



RAMPED TRAILER FLAT DECK AND BEAVERTAIL MODELS USERS MANUAL

REPORTING SAFETY DEFECTS AND OTHER CLAIMS

If you believe that this vehicle contains a safety defect you may contact Timpte, Inc., The National Highway Traffic Safety Administration (NHTSA) or both.

The trailer was designed and inspected to conform to industry standards and all applicable NHTSA safety standards. Timpte, Inc. Warrants this vehicle to be free from defects in materials and workmanship when manufactured per the limited warranty agreement. If you detect a defect that could cause an accident or could cause injury or death, or if you wish to report any such accident, injury, death or any property damage claim or other complaint not addressed to the Timpte Inc. Warranty Department then you should contact in writing

Timpte, Inc.
Vice President of Engineering
100 Timpte Parkway
David City, NE 68632
Phone 402-367-3056
Fax 402-367-4340

If you believe your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the NHTSA in addition to notifying Timpte, Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or Timpte, Inc.

To contact NHTSA, you may call the **Vehicle Safety Hot line** toll free at **1-888-327-4236 (TTY: 877-561-7439)**; or go to **<https://www.nhtsa.gov/about-nhtsa/contact-us>**; or email the **Vehicle Safety Hotline: nhtsa.webmaster@dot.gov**. You can also obtain other information regarding motor vehicle safety from: **<https://www.nhtsa.gov/vehicle-safety>**

Timpte, Inc. Reserves the right to change or clarify warranty coverage at any time. Contact the Timpte, Inc. Warranty Department at **(402-367-3056)** for any specific questions regarding coverage.

IMPORTANT

This manual has been prepared to help you operate your new Timpfe Motorsports Trailer successfully, economically and safely. Please read your users manual carefully and have a full understanding prior to using your trailer or performing any maintenance. We urge you to contact your Timpfe, Inc. Authorized Dealer immediately should you have any questions or need an explanation.

Timpfe has provided several warnings in your operators manual and on your trailer to help prevent personal injury. Timpfe cannot foresee all use or misuse of the trailer. Always use common sense judgment while using or performing maintenance to your trailer. Your safety is our primary concern.



This safety alert symbol is used throughout this manual to indicate potential personal safety hazards. Failure to heed the warnings associated with the safety alert symbol can result in property damage, serious injury or death.

Safety Decals appear at various locations on your new trailer. The decals are provided for **your safety** and should be kept clean. Replace any decal that has become worn or damaged, painted over or otherwise difficult to read. **Please contact Timpfe Warranty Department for cost free replacement decals (402-367-3056)**

Information contained in this operators manual is based on the latest information available at the time of publication. Our product lines are continually improving.

We want to thank you for purchasing a Timpfe trailer and to let you know that it was built for long life and low cost of operation. However, regular and proper maintenance of the trailer and your common sense use of it are required to extend the life of the trailer.

REQUIRED WARRANTY REGISTRATION

-WARRANTY WILL BE
VOID IF TRAILER IS NOT
REGISTERED WITHIN 14 DAYS
OF PURCHASE

-SCAN THE QR CODE TO
REGISTER YOUR TRAILER



SCAN ME

<https://timpfe.com/equipment-trailer-registration/>

TIMPFEE 4/16 035-002325



NORMAL TRAILER OPERATION

This trailer is designed for operation within the legal posted speed limits on reasonable road surfaces for the type of service it was built to perform, in accordance with the noted weight restrictions.

“Normal Service” means the loading and transportation of uniformly distributed loads of properly secured, noncorrosive cargo, in accordance with any applicable factory instructions and in a manner which does not subject the trailer or parts of the trailer to (a) concentrated loads, (b) loads in excess of the Gross Axle Weight Rating (GAWR) or Gross Vehicle Weight Rating (GVWR) stated on the certification plate affixed to the trailer by Timpfe, Inc., (c) accidental damage or (d) stresses, impacts or shocks greater than those commensurate with normal, reasonable, lawful use.

The GAWR is the structural capability of the lowest rated member of the running gear components including but not limited to the suspension system, hubs, brake system, wheels, bearings, axles, brake linings or tires.

The GVWR is the structural capability of the trailer when supported by the coupler and axles with the load uniformly distributed throughout the deck area.

MODIFICATIONS OF THE TRAILER- Any modification made to the trailer must comply with Department of Transportation (DOT) and the National Highway Safety Administration (NHTSA) regulations and must not compromise the Gross Vehicle Weight Rating (GVWR) of the trailer. Any modification made to the trailer without prior approval from Timpfe, Inc. may void the warranty. Any operation of the trailer outside the limitations stated in this manual will void any responsibility of Timpfe, Inc. for any of its results.

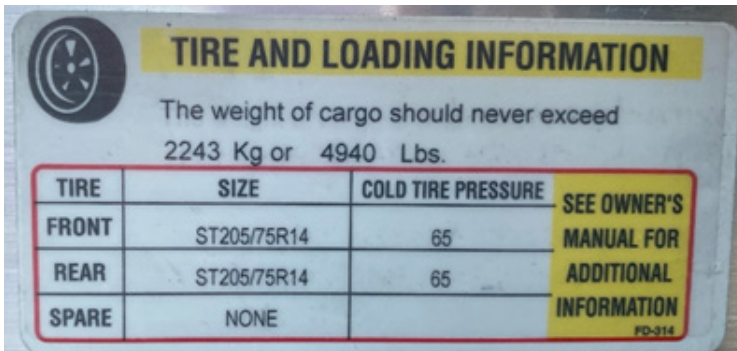
SAFETY



WARNING

PERSONAL INJURY, DEATH, AND PROPERTY DAMAGE MAY RESULT FROM IMPROPER OPERATION OR UNSAFE PRACTICES. BE SURE TO READ AND FOLLOW ALL DECALS AND EMBLEMS CAREFULLY.

The following section contains the decals and emblems used on the Timpfe Motorsports trailers. Due to the differences in configurations and equipment, your trailer may or may not use all the decals and emblems shown. Newer trailers may also have decals and emblems that differ from older trailers. Replace damaged or missing decals or emblems promptly. Replacements for this trailer are available free of charge by calling the Timpfe Inc. Warranty department at **(402-367-3056)**.



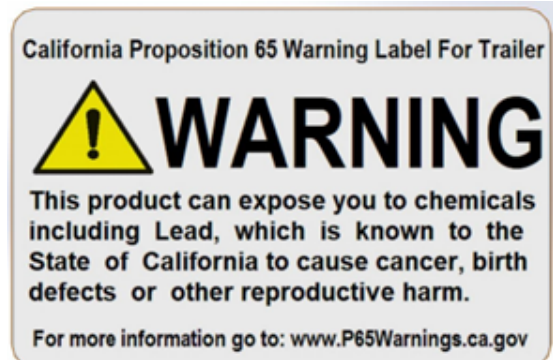
TIRE AND LOADING INFORMATION

The weight of cargo should never exceed
2243 Kg or 4940 Lbs.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT	ST205/75R14	65
REAR	ST205/75R14	65
SPARE	NONE	

SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION

FD-314



California Proposition 65 Warning Label For Trailer



WARNING

This product can expose you to chemicals including Lead, which is known to the State of California to cause cancer, birth defects or other reproductive harm.

For more information go to: www.P65Warnings.ca.gov



WARNING

PINCH POINT !
KEEP HANDS AND
FEET CLEAR

⚠ WARNING	⚠ WARNING	⚠ WARNING	⚠ WARNING	⚠ WARNING
<p>Uncoupling will cause trailer to come loose from tow vehicle. You must:</p> <ol style="list-style-type: none"> 1. CHECK that ball LOAD RATING is same as or greater than coupler LOAD RATING. 2. CHECK that ball SIZE is same as coupler. 3. CLOSE COUPLER CLAMP on ball. 4. LIFT coupler upwards to test that it will not separate from ball. 5. LOCK coupler clamp with pin or padlock. 	<p>ALWAYS use safety chains. Chains hold trailer if connection fails. You must:</p> <ol style="list-style-type: none"> 1. CROSS chains underneath coupler. 2. ALLOW slack for trailer to turn. 3. ATTACH chain hooks securely to tow vehicle frame. 	<p>Trailer can roll if it comes loose. Electric safety brake applies when cable pulls pin out of switch box.</p> <ol style="list-style-type: none"> 1. PULL hard to get pin out of switch box. 2. CHECK brake by PULLING TRAILER with tow vehicle. 3. ATTACH pin CABLE to tow vehicle so pin will be pulled out if trailer separates. 4. Promptly REPLACE pin in switch box. 	<p>Lights can prevent trailer from being hit by other vehicles. You must:</p> <ol style="list-style-type: none"> 1. CONNECT trailer and tow vehicle electrical connectors. 2. CHECK all lights: tail lights, turn signal, and brake lights. 3. DO NOT TOW if lights are not working. 	<p>Tire, wheel or lug nut failure can cause loss of control. Before towing, you must CHECK:</p> <ol style="list-style-type: none"> 1. Tire pressure and tread. 2. Tires and wheels for damage. 3. Lug nuts for tightness. <p>For new and remounted wheels, re-tighten lug nuts at the first 10, 25 and 50 miles of driving.</p>
<p>© 2002 NATM</p>	<p>ATTACH HOOKS TO TOW VEHICLE FRAME CROSS CHAINS ENOUGH SLACK FOR TURNS</p>	<p>PIN PULLED OUT, ONLY TO TEST BRAKES PIN IN SWITCH BOX FOR TOWING AND STORAGE ATTACH CABLE TO TOW VEHICLE</p>	<p>DISCONNECTED CONNECTED</p>	<p>Lug Nuts TIGHT? Tires and Wheels OK? UT0023</p>

WARNING

- Do not operate this trailer unless you have read and understand the safety information in the owner's manual!
- Failure to properly operate and maintain the towing vehicle and trailer can result in injury.

YOU, THE OPERATOR, HAVE THE GREATEST CONTROL OVER SAFE OPERATION.

1. You, the operator, have control of the most important factors that effect the safe operation of the trailer and vehicle stability. Trailers are a tool and like any tool, are safest when used properly by a trained and qualified operator.
2. The coupler should be securely mounted to the trailer frame and proper connection between the tow vehicle and trailer should be verified before each use and at regular intervals such as rest breaks or fuel stops.
3. The driver should be familiar with the characteristics of the trailer and the load to be transported.
4. The driver should be familiar with the nature of the road and traffic conditions which may be encountered during the trip.

5. **Stability-** Like any other vehicle, trailers can tip or slide out of control if turns are negotiated at too high of speed or when making abrupt maneuvers such as lane changes or other evasive actions to avoid obstacles.



6. Within the relatively narrow confines of local, state and federal laws limiting vehicle size and weight, together with the characteristics of available tires, suspensions and other components, there is little a manufacturer can do to affect the inherent stability of a trailer other than keeping the load as low as feasible, considering the requirements for loading space and adequate tire clearance. **This means that the major factors affecting operational stability are the knowledge and skill of the driver.** The leading causes of rollover accidents are:

- A. Excessive speed
- B. Violent swerving or turning
- C. Abrupt application of brakes or acceleration while turning
- D. Entering curves at too high a speed

7. Tire Characteristics: High pressure truck/trailer tires have different characteristics under high speed cornering conditions than passenger car tires. Truck/trailer tires are designed for carrying heavy loads over long distances. The lateral stability becomes unpredictable when lateral forces approach just .04g. This means that trailers must be operated in a conservative manner, especially when cornering.

8. Braking and acceleration: Either braking or accelerating while cornering can significantly reduce the stability of the vehicle and should be avoided. The best driving practice is to decelerate to a safe speed before entering a corner or approaching congested traffic, and then to apply only moderate braking or acceleration until a straight path has been re-established.



Congratulations on your recent purchase of your new TimpTE Motorsports Trailer. Here at TimpTE Inc. we take pride in the quality of our trailers and hope your experience with our company meets or exceeds all of your expectations. If at any time you experience issues, please do not hesitate to contact your Authorized Dealer for service or warranty.



This user's manual contains information and instructions for the safe operation of your new trailer. Make sure to read this manual along with the owners manual prior to loading or towing your new trailer. TimpTE, Inc. advises users to follow all safety precautions and instructions.

TIMPTE MOTORSPORTS TRAILERS



Timpte Motorsports Trailers are designed specifically for carrying a variety of vehicles and motorsports equipment. The load must be placed far enough forward on the trailer so that the loaded tongue weight is 10-15% of the total load. Do not load cargo in the trailered vehicle once it is loaded as this may change the weight distribution and possibly overload the trailer.



Do not exceed the load stated on the trailers tire and loading information data plate. Apply the trailered vehicles parking brake and always ensure it is correctly secured to the trailer before towing. Don't risk it, replace straps if they show signs of wear and tear. Failure to do so may result in serious injury or death.



Loaded tongue weight must be 10-15% of the total load. Incorrectly loaded equipment may result in trailer sway or whipping and lead to loss of control. For correct weight distribution, rear engine vehicles may need to be loaded in reverse. Failure to do so may result in serious injury or death.

TIMPTE MOTORSPORTS TRAILERS



Tire, wheel or lug nut failure can cause loss of control. Before towing you must check tire pressure and tread wear. Check tires and wheels for damage. Re-Torque lug nuts to 90Ft-lb for any new or re-mounted wheel and tire after 10, 25 and 50 miles. Be sure to check lug nuts regularly. Failure to do so may result in serious injury or death.



Do not work under the trailer when it is loaded. Before working under the trailer ensure the wheels are chocked, electrical is disconnected from the tow vehicle and the tongue and tail are safely supported. Failure to do so may result in serious injury or death.

HOOKING UP THE TOW VEHICLE

Your new trailer is equipped with a fixed position coupler. If the trailer is not level when connected to the tow vehicle, check with your tow vehicles hitch manufacturer for a drop hitch ball mount or adjustable hitch ball mount.

1. Connect trailer to tow vehicle and load to rated capacity. Be sure to follow the steps for coupling and uncoupling as well as the steps for safely loading the trailer.
2. Park the tow vehicle and trailer on a firm level surface.
3. Stand away from the trailer and visually verify if the trailer is level from front-to-rear. If the front is higher or lower than the rear, install a drop hitch ball mount, or adjustable hitch ball mount.



IMPROPER HITCH BALL HEIGHT CAN RESULT IN OVERLOADED TIRES, BLOWOUT AND LOSS OF CONTROL, LEADING TO SERIOUS INJURY OR DEATH. ENSURE THE LOADED TRAILER IS LEVEL.



THE TOW VEHICLE, HITCH AND BALL MUST HAVE A RATED TOWING CAPACITY EQUAL TO OR GREATER THAN THE TRAILER GVWR. IT IS ESSENTIAL THAT THE HITCH BALL BE THE SAME SIZE AS THE COUPLER. FAILURE TO OBSERVE THIS MAY LEAD TO SERIOUS INJURY OR DEATH.



Example of an adjustable
Hitch ball mount

HOOKING UP THE TOW VEHICLE

With the tow vehicle parking brake engaged, connect the coupler to the ball and then **install the provided hitch pin.**



Safety chains are provided so that control of the trailer can be maintained. In the event that your trailer becomes disconnected from the tow vehicle while towing.

Next, cross the trailer safety chains underneath the hitch and coupler with enough slack to permit turning, but short enough to hold up the tongue in the event the trailer becomes disconnected from the tow vehicle, secure the hooks to an appropriate location.



1. Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle leading to serious injury or death.
2. Cross chains underneath hitch and coupler.
3. Fasten chains to the frame of the tow vehicle if possible.
4. Do not fasten chains to any part of the tow vehicle hitch unless the hitch has holes or loops specifically for that purpose.

HOOKING UP THE TOW VEHICLE

Connect the trailers electrical connector to the tow vehicle.



If equipped with brakes, your trailer will be equipped with a breakaway brake system that can apply the brakes on your trailer in the event it becomes disconnected from the tow vehicle. The breakaway brake system, including the battery must be in good working order and properly rigged to be effective.

Attach the breakaway safety lanyard to the tow vehicle. **DO NOT attach cable to safety chains or hitch.**



1. An ineffective or inoperative breakaway brake system can result in a runaway trailer, leading to serious injury or death.
2. Breakaway lanyard must be connected to the tow vehicle, NOT to any part of the hitch, safety chains or coupler.
3. Before towing trailer, test function of the breakaway brake system. If the system is not working, do not tow the trailer until it has been serviced or repaired.

HOOKING UP THE TOW VEHICLE



CAUTION!

IF BREAKAWAY SWITCH IS ACTIVATED
IT WILL DRAIN THE BATTERY
VERY QUICKLY

Raise the jack leg by turning the crank handle. Once leg is fully raised, remove caster wheel and secure it for travel.



LOADING THE TRAILER

Loading a rigid deck trailer

1. Couple the trailer to the tow vehicle



WARNING

Trailer must be coupled to tow vehicle before loading trailer

2. Lower rear stabilizers (if equipped) or place blocking under the rear of the trailer so the weight of the cargo does not raise the front of the trailer during loading.



WARNING

Use a safe lifting procedure to avoid injury when handling ramps

3. Remove ramps from storage position and secure to rear of trailer. Adjust ramp position to align with equipment tires or tracks



WARNING

Load can suddenly move or topple, which can result in death or serious injury.

Do not load or unload trailer unless couple to tow vehicle and is on a firm and level surface



WARNING

Ramps are not rated for load bearing capacity. They will NOT support the load bearing capacity of the trailer.

Do not overload ramps.

LOADING THE TRAILER

Prepare the trailer for loading

1. Inspect the floorboards for damage.
2. Inspect the tie down rings and track system for damage, loose parts or signs of deformation.
3. Park the tow vehicle and trailer on a firm, level surface.
4. Ensure the area surrounding the trailer is free of obstructions.

Remove pin holding
ramps in place.



One at a time, pull the ramps from
the storage area under the trailer.



LOADING THE TRAILER



Raise the end of each ramp and set the hooks down into the channel at the back end of the trailer deck. Space ramps according to the wheelbase of the vehicle being loaded.

ENSURE RAMP IS COMPLETELY ENGAGED WITH THE TRAILER CHANNEL. FAILURE TO DO SO MAY RESULT IN DAMAGE AND SERIOUS INJURY



Load equipment in a safe and controlled manner to avoid damage to the trailer and tow vehicle.



Position the load so 10-15% of the total load is on the coupler. **Proper weight distribution is IMPORTANT.**



LOADING THE TRAILER

Once equipment is loaded
stow ramps back in the tail of
the trailer.



After stowing ramps, ensure the retention pins are in place. Failure to do so
May result in serious
Injury or death



Secure the load per state, local and
federal cargo securment standards.



LOADING THE TRAILER



Shifting cargo can result in loss of control of the trailer and tow vehicle and can lead to serious injury or death. Ensure loads are secured with proper sized fasteners, chains, straps, etc.



Do not tow the trailer without verifying that the ramps are stowed securely. Failure to do so may result in damage to the trailer, tow vehicle, other motorists vehicles, serious injury or death.

L-TRACK FITTINGS

L-track fittings are designed to be used in a particular orientation. The load rating of these fittings is only applicable if they are used correctly. Any use of the L-track not consistent with this manual may void the trailer warranty. The L-track was designed to make securing a load quick and convenient.

The hole pattern utilized on the trailer rail allows for single or double stud fittings to be used. The working load limit (W.L.L) of any double stud fitting should be 1600lbs or less. This rating can only be achieved if the fittings are used correctly. For reference, 4 fittings used correctly to secure a load to the trailer can hold 6400lbs collectively.

Consideration must be given to the type and number of devices used to secure a load. A full size vehicle may require more than 4 straps/chains to secure the load, depending on the vehicle weight and length. Loads that roll present another hazard, shifting cargo. Unlike a vehicle with a parking brake, things like spools of wire or large round hay bales require extra attention to be secured safely. Even if the weight does not exceed the limits of a single strap, multiple straps and fittings should be used. Once a load starts moving the weight held back by the fittings increases dramatically. Blocking or chocking the load to ensure it does not move during transport will help maintain a safe working load on the straps and fittings.

SHIFTING CARGO CAN RESULT IN FAILURE, LOSS OF CONTROL OF THE TRAILER AND CAN LEAD TO DEATH OR SERIOUS INJURY.

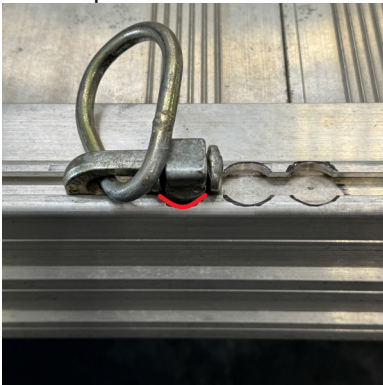


Figure 1. Fitting locked in with full support for the tail.

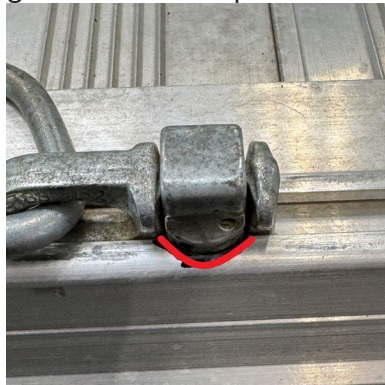


Figure 2. Fitting locked in to a single hole with full support for the tail.

Figures 1 and 2 show the only way the L-Track fittings should be used. The fittings must always be locked in to a hole in the rail. The “tail” end of the fitting should always be given full support.



Figure 3. Incorrect way to use the L-track fittings. Tail section not supported enough.

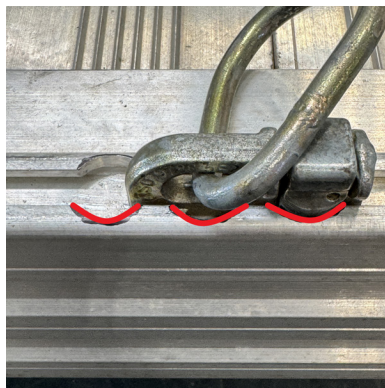


Figure 4. Incorrect way to use the L-track fittings. Tail section not supported enough.

Figures 3 and 4 show the incorrect ways to use the fittings.



DO NOT USE THE L-TRACK FITTINGS IN THESE CONFIGURATIONS. THIS CAN RESULT IN LOSS OF CARGO, LOSS OF CONTROL, TRAILER DAMAGE, SERIOUS INJURY OR DEATH.

For more information regarding L-Track fittings visit: <https://www.uscargocontrol.com/> or <https://www.cargoequipmentcorp.com/>

SERVICE AND MAINTENANCE

Check wheel bearings for heat and excessive play on a regular basis both before a trip and during regular stops such as rest breaks and fuel stops

Lubricate wheel bearings every 6 months or 6,000 miles

Check Tire pressure and tread before each trip

Check that all lights are in working order before every trip. The surfaces of the lights should be clean and in good repair.

Check the breakaway switch operation before each trip.

Check lug nut torque each time a wheel is installed 90 Ft-lb.

Re-Check lug nut torque after 10, 25, and 50 miles.

Check all visible wiring for fraying and that it is properly supported and protected.

Washing the trailer is an important step to decrease future maintenance. The trailer should be washed with soap and water. A soft brush may be used as needed. **Various chemicals can cause severe corrosive damage to aluminum. The use of acid in any concentration can damage the trailer and will void the warranty.**

There are many different chemicals used to treat and de-ice roadways. Many of these chemicals will cause severe damage to the steel components of the trailer as well as diminishing the appearance of aluminum and stainless steel components if not regularly washed away.

CUSTOMER RESPONSIBILITIES

TRAILER MUST BE REGISTERED WITHIN THE FIRST 14 DAYS OF OWNERSHIP TO ACTIVATE THE WARRANTY.

The first purchaser* shall regularly inspect and check the trailer and follow all recommended maintenance procedures and intervals.

The first purchaser* shall contact the Timpfe Inc. Warranty Department immediately at **(402-367-3056)** upon detection of any perceived defect in the materials or workmanship. Any continued use of the trailer after discovery of a defect that could in any way aggravate the defect or otherwise damage the trailer will void the warranty on that part of the trailer.

Absolutely no work should be performed on the trailer prior to receiving authorization as evidenced by a valid claim number, from the Timpfe Inc. Warranty Department. Any work performed prior to receiving authorization will not be covered under warranty.

The first purchaser* shall comply with the instructions of the Timpfe Inc. Warranty Department related to a claim within 30 days of the date of those instructions or the warranty on that part of the trailer is voided. The Timpfe Inc. Warranty Department will issue a claim number as authorization for approved warranty repair. Timpfe, Inc. will not pay for any warranty work that was performed without a valid claim number. All transportation charges in connection to a warranty claim will be the sole responsibility of the First Purchaser*.

The First Purchaser's* sole and exclusive remedy against Timpfe, Inc. arising from the purchase and use of the trailer, is limited to repair or replacement of defective materials or workmanship, as provided herein.

Timpfe, Inc. may at its option require that the defective part or trailer be returned to an authorized Customer Support Center as determined by Timpfe, Inc.

All warranty work must be performed at the location designated and approved in advance by Timpfe, Inc. and to the specifications dictated by Timpfe, Inc.

* "First Purchaser" means the first purchaser in good faith for a purpose other than resale.

** "Normal Service" means the loading and transportation of uniformly distributed loads of properly secured, noncorrosive cargo, in accordance with any applicable factory instructions and in a manner which does not subject the trailer or parts of the trailer to (a) concentrated loads, (b) loads in excess of the Gross Axle Weight Rating (GAWR) or Gross Vehicle Weight Rating (GVWR) stated on the Certification Plate affixed to the trailer by Timpfe; (c) accidental damage or (d) stresses, impacts or shocks greater than those commensurate with normal, reasonable lawful use.

*** "Sever Duty" may include, but is not limited to the transportation of high concentration loads, abrasive and non-agricultural commodities, frequency of use and on or off road conditions.

**** "Normal and customary charges" are a sum not exceeding the price charged by Timpfe, Inc. for such work.

LIABILITY LIMITATIONS

LIABILITY LIMITATIONS

TIMPTE, INC. SHALL NOT BE LIABLE TO THE FIRST PURCHASER* OR ANY OTHER PERSON FOR DAMAGES, DIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, OR OTHERWISE FOR BREACH OF WARRANTY, FAILURE OR DELAY MAKING DELIVERY, OR ANY OTHER CAUSE, EXCEPT AS SPECIFICALLY SET FORTH IN THIS WARRANTY. IN NO EVENT WILL TIMPTE, INC.'S. CUMULATIVE LIABILITY FOR BREACH OF THIS WARRANTY EXCEED THE PRICE CHARGED BY TIMPTE, INC. FOR ANY PART TO BE REPLACED PLUS NORMAL AND CUSTOMARY CHARGES* FOR REPAIRS TO BE MADE UNDER THIS WARRANTY.***

WITHOUT LIMITING FOREGOING, TIMPTE, INC. SHALL NOT BE LIABLE FOR ANY DAMAGES WHATSOEVER AS A RESULT OF CARGO LOSS, DOWNTIME, DRIVER, ROAD SERVICE, TOWING EXPENSE, TIRE REPAIR SERVICE, LOSS OF PROFIT, RENTAL OR SUBSTITUTE EQUIPMENT OR ANY OTHER TYPE OF LOSS DUE TO TRAILER PERFORMANCE. PREMIUM LABOR RATES (I.E. OVERTIME, SERVICE CALLS, ROADSIDE/MOBILE SERVICE) WILL NOT BE PAID FOR WARRANTY REPAIRS.

THE WARRANTIES SET FORTH HEREIN ARE THE ONLY WARRANTIES APPLICABLE TO TIMPTE MOTORSPORTS TRAILERS AND ARE EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EITHER EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

TIMPTE'S OBLIGATION

In the event of a defect in material or workmanship covered by this warranty, Timppte, Inc. in its sole discretion will correct the defective work or replace the defective parts at Timppte's factory, a Timppte, Inc. Customer Support Center or Authorized Dealer assigned by Timppte Inc. or reimburse the First Purchaser* by paying a sum not exceeding the price charged by Timppte Inc. for such work, part or provided repair of the defective parts by an authorized Timppte Inc service facility, or supply a replacement part to the First Purchaser*. Who will install at their own expense.

FILING A WARRANTY CLAIM

To file a warranty claim with Timpote Inc. pursuant to the Timpote Limited Warranty, contact the Timpote Inc. Warranty Department at **(402-367-3056)** or write:

Timpote Inc.
Warranty Department
100 Timpote Parkway
David City, Ne 68632

When Filing a warranty claim several steps can be taken to aid the quick response to your request.

1. Have the serial number of the trailer. Everything is registered and logged based on the serial number (Last six digits of the VIN).
2. Know the in-service date. This will help in determining what warranty coverage is available per the Timpote Limited Warranty.
3. Have contact information available. The correct name and phone number of the owner is important to aid in the confirmation process and timely transfer of information.

TROUBLESHOOTING

7K AND 10K RAMP TRAILERS

SYMPTOMS	CHECK LIST	CORRECTIVE ACTION
LIGHTS NOT WORKING	<ul style="list-style-type: none"> - IS TRAILER PLUGGED IN TO THE TOW VEHICLE? -ARE THE TOW VEHICLE LIGHTS TURNED ON? 	<ul style="list-style-type: none"> -VERIFY TRAILER IS CONNECTED TO TOW VEHICLE. -ENSURE TO VEHICLE LIGHTS ARE TURNED ON
TRAILER BRAKES NOT ACTIVATING	<ul style="list-style-type: none"> -IS TRAILER PLUGGED IN TO THE TOW VEHICLE? -IS THE BREAKAWAY SYSTEM FUNCTION-ING? 	<ul style="list-style-type: none"> -VERIFY TRAILER IS CONNECTED TO TOW VEHICLE -PRESS THE TEST BUTTON ON THE BREAKAWAY SYSTEM
TRAILER BRAKES NOT RELEASING	<ul style="list-style-type: none"> -IS THE BREAKAWAY SYSTEM ACTIVATED? -IS THE TRAILER PLUGGED IN TO THE TOW VEHICLE? 	<ul style="list-style-type: none"> -VERIFY BREAKAWAY SYSTEM IS NOT ACTIVATED, ENSURE THE LANYARD PLUG IS STILL IN PLACE -VERIFY THE TRAILER IS CONNECTED TO THE TOW VEHICLE
EXCESS WHEEL BEARING HEAT	<ul style="list-style-type: none"> -HAVE THE WHEEL BEARINGS BEEN LU-BRICATED? -IS THERE ANYTHING INTERFERING WITH WHEEL ROTATION? 	<ul style="list-style-type: none"> -LUBRICATE BEARINGS AS NEEDED. -HAVE BEARINGS SERVICED OR REPLACED AS NEEDED -CLEAR ANY INTERFERENCE
ABNORMAL TIRE WEAR	<ul style="list-style-type: none"> -HAVE WHEELS BEEN BALANCED -HAVE WHEEL BEARING BEEN SERVICED -CHECK FOR ANYTHING RUBBING ON THE TIRE -CHECK TIRE FOR OTHER DAMAGE 	<ul style="list-style-type: none"> -HAVE TIRES SERVICED AND BALANCED -SERVICE WHEEL BEARINGS, ADJUST TO DECREASE END PLAY -REMOVE ANYTHING RUBBING ON THE TIRES -REPLACE WORN TIRES
SAFETY CHAINS DAMAGED OR NOT FUNCTIONING CORRECTLY	<ul style="list-style-type: none"> -ARE THE HOOKS DAMAGED -ARE THE SAFETY LATCHES IN WORKING ORDER -ARE THE CHAINS DAMAGED 	<ul style="list-style-type: none"> -CHECK HOOKS AND CHAINS FOR DAM-AGE AND DEFORMATION -REPLACE DAMAGED CHAINS, HOOKS AND LATCHES BEFORE USING TRAILER
COUPLER STICKING	<ul style="list-style-type: none"> -IS THE HITCH PIN REMOVED -IS THE COUPLER UNLATCHED 	<ul style="list-style-type: none"> -ENSURE HITCH PIN IS REMOVED AND THE COUPLER IS UNLATCHED -AS NEEDED, LUBRICATE COUPLER MECH-ANISM
BROKEN OR MISSING FASTENERS	<ul style="list-style-type: none"> -VISUALLY INSPECT TRAILER FOR MISSING OR BROKEN FASTENERS 	<ul style="list-style-type: none"> -REPLACE MISSING OR BROKEN FASTENERS BEFORE USING TRAILER
TONGUE JACK IS HARD TO OPERATE	<ul style="list-style-type: none"> -IS TRAILER OVER LOADED -IS THERE ANY DAMAGE TO JACK -HAS THE JACK BEEN LUBRICATED 	<ul style="list-style-type: none"> -UNLOAD THE TRAILER -REPAIR OR REPLACE DAMAGED JACK -LUBRICATE JACK PER MFG. INSTRUCTIONS

MAINTENANCE INTERVALS

7K AND 10K RAMP TRAILERS

ITEM	INTERVAL	INSTRUCTIONS
TORQUE LUG NUTS	-AFTER ANY TIRE OR WHEEL REMOVAL OR REPLACEMENT -AFTER 10,25 AND 50 MILES -AT REGULAR INTERVALS WHILE TOWING	-TORQUE TO 90 Ft-lb, DRY -REPLACE ANY MISSING OR DAMAGED LUG NUTS -DO NOT OPERATE TRAILER WITH MISSING OR DAMAGED LUG NUTS
WHEEL BEARINGS	-6 MONTHS OR 6,000 MILES LUBRICATE WITH GREASE ZERK.	-LUBRICATE WHEEL BEARINGS PER MFG. INSTRUCTIONS USING MFG. RECOMMENDED GREASE
TIRES/WHEELS	-PRE-TRIP INSPECT TIRES AND WHEELS FOR DAMAGE AND DEFORMATION -PRE-TRIP CHECK TIRE PRESSURE, COLD -ANNUALLY INSPECT WHEELS FOR DAMAGE	-REPLACE WORN TIRES WITH LESS THAN 2/32" TREAD DEPTH -INFLATE TIRES TO PRESSURE INDICATED ON TIRE LABEL, COLD -REPLACE WORN OR DAMAGED TIRES BEFORE USING TRAILER
LIGHTS	-PRE-TRIP CHECK LIGHTS FOR FUNCTION -PRE-TRIP CHECK LIGHTS FOR DAMAGE	-REPLACE OR REPAIR AS NEEDED -DO NOT USE TRAILER WITH DAMAGED OR MISSING LIGHTS
SAFETY CHAINS	-PRE-TRIP CHECK FOR MISSING OR DAMAGED HOOKS AND LINKS -PRE-TRIP CHECK SAFETY LATCHES	-REPLACE MISSING OR DAMAGED HOOKS, CHAINS AND LATCHES. -DO NOT USE TRAILER WITH DAMAGED OR MISSING SAFETY CHAINS
BREAKAWAY BRAKE SYSTEM	-PRE-TRIP PRESS TEST BUTTON TO ENSURE OPERATION -PRE-TRIP ENSURE LANYARD IS CONNECTED TO TOW VEHICLE	-IF TEST BUTTON SHOWS GREEN, TRAILER IS OK TO USE -DO NOT USE TRAILER IF TEST BUTTON DOES NOT SHOW GREEN
PHYSICAL DAMAGE, DEFORMATION	-AT REGULAR INTERVALS, INSPECT TRAILER FOR ANY DAMAGE, DEFORMATION, MISSING OR BROKEN FASTENERS.	-VISUAL INSPECTION OF TRAILER FOR ANYTHING DAMAGED OR MISSING. -DO NOT USE TRAILER WITH ANY MISSING OR DAMAGED COMPONENTS
COUPLER	-PRE-TRIP INSPECT COUPLER FOR DAMAGE, MISSING OR BROKEN FASTENERS	-VISUAL INSPECTION -DO NOT USE TRAILER IF COUPLER IS DAMAGED
JACK	-ANNUALLY GREASE THE JACK MECHANISM.	-IF PROVIDED, USE THE GREASE ZERK. IF NOT, CONSULT THE MFG. USER MANUAL.