damage, incorrect use or reduced service life.

CHECK

An inspection or action to complete before towing or operation.

Essential pre-towing checklist

Complete these checks before every trip. Additional checks may be required for your trailer or load.

- ☐ The towing vehicle, towbar, coupling and trailer are compatible and rated for the loaded trailer.
- ☐ The coupling is fully engaged and secured; safety chains are correctly attached.
- ☐ The jockey wheel or stand is fully raised, secured and clear of the road.
- ☐ The 7-pin plug is connected and the cable has safe movement without dragging or snagging.
- ☐ Indicators, stop lights, tail lights, number plate light and marker lights operate correctly.
- ☐ All tyres are undamaged, have suitable tread and are correctly inflated when cold.
- ☐ All wheel nuts are present and secure; wheels show no damage or movement at the hub.
- ☐ The braking system, brake controller and breakaway equipment (where fitted) operate correctly.
- ☐ The handbrake is fully released before towing.
- ☐ The load is within all ratings, evenly distributed and securely restrained.
- ☐ Tailgates, ramps, doors, covers and accessories are closed, secured and unable to move.
- ☐ The trailer identification plate and number plate remain visible and unobstructed.

WARNING: Do not tow if any safety-critical check fails. Identify and rectify the cause before use.

1. 7-pin electrical plug and lighting

The standard 7-pin plug supplies the trailer lighting system and, where applicable, other electrical functions.

Before connecting

- Safely park the towing vehicle, switch off the ignition and correctly couple the trailer.
- Check that the plug and socket are clean, dry and free from visible damage or corrosion.
- Check that the cable is not stretched, trapped, cut or in contact with the road.

Connecting the plug

1. Locate and inspect the towing vehicle's 7-pin socket.
2. Align the trailer plug correctly with the socket.
3. Insert the plug fully and confirm that it is securely seated.
4. Leave enough cable slack for normal turning and movement, without allowing the cable to drag or catch on the coupling, chains or other components.

Lighting check

Before entering traffic, confirm operation of all fitted lights:

- Left and right indicators
- Tail lights
- Stop lights
- Number plate light
- Clearance and side marker lights
- Hazard lights, where applicable

WARNING: Do not tow if the electrical connection is loose, damaged or not functioning correctly. Do not cut, splice or alter trailer wiring unless the work is performed by a suitably qualified person.

Keep the plug and socket clean and dry when not in use. Protect the plug from impact, water, dirt and road contamination.

2. Bolts, nuts and fasteners

All accessible bolts, nuts and fasteners must be checked regularly to confirm that they remain secure and in good condition.

Before each use

Inspect for:

- Loose or missing nuts and bolts
- Cracked, damaged or corroded fasteners
- Damaged threads
- Movement or looseness around bolted components
- Abnormal wear or structural movement

Pay particular attention to fasteners securing the:

- Coupling and safety chain brackets
- Axle and suspension components
- Wheels and wheel assemblies
- Drawbar and chassis components
- Mudguards
- Ladder racks and accessories
- Tailgates, doors and hinges
- Other load-bearing or safety-critical components

Tightening and replacement

If a fastener is loose, do not continue towing until the cause has been identified and the fastener has been correctly secured.

- Where a torque is specified, use a calibrated torque wrench and the manufacturer's specified setting.
- Do not guess torque settings for safety-critical components.
- Do not replace a fastener with one of a lower grade, different size or different specification.
- Increase inspection frequency after rough-road use, heavy loading or exposure to harsh conditions.

WARNING: Loose or missing fasteners may cause component failure, loss of load, loss of trailer control, serious injury or death.

3. Wheels, tyres and wheel nuts

Wheels, tyres and wheel nuts are safety-critical and must be inspected regularly.

Before each use

- Inspect tyres for cuts, cracks, bulges, punctures and other visible damage.
- Confirm suitable tread and check tyre pressures when the tyres are cold.
- Use the pressure specified by the trailer or tyre manufacturer for the fitted tyre and operating condition.
- Inspect each wheel for cracks, deformation or damage.
- Confirm that every wheel nut is fitted and secure.
- Check for movement between the wheel and hub and confirm the wheel is correctly seated.

When to re-check wheel nuts

- Before the first use of a new trailer
- After a wheel has been removed or replaced
- After servicing or brake repairs
- After an initial period of towing following wheel work
- After prolonged or demanding use
- Whenever abnormal vibration, movement or noise is noticed

Where a wheel-nut torque is specified, use a calibrated torque wrench and follow the applicable service requirement. Do not guess or assume the correct torque.

WARNING: Do not tow with a damaged tyre or wheel, or with any wheel nut missing or loose. Incorrectly tightened wheel nuts may cause wheel separation and loss of control.

4. Wheel bearings

Wheel bearings allow the wheels to rotate smoothly. Inspection and maintenance help prevent overheating, excessive wear and bearing failure.

Signs requiring attention

- Excessive play or movement at the wheel
- Grinding, rumbling or unusual bearing noise
- Excessive heat from a hub or wheel
- Grease leakage
- Damaged or contaminated bearing seals
- Rough or uneven wheel rotation

Bearing service

Have wheel bearings lubricated, adjusted and serviced in accordance with the applicable maintenance schedule. During service, the suitably qualified person should:

- Use the correct type and grade of bearing grease.
- Inspect bearings and races for wear, pitting, corrosion or damage.
- Replace damaged or excessively worn bearings and seals.
- Set bearing adjustment correctly and confirm correct hub installation.

WARNING: Stop towing if bearing overheating, severe wear, unusual noise or wheel movement is suspected. Bearing or hub failure may cause loss of control, serious injury or death.

5. Brake system

The type of braking system fitted varies by trailer model and specification. The towing vehicle and trailer braking systems must be compatible, connected and correctly adjusted before use.

Before each use

- Confirm the brake system is correctly connected to the towing vehicle.
- Confirm the brake controller, where required, is connected, configured and functioning.
- Check operation of the trailer brakes at low speed in a safe location before entering traffic.
- Inspect cables, wiring, hoses and connections for visible damage.
- Check hydraulic systems for leaks.
- Check operation of the handbrake and ensure the wheels rotate freely when brakes are released.
- Investigate unusual noise, vibration, pulling to one side, reduced braking or brake drag.

Electric brakes

Where electric brakes are fitted, use a compatible brake controller installed in the towing vehicle. Configure the controller for the loaded trailer and verify operation before towing.

Hydraulic brakes

Inspect lines, hoses, connections and components for leakage, damage or deterioration. Use only the brake fluid specified for the fitted system. Do not tow when leakage or a hydraulic fault is present.

Handbrake and parking

Fully release the handbrake before towing. When parked, apply the handbrake as required and use suitable wheel chocks, particularly on an incline. Do not rely solely on the handbrake on steep slopes or unstable surfaces.

Maintenance

Brake components wear in normal use. Have the following inspected and maintained in accordance with the applicable service schedule:

- Brake pads or shoes; drums or rotors
- Brake magnets and adjustment mechanisms, where fitted
- Cables, wiring and electrical connections
- Hydraulic lines, hoses and components
- Handbrake mechanism

WARNING: Never tow with a known or suspected brake fault. A defective system may significantly increase stopping distance and cause loss of trailer control.

6. Hydraulic system and battery charging

Where fitted, the hydraulic pump is powered by a rechargeable trailer battery. Hydraulic performance depends on the load, operating time, frequency of use, battery condition, temperature and charging performance.

Battery use and condition

- There is no fixed number of hydraulic operations or operating hours before recharging is required.
- Recharge the battery after significant or repeated hydraulic use and after extended storage.
- If the system becomes slower or weaker than normal, stop operation and recharge the battery.
- If the system does not operate, only clicks or lacks power, recharge the battery or use a suitable jump-start method before assuming a hydraulic fault.

IMPORTANT: Do not continue operating the hydraulic system with a low or flat battery. Repeated deep discharge can reduce battery service life and may prevent safe operation.

Charging while towing - DC-to-DC charger

A correctly specified DC-to-DC charger provides controlled charging from the towing vehicle and is generally preferred for regular charging while towing. Sufficient driving and charging time is still required; short trips may not fully recharge the battery. The charger must suit the battery type and be correctly installed.

Direct Anderson connection

Where no DC-to-DC charger is fitted, charging performance through an Anderson connection depends on the towing vehicle's alternator, electrical system, wiring, protection devices and installation. An Anderson plug alone does not guarantee correct or complete charging.

- The supply should use suitable cable sizing, circuit protection and battery isolation where required.
- Smart alternators and vehicle-specific electrical systems may require a DC-to-DC charger.
- A direct connection should be designed and verified by a suitably qualified person for the fitted battery and vehicle.

Mains charging

Where an AC-to-DC charger is supplied or used, ensure it is compatible with the battery type and follow the charger's instructions. Charge in a suitable ventilated area and keep the battery and connections away from ignition sources, water and physical damage.

WARNING: Incorrect charging, wiring or battery selection may cause battery damage, overheating, electrical failure or fire. Do not alter the charging system unless the work is carried out by a suitably qualified person.

7. Load ratings, ATM, GTM and payload

Correct loading is essential. Never exceed the trailer's rated capacity or the capacity of any individual component.

Term	Meaning
Tare Mass	The unladen mass of the trailer, including permanently fitted equipment as specified for its configuration.
ATM	Aggregate Trailer Mass: the maximum permissible total mass when the trailer is standing independently and is not supported by the towing vehicle.
GTM	Gross Trailer Mass: the maximum permissible mass supported by the trailer's wheels and suspension when coupled to the towing vehicle.
Payload	The mass available for cargo and all additional items. Theoretical payload = ATM minus Tare Mass, subject to every lower component rating.
Tow ball mass	The portion of the coupled trailer's mass transferred through the coupling to the towing vehicle.

Payload calculation

THEORETICAL PAYLOAD = ATM - TARE MASS

ATM	3,500 kg
Tare Mass	1,500 kg
Theoretical payload	2,000 kg

The actual permissible payload may be lower if an axle, suspension, tyre, wheel, coupling, chassis, brake or other component has a lower rating. The lowest applicable rating always takes precedence.

What is included in the loaded mass?

- Cargo, materials, tools and machinery
- Ramps and other removable equipment
- Spare wheels and tie-down equipment
- Batteries and hydraulic equipment
- Accessories and any load carried on a ladder rack
- Every other item carried by the trailer

IMPORTANT: Physical space does not determine payload. A load is not safe merely because it fits. If the weight is uncertain, have the loaded trailer weighed before towing.

8. Load distribution and restraint

Ladder rack load

Where the trailer is fitted with a ladder rack identified as having the rating below:

MAXIMUM LADDER RACK LOAD: 100 kg total, unless a different rating is shown on the trailer, rack, identification plate or model-specific documentation. This load forms part of the trailer's overall payload; it is not additional payload.

- Distribute the load evenly and keep it securely restrained.
- Do not create an unsafe centre of gravity or interfere with trailer operation.
- Confirm the total loaded trailer remains within ATM, GTM and all component ratings.

Ramp load

Where the standard ramp supplied with the trailer is identified as having the rating below:

MAXIMUM STANDARD RAMP LOAD: 150 kg, unless a different rating is shown on the ramp or model-specific documentation. This rating does not apply to aluminium ramps, which have their own specified rating.

- Inspect the ramp for cracks, bending, damage and excessive wear before use.
- Position and support the ramp correctly on a stable loading surface.
- Keep people clear of the loading area and confirm the equipment is within the ramp and trailer ratings.
- Do not use an aluminium ramp without confirming its separate rated capacity.

WARNING: Exceeding a ramp's rating may cause it to bend, deform or fail, resulting in serious injury or damage.

Load position

Position cargo so the trailer remains stable and the coupling load stays within the limits specified by the trailer, coupling, towing vehicle, towbar and applicable requirements.

Avoid:

- Excessive weight at the rear, front or on one side
- High or unstable loads
- Concentrated loads beyond floor or chassis capacity
- Loads that can move, roll, slide or fall during transport

Place heavy items as low as reasonably practicable and use suitable load-restraint equipment for the load's type, size and mass.

Securing the load

- Attach tie-downs only to suitable restraint points and tension them correctly.
- Contain loose materials and prevent cargo moving during braking, cornering or road impacts.
- Secure doors, gates, ramps, covers and accessories.
- Do not obstruct lights, indicators, the identification plate or number plate.
- Re-check the load after the initial period of towing and as necessary during the journey.

Final pre-towing load check

- ☐ Total loaded mass does not exceed the ATM shown for this trailer.
- ☐ GTM and tow ball mass limits are not exceeded.
- ☐ Axle, suspension, tyre, wheel, coupling, chassis and brake ratings are not exceeded.
- ☐ The towing vehicle and towbar are rated for the loaded trailer.
- ☐ The ladder rack load, where applicable, is within its stated rating.
- ☐ The standard or aluminium ramp is used only within its own stated rating.
- ☐ The load is stable, evenly distributed and securely restrained.
- ☐ Lights, indicators, plates and safety equipment are not obstructed.
- ☐ All applicable road, loading and licensing requirements have been satisfied.

OWNER/OPERATOR RESPONSIBILITY: The owner/operator is responsible for ensuring the trailer is suitable, correctly loaded, maintained and operated within every applicable rating before and during towing.

Notes
