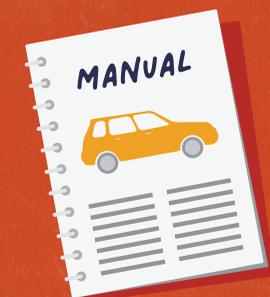


CARADAMN GOOD ADVICE:

Before purchasing a caravan or camper trailer, it's critical you give careful consideration to your vehicle's towing mass and construction. The towing mass (or towing rating) is found under the towing section in the vehicle manufacturer's handbook. The rating will include a trailer weight capacity and a trailer ball weight capacity, both of which must not be exceeded. Electronic brakes are most commonly used on caravans and trailers over 750kg and are legally required on all caravans and trailers where the GTM is more than 2000kg.



GIVE A 
Caradamn
LEARN TO PACK AND
TOW YOUR CARAVAN



PRE-TRAVEL CHECKLIST

- Check oil, water, brake fluid, the battery etc.
- Inspect all tyres carefully and have your tyres inspected professionally at least once a year. If in doubt, contact your local tyre dealer.
- Check that your vehicle and trailer's wheel nuts have been tightened to the manufacturer's specifications.
- Ensure the coupling socket and ball match in size, and are correctly fastened.
- Check that the safety chains are correctly connected, and that stabiliser legs and jockey wheel have been raised and secured.
- Check to ensure that the trailer brake and light connections are secure and that all lights work.
- Check that the towing lights and number plates of your caravan are clearly visible.
- Disengage handbrake and any reversing catch fitted to the trailer coupling (as used with over-ride brakes).
- Turn off gas bottles and disconnect all electrical and plumbing.
- Check all doors and windows are locked and secured.
- Check roof mounted vents are closed and secure (secure roof mounted aerial if fitted).
- Check awning and caravan step are locked away in the closed position.
- Consider reducing your caravan's water volume if close to your ATM.
- Check fridge has been switched to 12 volt and is locked and contents secure.

EMERGENCY CONTACT DETAILS

Insurance Co:

Insurance Ph:

Policy No:

Rego No:

Driver Details:

Emergency Contact:

FOR MORE INFORMATION
RSC.WA.GOV.AU/TOWING/CARAVAN



**THANK YOU FOR
GIVING A CARADAMN**



**THIS GUIDE IS THE
PERFECT SIZE TO
KEEP IN YOUR GLOVEBOX
AS A QUICK REFERENCE,
A CHEAT SHEET
OF SORTS, TO HELP YOU
REMEMBER YOUR ROAD
TRIP FOR ALL THE
RIGHT REASONS
(AND NONE OF THE
WRONG ONES)**

Naturally, the information in this guide is general in nature and should not be used as a substitute for professional advice or training – which we very much recommend!

THINGS YOU SHOULD KNOW, BEFORE YOU TOW

FOLLOWING DISTANCE – Remember year 10 physics? Because of the added weight of a trailer, you'll need more road space to stop (that's inertia!) and keep at least 60 metres between you and heavy vehicles or other towing vehicles, unless overtaking.

OVERTAKING / BEING OVERTAKEN – If it's safe to overtake, give yourself plenty of room to do so. If being overtaken, pay attention as buffeting can cause your caravan to sway.

SWAY (NOT THE 1999 SMASH HIT) – Sudden lane changes and swerving aren't good at the best of times – and they're worse if your caravan begins to sway. So keep the vehicle straight, avoid erratic movements and if sway continues, pull over where safe and consider re-adjusting your load. Maintain a reduced speed until your equipment has been assessed by a professional.

DON'T BE THAT GUY – If a queue of three or more vehicles develops behind you, no biggie! Just pull over when safe and allow them to pass.

CABIN SAFETY – It should go without saying that people are never permitted to ride in a trailer or caravan while it's being towed.



DON'T FIGHT FATIGUE – Fighting fatigue is a losing battle. Instead, make sure you're well rested, take regular breaks, share the driving and drink plenty of water.

DRIVE TO THE CONDITIONS – If it's windy, bumpy, wet or difficult to see, it's a good idea to travel 20 per cent slower than the speed limit and don't forget to increase your following distance.

ANIMALS ARE WILD – Animals don't care much for human laws, so slow down, allow time to brake and sound your horn. If it is safe to do so, drive slowly around them. NEVER swerve around an animal at speed.

SPEED SMART – Unless it's 1997 and you're a twin turbofan jet-powered car, you shouldn't be setting any land speed records. Your max speed is 100km/h – even when the signs say 110km/h, that's the law.

JUST LIKE THE BALLAST ON A SHIP, THE LOWER THE CENTRE OF GRAVITY, THE MORE STABLE THE CARAVAN

Simply put, place most of the weight over the axles, followed by the front of the van and finally the rear. Of course, there is much more to take into consideration such as securing loose items, and not exceeding the maximum load specified by the trailer manufacturer, so be sure to seek professional advice before hitting the road.



DON'T OWN A CARAVAN? PRETEND IT'S A CAMPER TRAILER!

HEAVY ITEMS, like tinned foods, camping gear and adult Tyrannosaurus skulls, should be placed as low and centrally as possible. Keeping in mind you want the bulk of the weight over the centre axles.



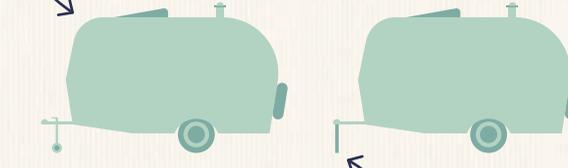
MEDIUM ITEMS, like empty water jerry cans and a priceless painting, should be stored below window height and kept in from the ends of the caravan.

LIGHTEST ITEMS, like maps, first aid kits or a comically small Trumpet Player of the Year award, should be kept low as possible or stored in overhead lockers.



GLOSSARY

ATM (Aggregate Trailer Mass)
The total laden weight of a trailer, including the tow ball mass and whatever you add as payload (e.g. water, gas, luggage and after-market accessories). The ATM is specified by the trailer manufacturer and must not be exceeded.



TOW BALL DOWN WEIGHT
This is the weight the trailer places onto the towbar – it should never exceed the maximum values specified by the vehicle, towbar or trailer manufacturers.

GTM (Gross Trailer Mass)
The total permissible mass which includes whatever you add as payload (e.g. water, gas and luggage) that can be supported by the wheels of a trailer. This does not include the mass supported by the tow ball or after-market accessories.

