

BRC TRAILER GUIDELINES

This is a general guide to assist in the safe towing of the BRC trailer and could be applied to general trailer towing. The trailer is generally not heavy but it is bulky and carries on it valuable equipment

This is not meant to be a definitive guide to trailer towing. Please consult your car provider and automotive organization for further information.

Refer RMS website for general information about towing trailer
<http://www.rms.nsw.gov.au/roads/safety-rules/road-rules/towing.html>

DRIVERS

To tow the BRC trailer you must be approved by the Club Captain and complete a safety induction. The list of approved trailer drivers will be maintained by the Committee. Trailer drivers should carry a passenger to assist with reversing and maneuvering.

There are four important factors for safe towing :

1. trailer
2. car
3. loading of trailer
4. the path to regatta

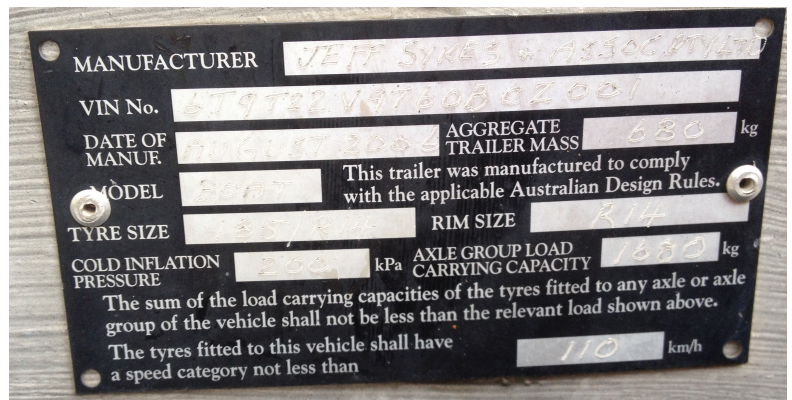
1. The Trailer

The trailer carrying capacity is noted on the compliance plate that is usually riveted in the tow hitch area of the trailer.

The BRC trailer weighs 680kg

The **axle group load carrying capacity** is the maximum combined weight of the trailer and the contents, which cannot exceed 1680kg.

This means that the stuff you put on the trailer cannot exceed 1000kg or 1 tonne in weight



Picture 1 : trailer compliance plate

2. The Car

The car must be registered and in good working order.

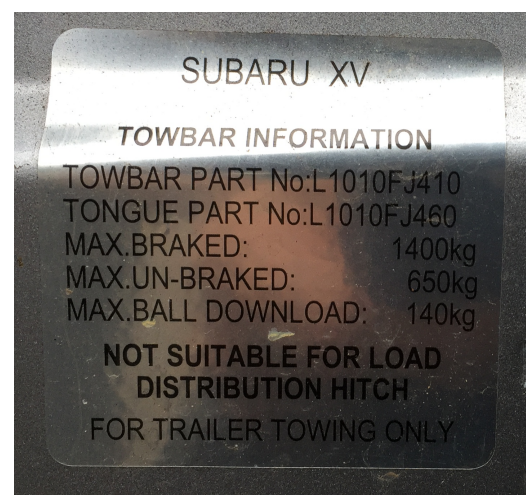
Cars/trucks have a maximum tow bar capacity this is noted as with or without brakes.

Towing capacity plate of the **car** is usually on a plate inside the driver's door this needs to be found and checked before towing.

There are two types of trailers braked and unbraked. The BRC trailer is a **braked trailer**.

The car in this picture can tow maximum 1400kg braked.

Picture 2 : sample car compliance plate.



3. The Load

The BRC trailer is a **braked trailer**, so the towing load is the combined weight of trailer (650kg) and the contents (boats + riggers - up to 1000kg). This is noted as **axle group load carrying capacity** on the trailer compliance plate and is 1680kg.

The driver must calculate the load. Do not rely on tyre sag or spring sag to approximate the weight.

For club class boats, calculate weight by adding totals for all boats :

- A eight (8+) has a typical weight of 110 kg (min 96kg)
- A four/quad (4x/+) a typical weight of 60 kg (min 52kg)
- A double (2x/+) has a typical weight of 40 kg (min 32kg)
- A single (1x) has a typical weight of 16 kg (min 14kg)
- A single of sculling blade weights 2.5kg
- A single sweep blade weights 6.5kg

Trestles, shade tents, toolboxes need to be added to the load

The **total internal weight** (boats + equipment +5% margin) cannot exceed the **axle load** on the **trailer compliance plate or 1000kg**.

The **total weight** (trailer weight + boats +5% margin) cannot exceed the **towing capacity** on the **car compliance plate or 1680kg**.

How much stuff you can put on the trailer is dictated by the CAR, not the trailer. If the car's towing capacity is 1400kgs, then the weight of (trailer) + (boats & equipment) + (5% margin) must be NOT more than 1400kgs.

If the trailer is fully loaded (to 1000kgs), the car used to tow the trailer **MUST** having a towing capacity for a braked trailer of at least 1680kg.

The driver must be satisfied that the trailer is within its load limits and the car is within its towing capacity. The car / trailer must be a safe total package.

Loading the trailer

The trailer load needs to be balanced so that there is not too much load on the tow ball. This is also noted on the cars compliance plate (picture 2).

You need some load on the tow ball to stop it from naturally wanting to come off the tow ball, but not so much weight that causes the car springs to sag. Think of the trailer as a balance beam with the extra weight the weight (designated on the cars compliance plate) on the tow ball. You can add/reduce weight by moving heavy objects like tents and tool boxes in front or behind the axle. The visual check is that the car springs should be slightly depressed when the trailer is loaded.

Boat Preparation and Loading

Preparation

- remove all fixed riggers from the shells
- section the eight (if required) into two parts (under supervision) and disconnect coxing speakers
- tie in the seats (Sykes boats) or remove seats entirely (all other boats).

Loading

- In general, large boats (pieces of the eight, quads and fours) are loaded **FIRST**, on the top racks
- smaller boats (doubles and singles) fill the lower racks.
- underslung sculls and additional equipment (trestles, oars , numbers etc) generally go in last.
- each boat is secured with two straps (one at each end of the boat) - don't use more than two straps.
- ensure that the strap buckles do **NOT** come into contact with the shells of the boats. If you're unsure how to tie a boat on, ask a more experienced rower, or your coach, the Club Captain, President, Boatmaster etc.
- singles need a wooden chock (taped to the trailer) under one end of the boat.

4. The Path to the regatta

Check your route well in advance of your journey.

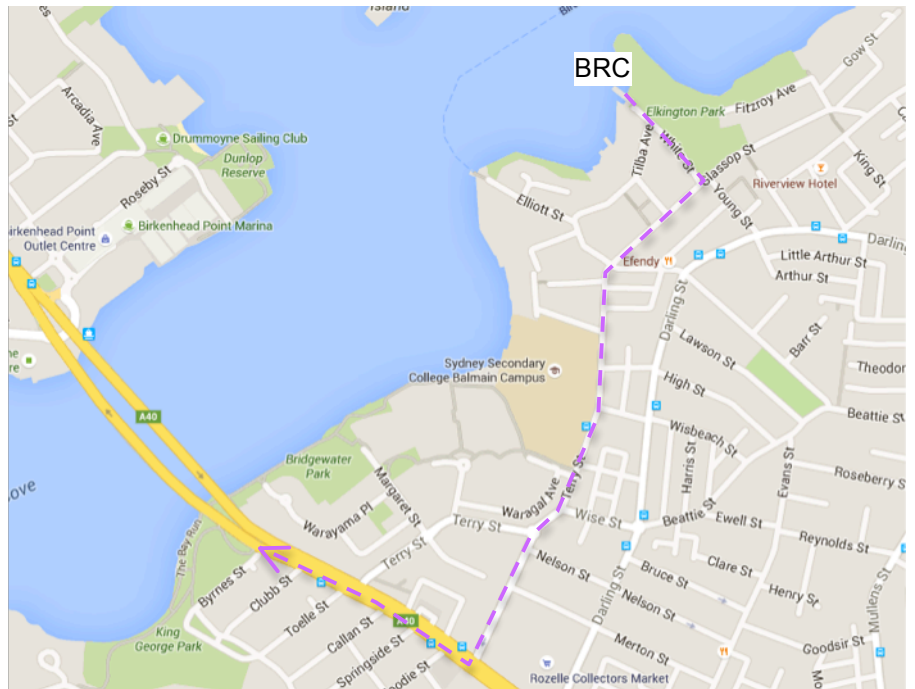
Before setting off check the road so that you are travelling along roads that have the maximum width. Whilst the trailer tracks fairly well behind the car wheels in a sharp turn allowance needs to be made to swing out so that the inside tyre does not mount the kerb. Also beware of depressions in the road and speed humps each must be negotiated carefully.

On highways drive 10K below the speed limit to ensure that you have time to react should a situation arise or to leave extra space for braking. Be aware that the car may need more space in which to brake because of the extra loads.

Be aware of cross winds because the loaded trailer has a very large surface area) particularly on raised bridges

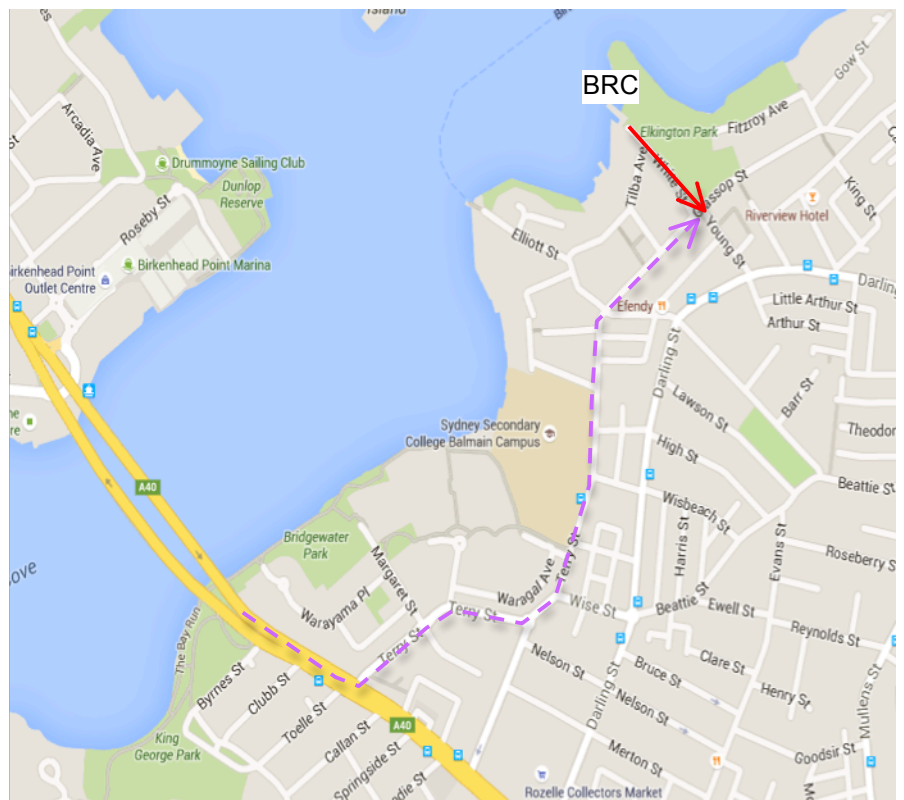
To SIRC / Nepean

- right into Glassop Street
- right onto Victoria Road
- left at Homebush Bay Drive
- right at M4



Returning from SIRC

- right onto M4
- right onto Victoria Road
- left into Terry Street
- reverse down White Street (with walking guide)



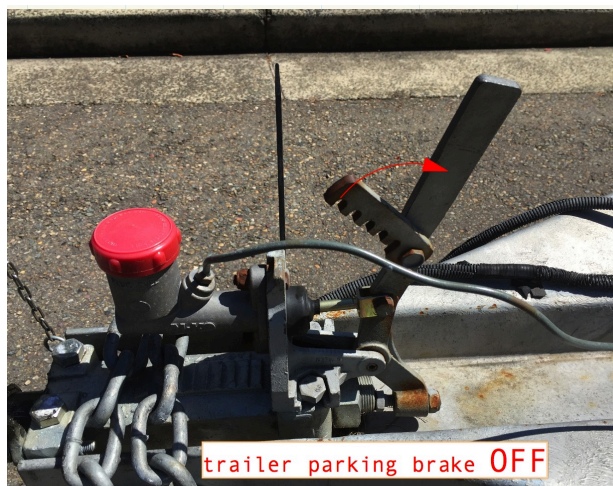
TRAILER CHECKLIST

Trailer contents

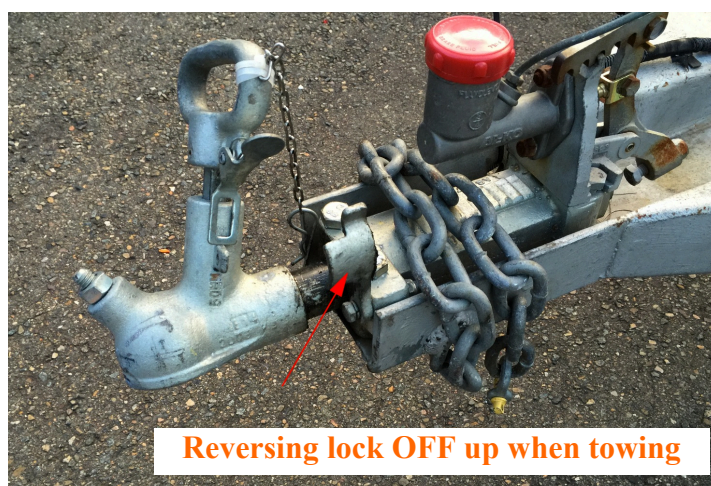
- seats are out (except Sykes boats, where the seats are tied in).
- boat straps are secure - two per boat
- rear flag is on the longest boat
- contents of tray is tied down
- forward overhang does not come into contact with the car when turning or driving through depressions in driveway or road.
- the boats are as forward as possible to prevent large rear overhangs

Attaching the trailer

- attaching the trailer to the vehicle is a TWO MAN job
- brake lock is off (picture 3).
- reversing lock is off (picture 4).
- both safety chains are secured to tow bar. If tow bar connection points allow, cross over chains under tow bar this is to stop tow hitch falling to the ground should the hitch separate from the tow ball. There needs to be enough slack in the chain to allow the trailer to turn, it cannot be tight when hitching.
- jockey / dolly wheel is off trailer completely and stored correctly (it'll fall off if you don't remove it).
- tyres are not deflated (ie. at correct pressure)
- all lights are working
- car mirrors are set correctly
- no ropes or straps are dangling outside of the trailer.



Picture 3 : trailer parking brake OFF



Picture 4 : Reversing lock OFF up when towing

Reversing the trailer

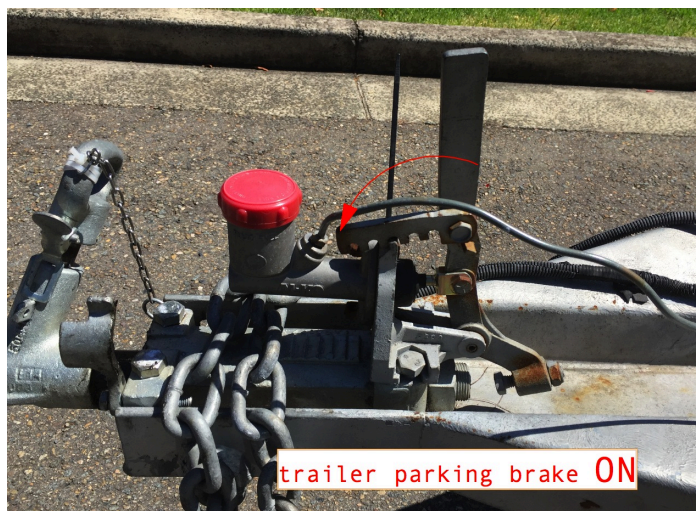
- Engage the reversing lock. (Picture 5.) This is to stop brakes engaging when you start reversing (the brake system on the trailer relies on this system to engage the brakes under normal forward driving decelerating trailer moves forward on tow bar to engage brakes)
- Assigned passenger to walk **beside** trailer in clear vision of the driver on the passenger side to guide against rear end collisions and to clear pedestrians
- *Do not walk behind the trailer when reversing*

Picture 5: reversing lock ON (down) only when reversing

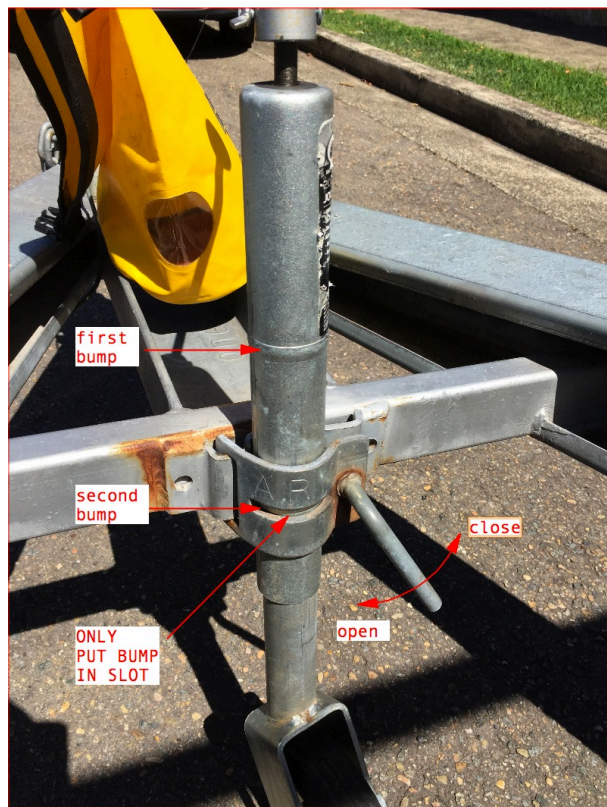


Parking and decoupling the trailer

- When away from the club choose only level ground
- Place chocks behind and in front of wheels
- Engage parking brake on car and trailer (Picture 6)
- Refit dolly wheel to lift tow hitch off car mounted tow bar. (Picture 7)
- Never attempt to lift the tow hook off the tow bar.
- Ensure the bump in the dolly wheel shaft corresponds to the slot in the bracket & the locking bolt is tight before winding the handle.
- Disconnect chains and wiring connection before driving car away from trailer.



Picture 6: trailer parking brake ON



Picture 7: key features and operation of dolly wheel

MAINTENANCE

The yearly safety check for the trailer is due with it's registration in August each year.

The trailer needs to be towed to an accredited trailer repair centre to obtain its roadworthiness certificate (pink slip).

This check includes brakes, lights, hitch, structural overview (rust), spring bushes are OK.

Prior to this check, any surface rust must be removed and painted with cold galvanising paint to ensure that terminal heavy rust (which is detrimental to the engineering strength of the trailer) does not become established.

Every two months, the follow checks need to be performed.

- Check there is oil in the brake cylinder and top up if necessary. Oil is kept in trailer tool box.
- Check tyre pressures correct (200kpa) including spare
- Check Tool box contents :-
 - ~ Flag for long load - available Reece plumbing or hardware stores
 - ~ Wheel brace to undo spare tire and wheel rim nuts
 - ~ Wheel stops
 - ~ Extra boat straps (3)
 - ~ D shackle (galvanised not stainless) largest size that will fit through chain.
 - ~ if anything is missing - speak to the President.

Any contributions to this policy should be emailed to president@balmainrowingclub.com.