ARMSTRONG TRAILERS PTY LTD

ACN 154 243 277 | ABN 16 154 243 277

OWNER'S OPERATION, MAINTENANCE & SERVICE MANUAL

75 Midland Hway, Epsom VIC 3551 | info@armstrongtrailers.com.au

Dear Customer,

Welcome to Armstrong Trailers Pty Ltd,

Thank you for purchasing a genuine Armstrong Trailers trailer. Designed and built for tough Australian conditions, your trailer is engineered to provide years of dependable service when operated and maintained in accordance with this manual.

The purpose of this document is to assist you in operating your trailer safely, preserving its commercial value, maintaining compliance with Australian Design Rules (ADRs) and applicable road traffic laws, and ensuring your safety and that of other road users.

If you need advice, you can contact us on 03 5448 3266 or email us at info@armstrongtrailers.com.au.

Thank you again for choosing Armstrong Trailers.

Version 1 – Published: Sep 2026

⚠ WARNING
This manual is an essential part of your trailer. It provides step-by-step instructions for safe hitching, loading, driving, and maintenance. Every driver who operates or tows this trailer must read and fully understand this manual before use.

Keep this document in your tow vehicle at all times.

Trailer and Owner Details

Trailer Details

V.I.N.		**Registration No**	

Dealer		**Month / Year of Manufacture**	

Model		**Colour**		**Delivery Date**	

Owner Details

Company Name					
First Name		**Surname**			
Address					
				Post Code	
Postal Address					
				Post Code	
Email Address					
Telephone	**B/H**		**Mobile**		

Table of Contents

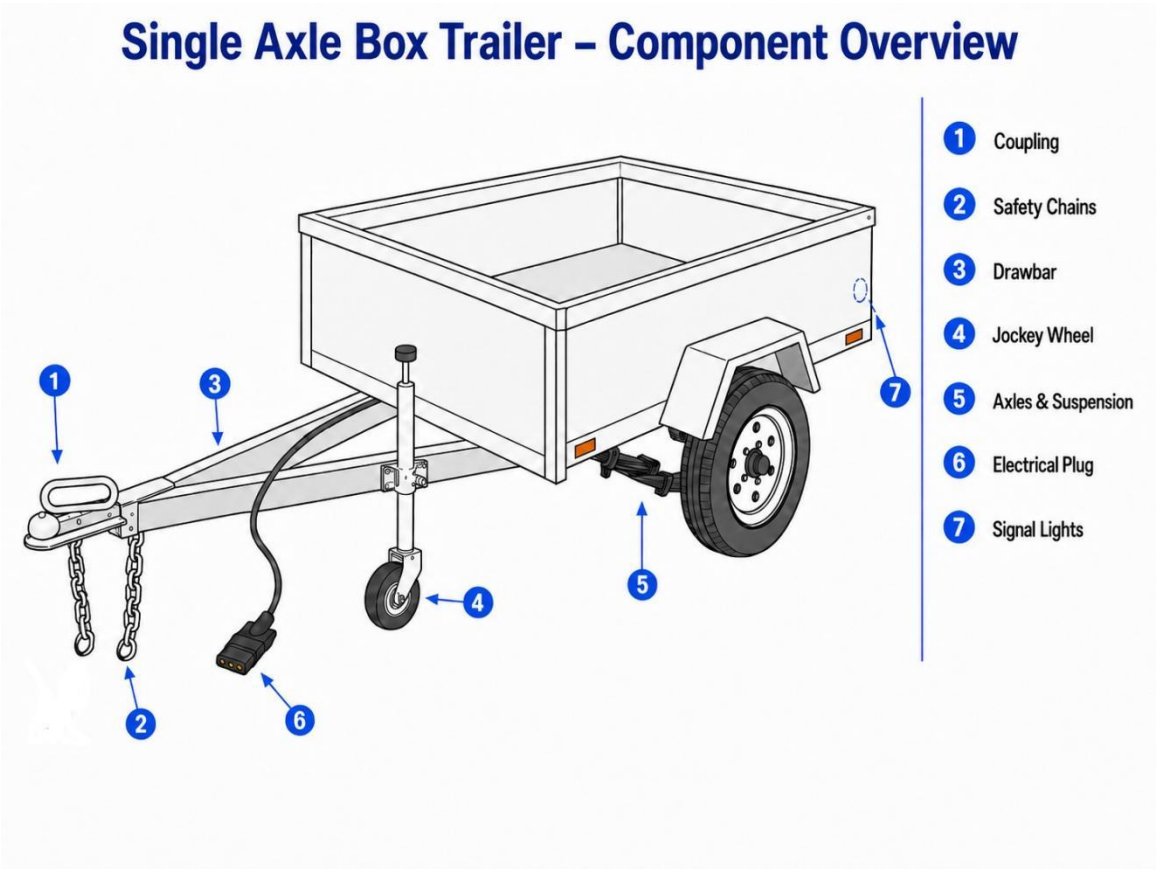
1. UNDERSTANDING YOUR TRAILER

Before operating your trailer, familiarise yourself with its key structural, mechanical, and electrical components.

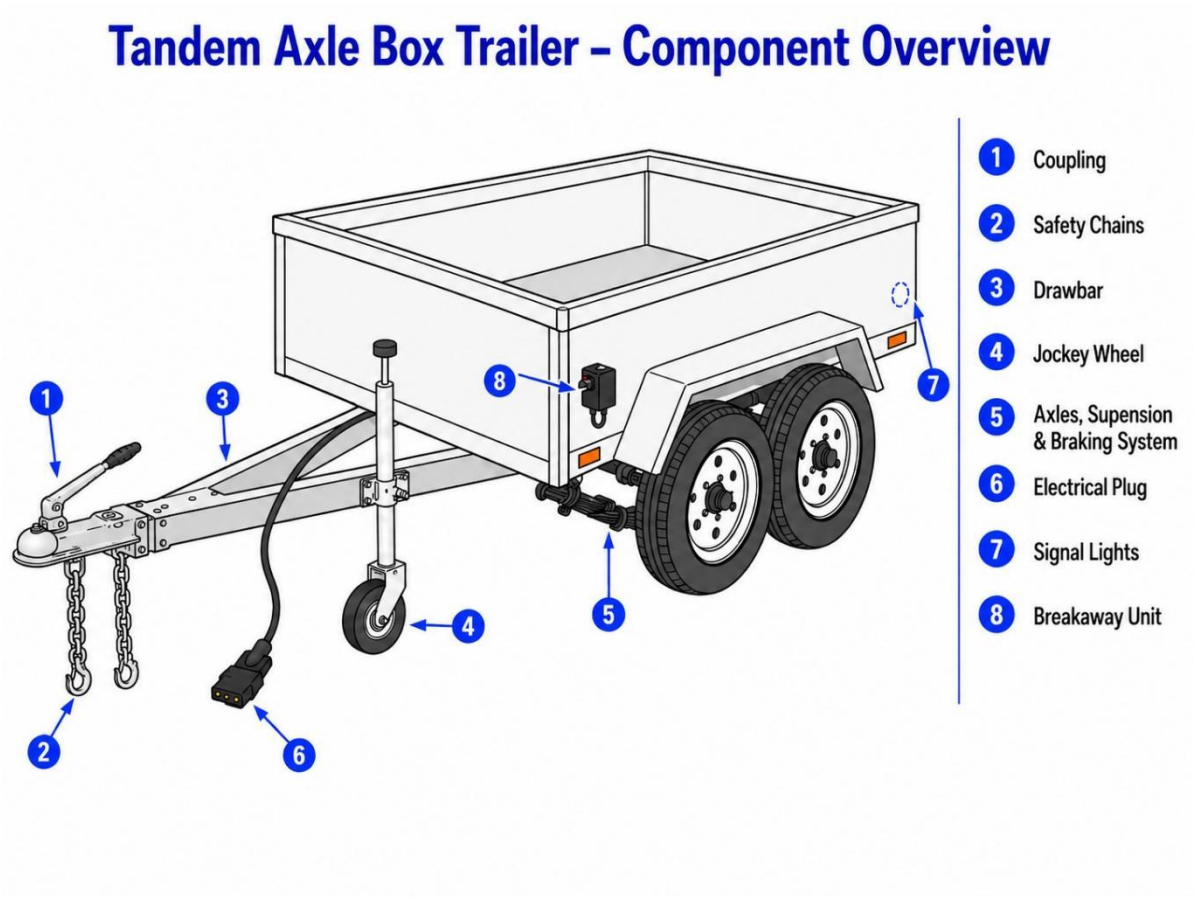
Component Overview

- **Coupling:** The mechanical device at the front of the drawbar that attaches to the tow vehicle's 50mm tow ball (variations do exist).
- **Safety Chains & D-Shackles:** Rated steel chains permanently welded to the drawbar. Must be connected to the tow bar using correctly rated D-shackles or bow shackles.
- **Drawbar:** The main structural steel frame extending forward from the chassis to the coupling. Transfers pulling forces and downward tow ball load.
- **Jockey Wheel:** Height-adjustable wheel used to support the front of the trailer when unhitched and to assist in raising/lowering the coupling onto the tow ball.
- **Handbrake Lever (if fitted):** Manually actuates brake when parking the trailer (chocking of wheels still required).
- **Breakaway Unit (If fitted):** Emergency battery-powered safety device required on trailers over 2,000kg ATM. Automatically applies electric brakes if the trailer detaches while driving.
- **Axles & Suspension:** Connects wheels to the chassis using slipper springs or rocker-roller leaf springs to absorb road shock.
- **Braking System:** Hydraulic override or electric brakes that reduce stopping distance.
- **Electrical Plug & Signal Lights:** Multi-pin plug (7-pin flat or round) connecting trailer LED tail, stop, indicator, clearance, and license plate lights to the tow vehicle.
- **Tie-Down Rails & Hooks:** External and internal anchor points engineered for securing cargo with straps or ropes.

Single Axle Box Trailer – Component Overview



Tandem Axle Box Trailer – Component Overview



2. PRE-TOWING SAFETY CHECKLIST

Perform this checklist before every single trip, regardless of distance. Failure to complete basic pre-tow checks can result in accidental trailer detachment, accidents, or mechanical failure.

Inspection Item	Check Requirement / Action
Coupling Engagement	Coupling fully seated over 50mm tow ball; trigger and handle fully down and safety catch locked in place.
Safety Chains & Shackles	Two chains crossed under drawbar (X-pattern); rated D-shackles fully tightened.
Electrical Connection	Plug firmly inserted and wiring loom supported off road surface.
Lighting Function	All brake lights, indicators, taillights, and clearance lights operating correctly.
Jockey Wheel	Fully retracted, swivel pin locked horizontally, or removed and stowed in tow vehicle.
Handbrake Released (if fitted)	Trailer handbrake lever fully released into the off position before moving.
Tyre Pressure & Condition	Tyres inflated to recommended cold PSI; no cracks, cuts, or low tread depth.
Wheel Nuts	Visually inspect all wheel nut.
Cargo Distribution	60% of payload weight positioned in front of axle line; low centre of gravity.
Cargo Restraint	Load firmly restrained using rated ratchet straps, ropes, or cargo netting.
Tailgate / Doors / Ramps	All tailgates, ramps, and drop-sides closed, pinned, and latched.
Breakaway Cable (if fitted)	Breakaway switch steel lanyard securely attached to tow vehicle chassis (not tow ball).

3. HITCHING YOUR TRAILER

Follow this step-by-step procedure when attaching your trailer to the tow vehicle:

1	**Position Tow Vehicle** Reverse the tow vehicle in line with the trailer drawbar until the tow ball is directly beneath the trailer coupling socket. Apply the tow vehicle park brake and turn off the engine.
2	**Verify Tow Ball Match** Confirm the tow vehicle is fitted with a standard 50 mm tow ball that is clean, lightly greased, and securely tightened to the tow tongue.

WARNING: COUPLING COMPATIBILITY

Never attempt to couple a 50mm ball hitch to a different sized tow ball or damaged ball. Mismatched components will cause sudden detachment during transport.

3	**Lower Coupling onto Tow Ball** Lift the coupling release trigger and wind the jockey wheel handle anti-clockwise to lower the coupling socket fully onto the tow ball until it clicks firmly into position.
4	**Lock Coupling Trigger** Release the trigger lever and confirm the safety lock mechanism is fully engaged. Insert the safety pin or lock through the coupling handle, if fitted.
5	**Check Engagement — Lift Test** Wind the jockey wheel clockwise to raise the drawbar slightly. The rear of the tow vehicle should rise with the trailer. If the coupling separates from the ball, it was not locked correctly.
6	**Attach Safety Chains — Crossed X-Pattern** Cross the safety chains beneath the drawbar to form a cradle if the coupling fails, then attach them to the tow bar mounting points using correctly rated D-shackles.

CRITICAL REQUIREMENT: D-SHACKLES

Safety chain shackles must be rated and tightened securely. Never attach safety chains to the tow ball neck.

7	**Connect Electrical Plug** Insert the trailer plug into the tow vehicle socket. Ensure the cable has enough slack for tight turns but does not drag on the road.
8	**Connect Breakaway Lanyard — Trailers over 2,000 kg ATM** Clip the steel breakaway cable directly to the tow bar frame or chassis. Never attach it to the tow ball or safety chain.
9	**Stow Jockey Wheel** Wind the jockey wheel fully up, rotate the assembly into the horizontal travel position, and lock the pin firmly. For clamp-on models, slide the outer tube up and tighten the clamp securely.
10	**Release Handbrake and Check Lights**

	Release the trailer handbrake fully. Have an assistant confirm that the brake lights, left and right indicators, and taillights operate correctly.

4. UNHITCHING YOUR TRAILER

1	**Select Level Ground** Park the vehicle and trailer on firm, flat, level ground. Avoid unhitching on slopes.
2	**Apply Trailer Handbrake — if fitted** Firmly pull the trailer handbrake lever into the ON position.
3	**Chock Trailer Wheels** Place heavy-duty wheel chocks both behind and in front of the trailer tyres to prevent rolling.

WARNING: UNCONTROLLED ROLLING

Never rely solely on the trailer handbrake on slopes. Always apply wheel chocks before releasing the coupling from the tow vehicle.

4	**Lower Jockey Wheel** Release the swivel pin, rotate the jockey wheel down into the vertical locked position, lower the inner tube, and tighten the clamp handle firmly.
5	**Disconnect Electrical Plug and Breakaway Cable** Unplug the light connector and stow it securely in its holder. Disconnect the breakaway switch lanyard, if fitted.
6	**Disconnect Safety Chains** Unscrew the D-shackles and unhook the safety chains from the tow bar.
7	**Unlock Coupling** Remove the safety pin, then pull the coupling release trigger up into the unlocked position.
8	**Raise Coupling Clear** Rotate the jockey wheel handle clockwise to lift the trailer coupling clear of the tow ball.
9	**Drive Away Carefully** Slowly move the tow vehicle forward until it is clear of the trailer before storing the jockey wheel handle.

5. LOADING YOUR TRAILER & WEIGHT DISTRIBUTION

Proper loading is essential for vehicle stability, safe braking, and road safety. Overloading or incorrect load distribution is the leading cause of trailer sway and high-speed rollover accidents.

Understanding Weight Ratings (Simply Explained)

- **Tare Mass:** Total weight of empty trailer (unladen) as manufactured.

- **ATM (Aggregate Trailer Mass):** Maximum permitted total weight of trailer plus cargo when unhitched. NEVER EXCEED THIS RATING.
- **Payload Capacity:** Maximum allowable weight of cargo you can carry.

Payload Capacity = ATM – Tare Mass

- **GTM (Gross Trailer Mass):** Weight transmitted to ground by trailer tyres when coupled to tow vehicle.
- **Tow Ball Download (TBD):** Downward weight exerted by trailer coupling onto tow vehicle's tow ball (typically 5% to 10% of total loaded trailer weight).

Correct Weight Distribution (The 60/40 Rule)

Always position approximately 60% of payload weight in the front half of trailer (between axle line and coupling), with remaining 40% behind axle. Keep heavy items low to ground over axle line.

> **WARNING: TRAILER SWAY HAZARD**
>
> A rear-heavy trailer will lift tow vehicle rear wheels, inducing sudden high-speed sway ("snake tailing"). If sway occurs, DO NOT apply vehicle brakes or turn steering wheel abruptly. Maintain steering wheel straight and gently apply trailer electric brakes manually using brake controller, or allow vehicle to slow naturally.

Securing Cargo Safely

Always tie down cargo using rated ratchet straps, chains, or heavy ropes attached directly to trailer tie-down rails or internal D-rings.

Cover loose loads (soil, green waste, gravel) with fitted tarpaulin or heavy cargo net to prevent debris falling onto road (legal requirement under Victoria Road Safety Regulations).

Re-check strap tension after driving first 5 to 10 kilometers.

6. SAFE TOWING PRACTICES

Towing changes the tow vehicle’s handling, acceleration, and braking characteristics dramatically. Drive safely and adjust your driving style accordingly.

Key Operating Principles

- **Increased Stopping Distances:** A loaded trailer significantly increases total braking distance. Double your usual follow distance behind preceding vehicles as a general rule, however please consider all factors in the circumstance.

Cornering & Turning: Trailer wheels track inside tow vehicle path during turns). Take corners wider than normal to prevent trailer wheels striking kerbs, poles, trees or other items.

- **Reversing:** Reversing a trailer is no easy task. It takes time and patience to improve your skills. Practice reversing in a controlled and safe environment.

- **Speed Restrictions:** Observe posted speed limits and lower your speed during adverse weather, heavy winds, or rough unsealed road surfaces. Never drive at speeds where trailer feels light or unstable.

- **Overtaking:** Account for increased vehicle combination length and slower acceleration before attempting to overtake. Ensure ample clearance before pulling back into lane.

- **Rest Stops Check:** On long journeys, stop every 2 hours to walk around combination. Touch wheel hubs (check for excessive heat indicating failing bearings/dragging brakes) and re-verify strap tension.

LEGAL REGULATORY COMPLIANCE NOTICE

Drivers must comply with state traffic laws (e.g. VicRoads / Australian Design Rules ADR 62 & ADR 38). Ensure tow vehicle towing capacity, tow bar rating, and tow ball load ratings are NOT exceeded.

7. TRAILER BRAKING SYSTEMS

Armstrong Trailers builds units across multiple brake configurations dependent on Aggregate Trailer Mass (ATM) requirements:

Trailer Brake Category	ATM Rating Range	Operating Principle	Customer Maintenance / Checks
Unbraked Trailers	Up to 750 kg ATM	Relies entirely on tow vehicle braking system. No trailer brakes fitted.	Ensure tow vehicle unbraked towing capacity equals or exceeds total loaded trailer mass.
Mechanical Override Brakes	751 kg to 2,000 kg ATM	Trailer momentum pushes sliding coupling shaft during tow vehicle braking, actuating disc brake calipers or drum shoes via cable.	Check mechanical cable tension, lubricate sliding shaft nipple, engage reversing latch when backing up slopes.
Electric Brakes	751 kg to 4,500 kg ATM	Electromagnets inside drum hubs actuate shoes electronically via in-cab brake controller in tow vehicle.	Adjust in-cab controller gain settings according to load weight.

Electric Breakaway System	Mandatory > 2,000 kg ATM	Onboard 12V battery system automatically applies full electric brakes if trailer detaches from tow vehicle.	Test battery charge status before every trip using push-button LED indicator on drawbar box. Re-charge battery regularly.

CAUTION: MECHANICAL OVERRIDE REVERSE LATCH

When reversing uphill or over obstacles with mechanical override brakes, slide down the reverse override latch on coupling to prevent brakes locking up while backing up. Remember to disengage latch afterwards.

Proper Connection of Electric Breakaway Brake

This safety feature is mandatory on vehicles ratted at over 2000kg Aggregate Trailer Mass (ATM). The breakaway brake system, including the battery charge must be in good condition to be effective. Connect the wire cable from the front of the trailer drawbar to the tow bar. If the trailer unexpectedly disconnects from the towing vehicle, the breakaway brake system will engage the trailer brakes independently.

8. WHEELS, TYRES & BEARINGS

Tyre Care & Pressures

Trailer tyres often age before tread wears out. Inspect tyre tread and sidewalls regularly for cracking, bulging, balding or dry rot. Replace tyres older than 5–6 years regardless of tread depth.

Recommended Tyre Pressure

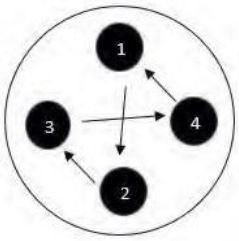
Cold tyre pressure must be maintained according to trailer Compliance Plate and load weight.

Wheel Nut Tightening & Torque Pattern

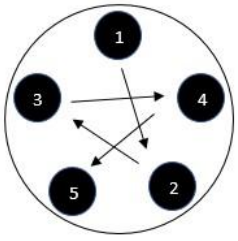
Wheel nuts must be checked every 100km and prior to long journeys. Loose wheel nuts cause stud shearing and wheel loss.

Tightening Sequence (Criss-Cross Pattern):

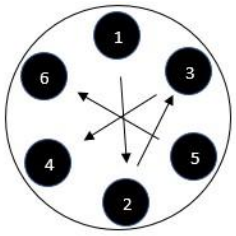
Never tighten wheel nuts in a circular sequence around hub. Utlise the Criss-Cross Pattern as shown in the below diagram.



4 Lug Tightening



5 Lug Tightening



6 Lug Tightening

Wheel Bearing Maintenance

Check wheel bearings regularly by jacking trailer wheel clear of ground, gripping top and bottom of tyre, and rocking back and forth. Any noticeable looseness or clunking indicates bearing wear requiring adjustment or replacement. Touch wheel hubs after towing—hot hubs indicate dry or failing bearings.

9. ELECTRICAL & LIGHTING SYSTEMS

Always make sure that electric brakes (if fitted) and all lights on your trailer are functioning properly before towing your trailer. Electric brakes and lights on a trailer are controlled via a connection to the tow vehicle, generally with a 7-pin electrical plug.

Check the trailer taillights, brake lights and left/right indicators by having someone in the car to operate them while you look at the trailer lights. If your trailer has electric brakes, your tow vehicle will have an electric brake controller that sends power to the brakes. (Can also be fitted to the trailer to give power to the brakes).

Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer so this checks and confirms proper operation of the electric brakes. While towing the trailer less that 10kph, manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brake.

⚠ WARNING
Failure to connect the tow vehicle lighting and braking to the trailer will result in inoperable lights and brakes and can lead to a collision.
Check that all the trailer lights and brakes work before each tow.

10. MODEL SPECIFIC HAZARD AWARENESS

Hydraulic Tipper Trailer

The major hazards from operation of a tipper trailer are:

- Overloading
- Improper weight distribution (both side to side and front to back)
- Getting under a raised body
- Not using or improperly using the safety prop
- Modifying or altering hydraulic components
- Not dumping from a solid and level surface
- Not fully opening or removing the rear door/tailgate
- Jerking the trailer or hydraulics to loosen the load
- Trailer coming near or contacting power lines when body is raised

The tow vehicle and trailer MUST be on a firm and level surface before raising the body.

Do not use an auxiliary device to help the hydraulic system raise the body.

Do not alter or substitute any hydraulic components on the trailer. The hydraulic system is designed with each component being compatible with the safe and reliable operation of the hydraulic system.

⚠ DANGER
Ensure that there are no overhead power lines near the trailer before raising the body. You can be electrocuted if the trailer comes near or contacts a power line.

The area between the raised body and the trailer frame should never be entered as there is an extreme risk of serious injury or death. A safety prop has been provided as a last resort safety feature and should only be treated as such.

11. BREAKING IN A NEW TRAILER

Adjust Brake Shoes

Brake shoes and drums experience a rapid initial wear. The brakes must be adjusted after the first 200 kilometres of use, and each 4,000 kilometres thereafter. Most axles are fitted with brake shoes that must be manually adjusted. This must be done by an authorised dealer or mechanic.

Re-tighten Wheel Nuts

Wheel nuts can sift and settle quickly after being first assembled, and must be checked after the first 100km, 500km and every 1000km. Failure to perform this check may result in a wheel coming loose from the trailer.

Tyre Pressure

Check tyre pressure on all wheels of the trailer. Inflate to the value indicated on the Compliance Plate (affixed to the trailer).

Check Hubs

Check Hubs after 1000k kilometres for excessive heat. Also push the wheel in and out to see if there is movement in the hub, if so this would need to be adjusted. Overtightening or too lose in the hub can cause bearing damage. Service is required regularly. See service chart below.

12. TRAILER MODIFICATIONS

Making any alterations or modifications to your trailer after purchase can:

- Void your trailer warranty
- Affect the safe operation and roadworthiness of the trailer

- Damage essential safety items or structural components
- Compromise mechanical, electrical, hydraulic, braking, or suspension systems

Before making any alteration to your trailer, contact **Armstrong Trailers Pty Ltd** on **03 5448 3266** and describe the alteration you are considering. Any modification to the trailer structure or to mechanical, electrical, hydraulic, braking, or other systems must only be performed by qualified technicians familiar with the system installed on your trailer.

13. CLEANING, CARE & STORAGE ADVICE

Your trailer will naturally age and deteriorate over time due to the elements and the way in which you use it. The following suggestions will help to preserve and protect your trailer from this are help you get longevity from your purchase:

- Ensure your trailer is stored empty
- Do not leave foreign materials in your trailer for extended periods of time
- Wash the trailer as soon as possible after exposure to salt, chemicals, mud or other foreign materials
- Allow the trailer to drain and dry. Raise the jockey wheel and open the rear tailgate to allow water to run off
- For best protection from the elements, store your trailer in a garage or undercover area
- Inspect your trailer regularly for scratches and paint chips. 'Touch up' the damaged areas to prevent exposure to rust
- Theft is a common issue for trailer owners. Secure your trailer where possible and remove from view (eg store in the back yard or a shed out of view)

14. SERVICE LOGBOOK

Your trailer must be serviced by a licensed mechanic every 12 months to ensure that it is operating properly and safely.

Every trailer is used differently, depending on the user's needs. Consider more frequent servicing if you use your trailer more regularly or travel longer distances. The user of the trailer is responsible for ensuring that the trailer is suitable for use for each and every journey.

Complete a service record each time maintenance is performed. Maintaining accurate records supports any warranty claim and helps ensure the continued safe operation of your trailer.

1 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	

✓	Item	Action / Notes
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

2 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

3 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

4 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	

✓	Item	Action / Notes
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

5 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

6 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	

✓	Item	Action / Notes
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

7 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

8 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

9 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	

✓	Item	Action / Notes
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

10 Year Service

✓	Item	Action / Notes
☐	Wheel bearing hubs, disassemble, inspect, repack	
☐	Override coupling, regarding grease with hub service	
☐	U-bolts, inspect for cracks and check tension	
☐	Master cylinder, inspect for cracks, leaks, kinks	
☐	Brake lines, verify operation and inspect	
☐	Trailer chassis and drawbar, inspect for cracks	
☐	All welds, inspect and repair as needed	
☐	Spring, axle, and coupling nuts, check tension	
☐	Brake shoes, adjust	
☐	Brake cable, adjust to load	
☐	Tyre pressure and wheel nut torque	
☐	Wash and remove all road grime	
☐	Full bearing repack	
☐	Brake hydraulic system, check fluid level and inspect for leaks	
☐	Inspect trailer body, chassis, and welds	
Date: _____		Signature: _____

15. CONTACT US & DISCLAIMER

Contact Details

Contact Method	Details
Address	75 Midland Hway, Epsom VIC 3551
Telephone	03 5448 3266
Email	info@armstrongtrailers.com.au
Website	www.armstrongtrailers.com.au

Disclaimer

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