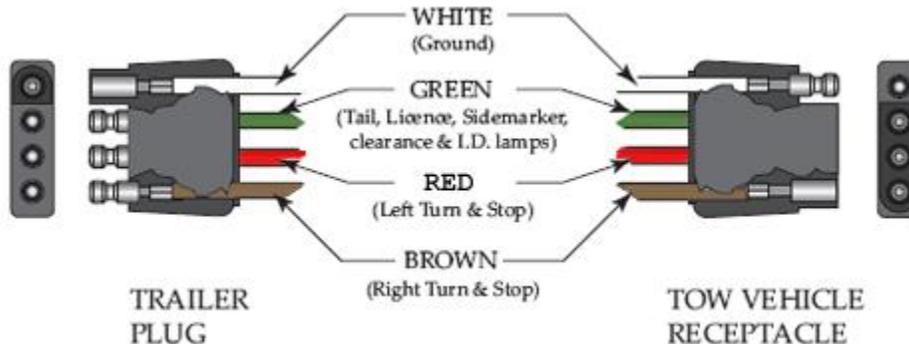


TRAILER LOAD PLAN

The trailer is a Continental Cargo 5x8 single axle. It was a curb weight of ~1,050lbs and a max carrying capacity of ~1,950 lbs. The maximum tong / hitch weight is ~115lbs. Weight must be distributed according to the 60 / 40 weight distribution rule to keep the tong weight under the recommend limit.

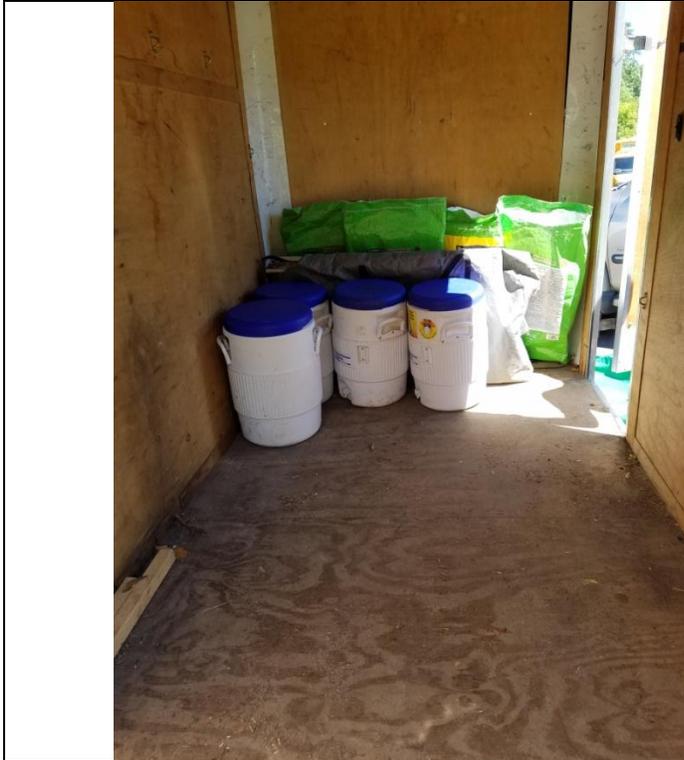
The trailer requires a four-way electrical connector, a Class IV / V hitch with a vehicle hitch height of 18" (top of ball), and 2" ball.



The towing vehicle must be a Class 2b with a Gross Combination Weight Rating (GCWR) of ~7,500lbs or higher (were the trailer at or near max capacity of ~3,000lbs and the vehicle weight when fully loaded at ~4,500lbs) / Gross Vehicle Weight Rating. The Toyota Tundra, Chevy Suburban, Dodge Ram 2500, Chevrolet Silverado 2500, and the Ford F-250 are all Class 2b. Sport Utility Vehicles in that class include the Ford Excursion and the Chevrolet Suburban 2500. In general, though, most light duty trucks will manage fine, albeit heavy duty shocks are a must and a transmission cooler an added plus, long-term.

NOTE: The trailer has a bent axle that results sway at higher speeds and pronounced tire wear on the right side. The recommended maximum safe operating speed is 55 miles per hour. Also, there is no specific insurance carried on the trailer; before hauling, be certain your insurance carrier and your policy provide coverage.

The primary reason for the GCWR for any vehicle is safety. Overloading a tow vehicle or a trailer is dangerous enough, but overload both and you are outside the safe operating zone. Not only is a heavy load difficult to control on the road, but other components are placed at risk. For example, the braking systems may overheat and fail, reducing or even eliminating the possibility of safely slowing or stopping the vehicle; the tires may not be able to handle the extra load, potentially causing a blow out; the power train (engine and transmission) in the tow vehicle may overheat due to the added strain, causing a mechanical failure; components within the tow vehicle or trailer's suspension system could bend or even break, causing loss control on the road. The truth is that a variety of problems could result from overloading so never surpass your vehicle's GCWR!



Start with the lighter stuff and items not normally used. Spare sleeping bags, folding kitchen table, and five gallon water jugs all go to the front. While this might seem counter intuitive it will become clear later.



Next up the propane tanks. Place them forward of the axle.



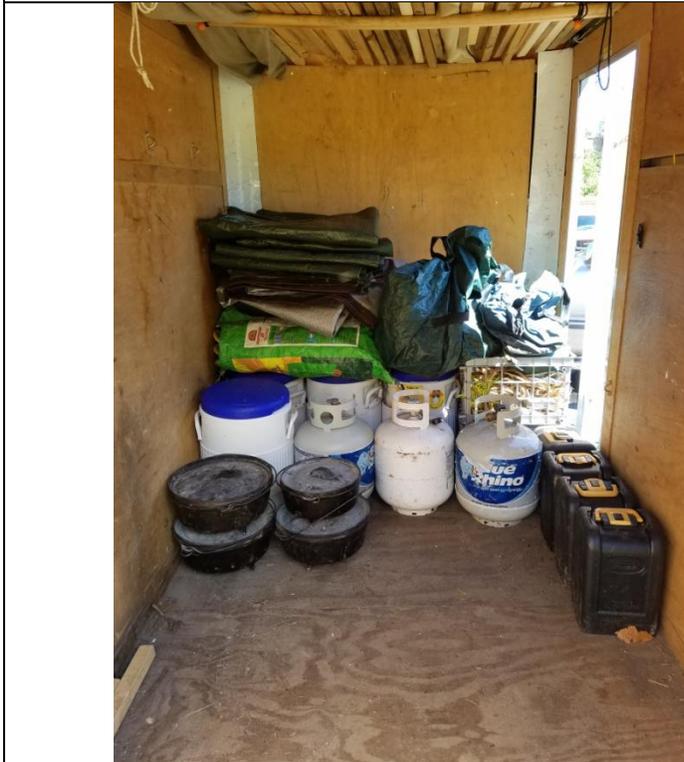
Now the cast iron Dutch Ovens. Line the side of the trailer with the propane lanterns. Do not stack them lest they fall and a globe gets broken.



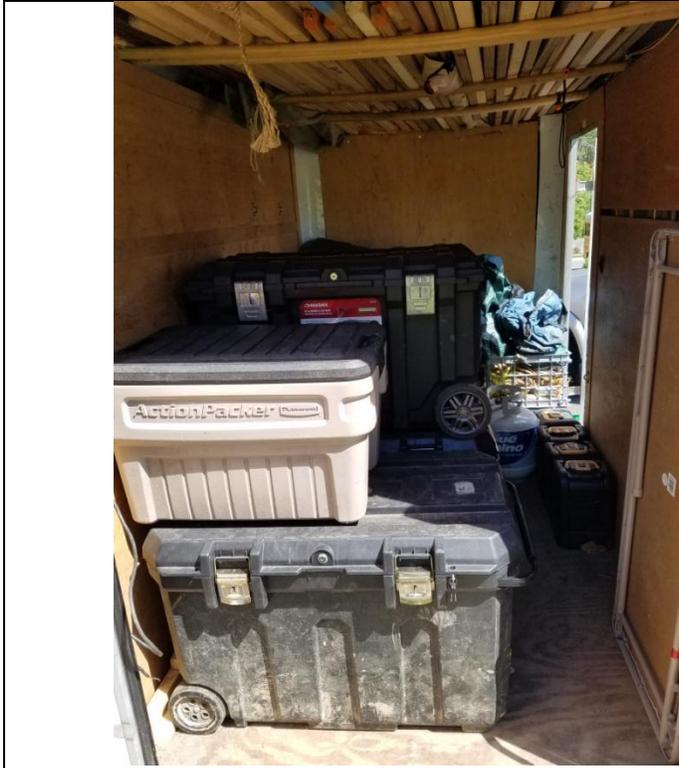
Extra tents go forward of the water coolers on top of the spare sleeping bags.



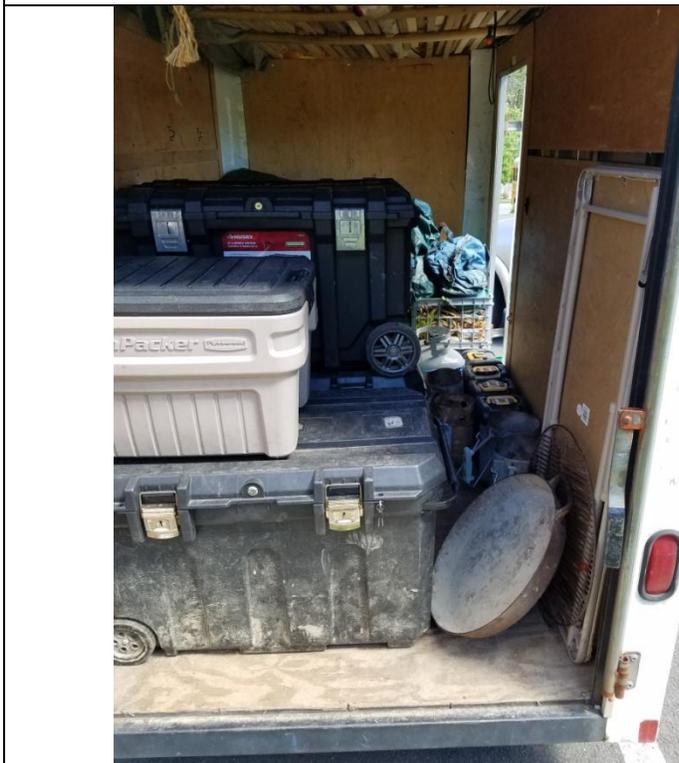
In the side door, load the plastic bins containing the woods tools and spare rope. The rope the young men will always want quick and easy access to. Tarps go on top of the spare tents and the blue stake bag near the door.



The rope bag for the tarps nestles easily between the tarps and the plastic bins.



Now the patrol boxes. Be certain the latches face out toward the rear door so the boxes can be accessed without removing them from the trailer. Place the adult box on the top rear as this is one box most often accessed while stored. The Action Packer fills the space atop the patrol box. Place the tables along the side wall.



The cast iron frying pan (yup, that's what is), charcoal, and charcoal chimneys fill the space between the patrol boxes and the side wall.



The gerry cans can be placed in the space just in front of the patrol boxes. No need to be neat about it. The idea is to make space for all the personal gear to be loaded. NOTE: If the trailer is being hauled any appreciable distance without the personal gear weight must be shifted forward according to the 60 / 40 weight distribution rule.



This part is critical. The staves used to support the tarp poles **MUST BE WEDGED BENEATH** the wiring harness. Be careful not to crimp or otherwise pinch these wires lest we lose our lighting system!

That's it. Pretty simple.