



SILVERWING

OWNER'S MANUAL

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TRAILER INFORMATION

The trailer VIN Tag is where critical safety information can be found about using your trailer. It will include the following:

VIN: This is the vehicle identification number

GAWR: This is the maximum gross weight the axle, tires or wheels are capable of supporting. The lowest rating out of the three (usually tire or wheels) determines the GAWR. The total load on the axle, tires, or wheels must not exceed their GAWR

GVWR: This is the maximum allowable gross weight for the trailer; this includes the weight of the trailer itself, and the weight of all its contents (cargo, supplies, etc). The total sum of the GAWR for the trailer axles may be less than the GVWR. This is because a portion of the trailer load will be carried by the tow vehicle, not the axle. To understand safe loading practices, refer to *Loading the Trailer* chapter. The total weight of the trailer and cargo must not exceed the GVWR.

PSI: This is the tire pressure, measured before driving on the wheels.

You can find the VIN Tag at the front left of your trailer, on the tongue on the rear of the cross member or nearby.

WARNING!

Make sure your hitch and tow vehicle are rated for the GVWR of your trailer. Failure to do so can result in loss of control, which can lead to serious injury or death. If you already have a tow vehicle, know its tow rating so you can make sure the trailer's GVWR is less or equal to the rating of your vehicle.

COUPLING TO THE TOW VEHICLE

COUPLING AND UNCOUPLING THE TRAILER FROM THE TOW VEHICLE

It is necessary to have the trailer securely fastened to the tow vehicle in order to avoid loss of control, serious injury, and death. In order to securely fasten the trailer, understand the function and instructions for the following parts:

Coupler: The connecting device between the hitch and towing vehicle. Found on the tongue of the trailer, and attaches to the hitch.

Hitch: The device on the towing vehicle which supports the trailer tongue weight, and ultimately pulls the trailer.

Safety Chain: This will prevent the trailer tongue from detaching from the tow vehicle should the coupler come loose from the hitch. Make sure to correctly fasten this so it can work as designed.

Trailer Lighting Connector: The device which connects the electrical power from the towing vehicle to the trailer. This will be used to run the lights required for braking, running, and signaling. It is absolutely necessary to have this properly fastened and working in order to drive safely.

Jack: This device lowers and raises the coupler (and trailer tongue) as needed. It can be found at the front of the trailer, attached to the tongue.

BALL-HITCH COUPLER

Most Silverwing Trailers will be equipped with a ball-hitch coupler (also known as a bumper pull) as the means of attaching the trailer to the towing vehicle.

Most towing vehicles will have a ball located under or on the rear bumper. This is what the hitch of the trailer will connect to.

WARNING!

The hitch and ball **MUST** have a rated towing capacity greater than or equal to the GVWR of the trailer. Failure to do so could result in serious injury or death.

It is necessary the hitch ball is the same size as the coupler. If not, the trailer may come loose from the towing vehicle and cause serious injury or death.

You can find the ball size and load rating marked on the ball. The hitch capacity will be marked on the hitch.

INSTRUCTIONS ON COUPLING TO THE TOWING VEHICLE

INSPECTING THE HITCH AND BALL

1. Check the size and rating of the ball and hitch to make sure they match that of the coupler.
2. Visually inspect the ball. Look for problems such as flat spots, cracks, corrosion, etc. Wipe clean if necessary.
3. Make sure the ball is tight to the hitch by moving it back and forth. You should not be able to move it significantly. Also check the ball nut that it is fastened tight against the lock washer and frame.
4. Visually inspect the coupler. Check for problems such as cracks, corrosion, pits, etc. Wipe clean if necessary.
5. Check that the coupler is attached tightly to the trailer tongue. Check all the fasteners that they are tight and solid on the trailer frame.

WARNING!

A hitch ball that is worn, corroded, cracked, etc. can fail during towing the trailer. This may result in serious injury or death. Always inspect the hitch ball before towing, and always replace a worn or damaged hitch ball.

Always make sure the hitch ball is tight before attaching the coupler. A loose ball nut could cause uncoupling and result in serious injury or death.

PREPARING THE COUPLER AND THE HITCH

1. Raise the coupler with the attached jack. If for some reason the jack is not attached, or is missing, use other items to support the coupler (blocks of wood or concrete). Make sure the bottom surface of the coupler is above the hitch ball height.
2. Make sure the ball and the inside of the coupler is lubricated with grease.
3. Open the locking mechanism of the coupler.
4. Back up the vehicle slowly to align the ball and coupler. Make sure the ball is positioned underneath the coupler, and is centered or very nearly centered.

COUPLING THE TRAILER TO THE TOWING VEHICLE

1. Lower the trailer until the coupler is completely covering the ball. You may need to adjust the towing vehicle if the coupler is not properly centered and not completely engaged with the ball.
2. Fasten the coupler locking mechanism. Check to make sure it is holding the coupler to the hitch ball securely.
3. Insert the pin or lock into the locking mechanism
4. Double check that the coupler is fully on the hitch ball. Double check the locking mechanism that it is securely fastened.
5. Lower the trailer the remaining amount and fasten the jack back into place once completely retracted. The full tongue weight should be held by the hitch.
6. Rig the safety chains onto the tow vehicle. Cross the chains underneath the coupler and attach them to the provided holes in the towing vehicle. Make sure to leave an appropriate amount of slack so as to make tight corners.

WARNING!

If you cannot secure the coupler to the hitch ball, DO NOT tow the trailer
Rig the safety chains properly. Failure to do so could result in serious injury or death
if the trailer is uncoupled from the towing vehicle.

ATTACHING AND TESTING THE ELECTRICAL CABLES

1. Connect the towing vehicle lights to the trailer using the electrical connectors.
2. Make sure to check that the following lights are operational:
 - Clearance/Running Lights
 - Brake Lights
 - Turn Signals
 - Back-up Lights

UNCOUPLING THE TRAILER FROM THE TOW VEHICLE

1. To prevent the trailer tires from rolling, block each tire.
2. Disconnect the electrical cables used for the lights
3. Disconnect the safety chains
4. Unlock the coupler locking mechanism
5. Check the surface below the jack to make sure it can fully support the weight of the tongue.
6. Release the jack from the trailer and begin to raise it up. Continue to raise it until the bottom surface of the coupler is above the hitch ball.
7. Pull the towing vehicle forward so that it is clear of the coupler and the trailer.
8. Lower the jack and the tongue all the way and reattach the jack to the trailer frame.

LOADING THE TRAILER

It is necessary to make sure your trailer is loaded properly, otherwise it could lead to serious injuries, accidents, or death.

Things to consider when loading your trailer include:

- Overall load weight
- Distribution of load weight
- Proper tongue weight
- Properly securing the load

OVERALL LOAD WEIGHT

The overall load weight will include the weight of the trailer itself as well as its contents (also known as the GVWR). **Do not exceed the GVWR when loading your trailer.**

Remember, the axle(s) carry most of this weight, though the hitch of the towing vehicle will carry some of it. **The amount carried on the axle(s) from the total overall load weight cannot be higher than the listed GAWR.**

DISTRIBUTION OF LOAD WEIGHT

In order to assure safety when towing, the hitch of the tow vehicle and the trailer tongue cannot carry more weight than is permitted (see *Proper Tongue Weight* below). This means that you need to consider the distribution of your load when placing it on your trailer. For example, you do not want to put your heaviest item(s) at the very front of the trailer, or the very back. Nor do you want to put all your items on only one area of the trailer. Both of these situations would result in an uneven load on the trailer, and possibly cause you to exceed the GVWR, or the permissible load on the trailer tongue and hitch.

A proper distribution of the load assures trailer stability when towing. Ideally:

- Load heavy items right on the floor and over the axles.
- Make sure to center items as much as possible so that no one side of the trailer is more loaded than the other.
- Make sure the items by the tongue are not so heavy as they exceed the permissible load of the trailer tongue.

WARNING!

An overloaded, or improperly loaded trailer can result in serious injury, loss of control, or death. Always make sure you are not exceeding the GVWR or the GAWR when loading your trailer.

PROPER TONGUE WEIGHT

When towing, it is necessary to have the trailer tongue and towing vehicle carry some of the weight of the load. This load will cause a downward force on the towing vehicle hitch, and this downward force is needed to ensure stable towing. If there is not a sufficient amount of downward force on the hitch (aka, not enough weight on the trailer tongue), the trailer could become unstable when towing at higher speeds. Also, if the trailer tongue is exerting an upward force on the hitch (caused by the back of the trailer carrying most of the load), the rear tires of the towing vehicle may not have enough traction when driving, which would cause loss of control.

However, if there is too much downward force on the hitch, the front tires of the towing vehicle may not be able to get enough traction when driving, which would result in loss of control of the vehicle. This is particularly a problem if the towing vehicle drives with the front tires.

Clearly, it is necessary to have the correct amount of load on the trailer tongue and towing vehicle to ensure safe driving. **The rule of thumb for a ball-hitch towing vehicle is that 10-15% of the total weight should be located on the trailer tongue.** Once again, the total weight is the weight of the trailer itself, along with the weight of the cargo. If your trailer weighs 500 lbs, and you have 1000 lbs of cargo, your total weight will be 1500 lbs. For a ball-hitch tow with a total weight of 1500 lbs, only 150-225 lbs should be on the trailer tongue.

Remember, you need to have 10-15% of the total weight on the trailer tongue (and the towing vehicle) to ensure safe and controlled towing.

HOW TO CHECK TONGUE WEIGHT

1. Make sure the tow vehicle and trailer are on level ground since this is how they will be positioned when towing
2. It is recommended to use a tongue weight scale to check the tongue weight, which is oftentimes available from your dealer. Otherwise, use a bathroom scale.
3. If using a bathroom scale, do the following:
 - a. Block the front and rear trailer wheels to prevent it from rolling
 - b. Raise the trailer tongue with the jack
 - c. Place the scale directly below the coupler
 - d. Place a strong block support (ex. A cement block) on the scale and check the weight of the block. Make sure the support is tall enough so that the trailer is level, or nearly level, once lowered
 - e. Lower the trailer tongue onto the block support until the bottom of the jack is off the ground
 - f. Check the weight, and subtract the weight of the block support. This will give you your tongue weight

LOADING THE TRAILER

Proper loading of the trailer is necessary to prevent loss of control when towing. Follow these steps to ensure your trailer is safely loaded:

1. Couple the trailer to the towing vehicle; this is necessary because the tongue can rise during loading, making it hard or impossible to attach the trailer to the vehicle afterwards
2. Inspect the deck and frame for any corrosion or damage
3. Inspect any included fasteners (d-rings, stake pockets, etc) for corrosion, damage, or looseness
4. If there is any corrosion or damage, do not load the trailer.
5. If using ramps, make sure they are secure to the trailer and that the bottom of the ramp is resting firmly on the ground
6. Load the cargo on the trailer—see *Distribution of Load Weight* above for the proper method of loading cargo onto the trailer
7. Secure the cargo. Use appropriate straps, chains, etc to ensure the cargo does not shift while being towed
8. Return the ramp(s) to the original position on the trailer, making sure that it is also securely fastened

WARNING!

Shifting cargo can cause loss of control when towing, which can lead to serious death or injury. **ALWAYS** ensure your cargo is securely fastened and will not shift while towing the trailer

CHECKING THE TRAILER

It is necessary to check the trailer before towing it, and also at regular intervals during your drive.

BEFORE YOU DRIVE

- Double check the tires, wheels, and lug nuts to make sure they are in proper working order. Make sure the tires are at the correct pressure, and that the lug nuts are secure
- Make sure the coupler is secure—refer to *Coupling to the Tow Vehicle* on how to do this
- Make sure the safety chains are properly attached to the towing vehicle
- Test the lights to make sure they are in proper working order—**do not drive if your lights are not working properly**
- Make sure the cargo is securely loaded and properly balanced. Double check all tie straps in use
- Check the tongue weight
- Make sure all ramps are secured

CHECK AT REGULAR STOPS

Recommended is after each hour of towing or every 50 miles to stop and inspect the trailer

- Make sure the coupler is secured
- Double check the safety chains to ensure they are fastened and not dragging
- Double check the cargo to make sure it has not shifted, and is still secured
- Double check the ramp(s) to make sure they are properly latched and secured

NEW TRAILER ADJUSTMENTS

In brand new trailers, lug nuts will shift after the initial assembly. To insure your trailer is safe to drive, tighten the lug nuts the first **10, 25, and 50 miles** of initial driving.

WARNING!

Failure to tighten the wheel lug nuts for the first 10, 25, and 50 miles may cause a wheel to come loose, result in a crash, and result in serious injury or death

INSPECTION, SERVICE, AND MAINTENANCE

To insure a safe and operable trailer, always inspect, service, and maintain your trailer regularly. If you don't know how to perform the necessary maintenance for the listed items, have your dealer or professional do them. Make sure to perform the necessary inspections and services at the designated time or mileage.

BEFORE EACH USE

Item	Inspection/Service
Brakes	Inspect the operation
Coupler/Hitch ball	Inspect for cracks, pits, and flats. If needed, replace with a ball and coupler with the appropriate GVW rating Grease regularly Inspect locking devices, and replace if necessary
Safety chains and hooks	Inspect for wear, tear, and damage
Tires	Inspect tire pressure, and inflate as needed
Wheels	Inspect lug nuts for tightness. Tighten if necessary Inspect the torque on new wheels for the first 10, 25, and 50 miles, and after any impact

EVERY 3 MONTHS OR 3,000 MILES

Item	Inspection/Service
Hinges	Inspect for wear, tear, and damage; specifically broken welds. Replace if necessary
Bolts	Inspect for tightness. Tighten if necessary
Shocks	Inspect for wear, tear, and damage

EVERY 6 MONTHS OR 6,000 MILES

Item	Inspection/Service
Tires	Rotate at 5,000 miles, or before if necessary Inspect tread and sidewalls for wear. Once the tread is worn down, the sidewall bulges, or the sidewall is worn down, replace the tires

EVERY YEAR OR 12,000 MILES

Item	Inspection/Service
Jack	Inspect the bolts—insure it is attached properly
Trailer body	Inspect all frame members for damage and wear. Replace if broken or severely worn. Inspect all bolts. Tighten if necessary Inspect all welds, and repair if necessary Inspect the ramp(s) for damage or wear. Replace if broken or severely worn Inspect stake pockets for damage or wear. Clean dirt build-up on the trailer
Wheels	Inspect rims for damage, wear, and tear. Replace as needed.

SAFETY INFORMATION

It is important to follow appropriate and safe practices when towing your trailer. Losing control of you trailer can result in serious injury or death; common causes for loss of control include:

- Inappropriate driving speeds
- Improper handling of the vehicle
- Overloading and uneven loading of the trailer
- Improperly coupled to the hitch
- Inadequate or inappropriate towing vehicle and hitch
- Lack of braking on the trailer
- Improper tire pressure and wearing on the tires
- Loose lug nuts
- Improper trailer structure maintenance

This owner's manual only provides information for Silverwing trailers, and does not cover the necessary details specific for your towing vehicle and hitch. You must read and understand the directions given in the manuals of your towing vehicle and hitch, and follow those instructions along with the instructions given in this manual.

INAPPROPRIATE DRIVING SPEEDS

You must adjust your usual driving habits when towing a trailer.

In ideal road conditions, the recommended towing speed is 60 mph. Drive any faster, and there is a possibility of overheating the tires, and losing control of the trailer. Never exceed the recommended towing speed.

In inclement weather, you will need to significantly reduce your speed to keep control of the trailer. Driving too fast in inclement conditions can result in loss of control and serious injury or death.

IMPROPER HANDLING OF THE VEHICLE

Handling a vehicle while towing a trailer is significantly different than driving just a vehicle.

To properly handle towing your trailer, remember towing a trailer significantly affects the following:

- Decreased acceleration; you will not be able to speed up as quickly as you're accustomed to. This will also affect the time it takes to pass other vehicles
- Increased stopping distance; it will take a significantly longer amount of time and distance to stop your vehicle. Account for this when braking for traffic and stop lights
- Increased turning radius; you must make much wider corners when turning with a trailer, so as to not hit anything on the inside radius of the turn.
- Increased passing distance (due to longer length); if you are not sure if you can safely pass a vehicle, do not pass the vehicle

Other things to be aware of when towing a trailer include:

- Slippery conditions. Slippery conditions will affect you more if you're towing a trailer. These can include rain, sleet, snow, etc. Drive below the recommended speed when facing this conditions to make sure you can properly handle your vehicle and trailer
- Swaying of the trailer. The trailer swaying is caused by passing trucks and other large vehicles. In order to correct swaying, DO NOT BRAKE. Instead, continue driving and pulling the vehicle—this will stabilize the trailer.
- Check your mirrors. Make sure to frequently check your mirrors to check traffic and also check your distance to other vehicles
- On steep roads, use a low gear. Do not ride the brakes when driving down a steep grade. If you do so, you may over-heat your brakes, making them ineffective

OVERLOADING AND IMPROPER LOADING OF THE TRAILER

Please refer to the *Loading the Trailer* section of this manual for more details

Overloading is when the weight of the trailer plus the weight of your load exceed the GVWR. Overloading can cause you to lose control of your towing vehicle and cause serious injury or death. Never overload your trailer when towing.

Improperly loading the trailer can cause failure in tires, wheels, axle or structure of the trailer. Always ensure your trailer is properly loaded. If you are not sure how to do this, refer to the *Loading the Trailer* section of this manual.

Make sure your cargo is always fastened and tied down sufficiently; if it is not, your cargo may shift and cause loss of control which can lead to serious injury or death. Even if you initially loaded your trailer properly, shifting cargo can cause you to lose control of your trailer.

Do not load improper cargo on your trailer; only load what the trailer was designed for.

Also, ensure your trailer is loaded in such a way as to not exceed the GAWR.

IMPROPERLY COUPLED TO THE HITCH

Please refer to the *Coupling to the Tow Vehicle* section of this manual for more details

For the coupler and hitch to be correctly fastened:

- Ensure that the hitch load rating is sufficient for your coupler; it must be greater or equal to your coupler.
- Ensure the hitch and coupler sizes match.
- Ensure the hitch is in proper working order and in good condition.
- Ensure the hitch is fastened tightly before attaching it to the coupler.
- Ensure the safety chains are properly rigged once hitch and coupler are attached

Failure to properly couple the towing vehicle to the trailer can result in serious damage, injury and death.

INADEQUATE OR INAPPROPRIATE TOWING VEHICLE AND HITCH

Using a hitch or towing vehicle with a load rating less than the load rating of the trailer can cause you to lose control of the trailer, and lead to serious injury and death. Always make sure your hitch and towing vehicle have the same rating as the GVWR as the trailer.

LACK OF BRAKING ON THE TRAILER

**This section is only applicable for those trailers that have a braking system*

Make sure the braking system of your trailer is working properly, and is correctly connected to the towing vehicle before towing your trailer. Failure to do so could result in inoperable brakes for your trailer. This can lead to loss of control of the trailer which can cause serious injury or death.

IMPROPER TIRE PRESSURE AND WEARING

Trailer tires are carrying a heavier load than regular car or truck tires, and will therefore fail more often. Because of this, make sure to inspect your tires before towing your trailer.

Do not use a tire if you see bald spots, bulges, cuts, cracks, or cords showing. If you see uneven tread wear, it is recommended you take it in for maintenance to diagnose the cause. It is recommended you do not tow your trailer with uneven tread wear since this will cause early wear and tear on the tires, causing them to fail sooner than expected.

Always make sure your tires have the correct amount of pressure in them before towing. Incorrect tire pressure will cause your trailer to be unstable, and can result in a tires blow out and

loss of control, which can lead to serious injury or death. Always make sure to check your tires in cold weather, as the pressure will change with the temperature.

LOOSE LUG NUTS

Please refer to the *Checking Your Trailer* section of this manual for more details.

Check your lug nuts to make sure they are tightened before towing your trailer. Failure to do so could result in the wheel becoming loose, and cause serious injury or death.

IMPROPER TRAILER STRUCTURE MAINTENANCE

Aluminum trailers are advantageous since they will not rust the same way steel trailers will, but you must still take sufficient care of them.

Always make sure to never exceed the GVWR and the GAWR of the trailer to prevent failure of the structure.

Clean off your trailer of dirt and grime after every tow. Inspect welds for cracks and wear. Inspect bolts to make sure they are sufficiently tight.

TOWING YOUR TRAILER

If you have never towed a trailer before, you will need to learn safe towing practices and how to back up with a trailer correctly.

Driving with a trailer is very different than driving without a trailer. Your maneuverability becomes much more limited, and you will need to spend time learning to drive comfortably with a trailer attached to your vehicle. With practice, you can feel confident in your ability to tow.

With limited maneuverability, the hazards and risks are significantly increased when towing a trailer; you are responsible for keeping control of your towing vehicle and trailer, and you are responsible for any damages caused by losing control of your towing vehicle and trailer.

To practice driving while towing, do the following:

- First, read and follow the instructions given in the sections *Coupling to the Tow Vehicle*, *Loading the Trailer* (if you are loading anything), and *Checking the Trailer*
- Find a clear, flat, open area without traffic to practice towing your trailer
- Adjust your mirrors so you can easily see your trailer and the area to the rear of it
- Drive slowly (around 5-10 mph). Move your wheel around to get a feel for how your vehicle responds with a trailer attached
- Make some left and right hand turns. Watch in your mirrors how your trailer responds to the turns, and how much room will be required to make a turn without hitting anything. Remember, the turning radius with a trailer is much wider than without a trailer
- Practice braking with the trailer. If your trailer does not have brakes (most of the smaller aluminum trailers will not have brakes), watch how your trailer reacts to braking. If your trailer does have brakes, they should brake at the same time as the towing vehicle. If they aren't, double check the wiring to make sure you have a good connection

Backing up a towing vehicle with a trailer will take a lot of practice. Go slow, be patient, and practice a lot. To practice backing up a trailer, do the following:

- Get out of you vehicle and check behind the trailer to make sure there is nothing in the way
- Get in your car and place your hands on the bottom of the wheel
- When you move your hands counterclockwise (right), the rear of your trailer will also move to the right. When you move your hands clockwise (left), the rear of your trailer will also move to the left

- Silverwing trailers are all bumper hitch trailers, so you will need to make sure not to turn the trailer too much, as it could hit the rear of the towing vehicle
- When you want to straighten the trailer, simply drive forward, or turn your wheel in the opposite direction of your trailer

GENERAL GUIDELINES FOR SAFE TRAILER TOWING

- Check and recheck your tie-downs to insure the load will not shift. Make sure to also do this while towing.
- Check your coupler and hitch, safety chains, tires, and wheels to make sure they are in correct working order
- Check your lights to insure they are functioning properly
- Check your lug nuts and bolts to insure they are properly tightened
- Check your coupler after towing for 50 miles
- While towing, always use your mirrors to insure you have enough room for changing lanes or pulling into traffic
- Always give yourself plenty of room for passing. A good rule to follow is the passing distance with the trailer is 4x the distance without your trailer.
- Always use your turn signals well before you intend to turn/pass
- Always allow plenty of space for you vehicle/trailer to stop
- Never drive faster than 60 mph; never drive so fast as to make the trailer sway
- Shift into low gear for city driving, and also for ascending and descending grades
- Never ride your brakes on descending grades. This could cause them to overheat and stop working, resulting in a runaway vehicle and trailer
- It is recommended not to use full throttle when driving up a hill; build speed as you approach the hill instead
- Always slow down for bumps in the road, and do not brake while driving over the bump
- Always slow down before entering a curve; don't brake on the curve unless absolutely necessary. This insures your towing vehicle keeps control of the trailer.
- Never apply brakes to correct a swaying trailer; instead, continue pulling the trailer with a slight acceleration to stabilize the trailer.
- Make hourly stops to check the following:
 - Coupler and hitch are secure and locked
 - Electrical connections are secure and working
 - Safety chains are secure and properly slack
 - Tires are at proper pressure
 - Cargo is secure

THE SILVERWING WARRANTY

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7-YEAR DRIVE TRAIN WARRANTY

The 7 year warranty covers defects in workmanship and materials for non-moving parts of the trailer axle and frame.

Includes:

- Non-moving parts on axle
- Outer aluminum bed frame
- Structural beams/supports

Excludes:

- Deck damage from regular use
- Moving parts
- Overloading damage
- Damages due to improper maintenance

7-MONTH BUMPER-TO-BUMPER WARRANTY

The 7 month warranty covers the complete trailer bumper-to-bumper to include workmanship and materials for the entire trailer and only the following accessory items: coupler, jack, lights, and tires.

Includes:

- Outer aluminum bed frame
- Tailgate
- Coupler, jack, and lights
- Tires (defects only)

Excludes:

- Flat tire repairs
- Bolts
- Overloading damage
- Damages due to improper maintenance

Warranty registration is required within 14 days of date of purchase to qualify. Failure to register your warranty will nullify and void any claim to the Silverwing Trailers warranty. Keep a copy of the warranty registration and receipt of purchase for proof of any future warranty claim.

In the event that the Silverwing trailer is defective in workmanship and material under the trailer warranty specification with normal use, the unit may be returned to Silverwing Trailers location in Grace, ID (purchaser is responsible for any freight or related costs to and from the facility in Grace, ID) and the trailer will be inspected. If the Silverwing trailer is found to be defective, the trailer will be repaired at no charge to the purchaser. Any repairs completed without prior authorization from Silverwing Trailers will not be honored nor paid. **With written approval only, repairs may be done at another location using costs or repair and labor determined only by Silverwing Trailers.**

Silverwing Trailers will inspect any claim prior to repair to determine the defect. Misuse, adjustments, alterations, abuse, overloading (above GVWRs stated on trailer documents), improper loading, damages resulting from failure to check and torque lug nuts correctly, acts of God, or accident caused to the trailer is not included in the warranty.

Silverwing Trailers will not be responsible for accidents, incidental, indirect, special, or liable damages to persons or property which may result from a defect in workmanship or material. Silverwing Trailers is not responsible or liable for damages including (but are not limited to) loss of income, loss of time, and any other costs or fees associated with any warranty issue or claim.

The purchaser will be responsible for any freight costs incurred to transport the trailer as directed by Silverwing Trailers to its authorized dealer or the Silverwing Trailers factory location.

Any repairs or claims must be pre-approved and authorized in writing from Silverwing Trailers. **The warranty shall be null and void in the event the trailer has been subject to modifications, misuse, neglect, accident (natural or otherwise), and overloading (loading in excess of gross vehicle load rating).**