Pulling a trailer requires your full attention

- Set up your navigation before leaving
- Set your phone to “Do Not Disturb”

It’s Not Worth It

Following Distance

Over 40 mph = Min. Five Seconds

Increase distance further when driving:
- Larger trucks/trailer/cargo combinations
- During inclement weather
- Down hills or sloped roadways

Intersections

- Turn at intersections with green arrows
- Scan for “hidden” vehicles
- Ensure adequate gaps in traffic
- Oncoming traffic may not be able to see your trailer until it is too late

Slower Acceleration + Longer Length = More Time to Cross

1.5 Seconds

Maximum time eyes away from forward roadway to check mirrors, etc.

Drive Defensively
Focus - Scan - Anticipate - React

Before Backing:
Get Out And Look

Rear loading leads to trailer sway

If your trailer starts to sway, steer straight and take your foot off the gas until the trailer comes under control

Do You Know Your Trailer Speed Restrictions?

- Many states restrict speed when pulling trailers
- Many trailer manufacturers recommend maximum speed for their trailers
- Reduce speed further when turning or going into sharp turns and ramps

Do not pass while towing

www.fmcsa.dot.gov/safety/driver-safety/cmv-driving-tips-following-too-closely
Know Before You Tow

Answer these four questions

Regulations
Adding a trailer may put the GCWR over 10,000, requiring compliance with state or federal motor carrier regulations; with larger combinations requiring a CDL.¹

Many states have their own trailer requirements which include dimension restrictions, brakes, lights and signals, mirrors and speed limits.

1. Can Your Trailer Handle the Load?

XYZ Manufacturing
Maximum weight of cargo should not exceed 8,000 lbs.

10-15% tongue weight

60% 40%

2. Can the Towing Vehicle Handle the Load?

Towing capacity of vehicle, hitch and coupler must all be higher than GTW²

<table>
<thead>
<tr>
<th>Trailer Weight</th>
<th>Load Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,500</td>
<td>6,375</td>
</tr>
<tr>
<td>Gross Trailer Weight (GTW) = 8,875</td>
<td></td>
</tr>
</tbody>
</table>

3. Is the Load Distributed Properly?

Caution: Rear loading leads to trailer sway

10-15% tongue weight

60% 40%

4. Is the Load Secured Properly?

Refer to FMCSR (§393.100 - §393.136)
Securement is based on weight of load and length of load
Specialty cargo, such as wheeled or tracked equipment, has addition requirements

Common Hitching Mistakes

- Coupler not fully seated causing latch to uncouple
- Keeper pin falls out or breaks. Keeper should be designed for purpose and secured from falling out
- Safety chains not crossed as required
- Safety chains not sized for GVWR of trailer or welded (should be bolted)
- Break-away cable not secured
- Chains, lighting cables, and breakaway cables having inadequate ground clearance or break when too tight during turns
- Not testing lights after being connected

¹ Federal Motor Carrier Safety Regulations, Part 390
² Vehicle towing capacities can typically be found in the vehicle’s owner manual. Hitch and coupler capacities are found on component labels or stamped into the device.
³ Always follow the manufacturer’s recommendation. If manufacturer guidance is not provided, utilize these best practices recommended by the National Association of Trailer Manufacturers.

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