



OPERATIONS MANUAL



“The Ride-On / Raise-Up; Fold Up / Stand Up” PowerSport “Combo” Trailers



All Trailer Models:

- CRUISER / SPORT Class
- OFF-ROAD / DIRT Class
- POWER SPORT / UTILITY Class

WARNING

**BEFORE USE
PLEASE READ ALL WARNINGS AND
INSTRUCTIONS TO PREVENT SERIOUS INJURY**

PATENT NO. US 7,909,355 B2

Drop-Tail Trailers | 11500 South Pipeline Rd. | Eules, Texas 76040
Toll Free 877-284-9008 | www.droptailtrailers.com

***“Thank you” for purchasing the finest Power Sport ‘Combo’
Trailer in the Industry - Drop-Tail Trailer.***

“The Ride Up - Raise Up; Fold Up - Stand Up” Trailers.

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Trailer Specifications:

(All Models)

- **Class I & Class II Trailers**
- **2" Ball 'Hitch' Coupler**
- **Hitch Height 18" to 19" (top of ball)**
- **High strength Tubular Frame design with 3 to 1 safety factor ratio**
- **Trailer Models GVWR:**
 - **91" wide Trailer models = 2,700 GVWR**
 - **65" wide Trailer model = 2,000 GVWR**
- **13" Custom Wheels**
- **Radial Trailer Tires ST175 / 80R13**
- **(Heavy Duty) HD Torsion Axle Suspension**
- **Sealed Wheel Bearing Hubs with Grease-zert**
- **Built-in Coupler Handle**
- **Recessed LED Lighting**
- **Integrated Spare Tire mount location under rear platform**
- **Powder Coat finish w/ TGIC UV protection paint**
- **Hitch Pin for Coupler included with all Drop-Tail Trailers**

Trailer Features:

(All Models)

- **Incorporated Drop-Tail 'IHDTs' feature that enables the Tail section of the trailer to Drop, allowing for easy and safe loading and unloading of most all PowerSport Equipment.**
- **Intergraded multi-position 'modular' quick change Cycle Chock mount locations.**
- **Multiple flip-up 'Tie-Down' locations**
- **Easily convert to 'Utility Flatbed' configuration with quick removal of Cycle Chocks.**
- **Tailgate / Ramp able to pin at 45 & 90 degree angles.**
- **Can be towed unloaded in either the 'Fold-Up or Flat' configurations.**
- **Conveniently 'Folds-Up & Stands-Up' for garage storage.**
- **Tailgate / Ramp converts to a convenient 'Storage Table' while in Stand-Up storage mode.**
- **Aluminum and Expanded Metal decking model options**
- **Ability to quickly transfer Cycle Chocks from trailer to other Drop-Tail Accessories such as Floor-Stands & Cycle Glyder PRO.**

Trailer Hitch Height & Ball Size:

- **65" Trailer** - use minimum of a **Class I Hitch** with a **2" Ball** on your tow vehicle.
- **91" Trailers** - use minimum of a **Class II Hitch** with a **2" Ball** on your tow vehicle.

(Be sure to purchase a Hitch that will allow the trailer to be level while in tow)

- The proper Hitch Height for all Drop-Tail Trailer models is approximately **18" to 19"** as measured from the ground to the top of ball.
- Ensure the trailer is level when in tow.

Trailer Hitching to Tow Vehicle:

Hitching your trailer to your tow vehicle usually is a one-man job, but it is easier if you have a second person to help you. See the basic steps below:

1. Back your tow vehicle as close as possible to the trailer; it's easier and safer, than pulling the trailer to your car or truck.
2. Check to be sure the coupler locking device is released.
3. Raise the front end of the trailer, position the coupler directly over the hitch ball and lower until it is all the way down over the ball.
4. Check under the coupling to be certain that the ball clamp is **BELOW THE BALL** and not riding on top of the ball.
5. Lock the coupler to the hitch ball. To be sure it is in the locked position and securely in place; raise up on the trailer tongue. If it comes loose from the ball, unlock and go back to Step #3.
6. Attach & secure Safety Cables to tow vehicle.
7. Connect trailer wiring harness to lighting system of tow vehicle and check operation.

Trailer Unloaded:

Our unique design allows the trailer to be towed 'unloaded' in either the "Fold-Up" or "Flat" configurations due to our rear Platform Auto-Lock feature.



Trailer Feature Operation Instructions:

WARNING!!

TO PREVENT INJURY OR PROPERTY DAMAGE

- Trailer must be securely & properly connected to tow vehicle before utilizing Drop-Tail 'IHDTs' operation.
- Ensure trailer is in proper working condition.
- Use proper Class Vehicle Hitch based on Trailer Model requirements.
- Do NOT exceed GVWR for trailer.
- Keep Hands and Feet away from Tires & Wheels.
- Keep children away when loading or unloading.

Drop-Tail 'IHDTs' Operation

To Lower Rear Platform: (w/ Trailer hitched to tow Vehicle)

1. Disengage Ring Clip Pins from each side of Tailgate Ramp to lower Ramp.
2. Ensure the Pump Release Knob is fully closed by rotating 'Clockwise'.
3. Pump Handle to release pressure off Latches and Latch Handle moves freely.
4. While holding the Latch Handle down, slowly turn the Pump Release Knob 'Counter-Clockwise' to lower Rear Platform to ground.

To Raise Rear Platform: (w/ Trailer hitched to tow Vehicle)

1. Raise Tailgate Ramp and secure with Ring Clip Pins on each side of Tailgate Ramp. Pin either at a 90 or 45 degree angle.
2. Ensure the Pump Release Knob is fully closed by rotating 'Clockwise'.
3. Pump Handle to raise Rear Platform; pump until Latches fall into latched position.
4. Turn Pump Release Knob 'Counter-Clockwise' to release pressure and allow Rear Platform to engage Latches and settle to a flat, level position.

Storage Configuration Operation

Fold Up; Stand Up: (w/ Trailer hitched to tow Vehicle and Unloaded)

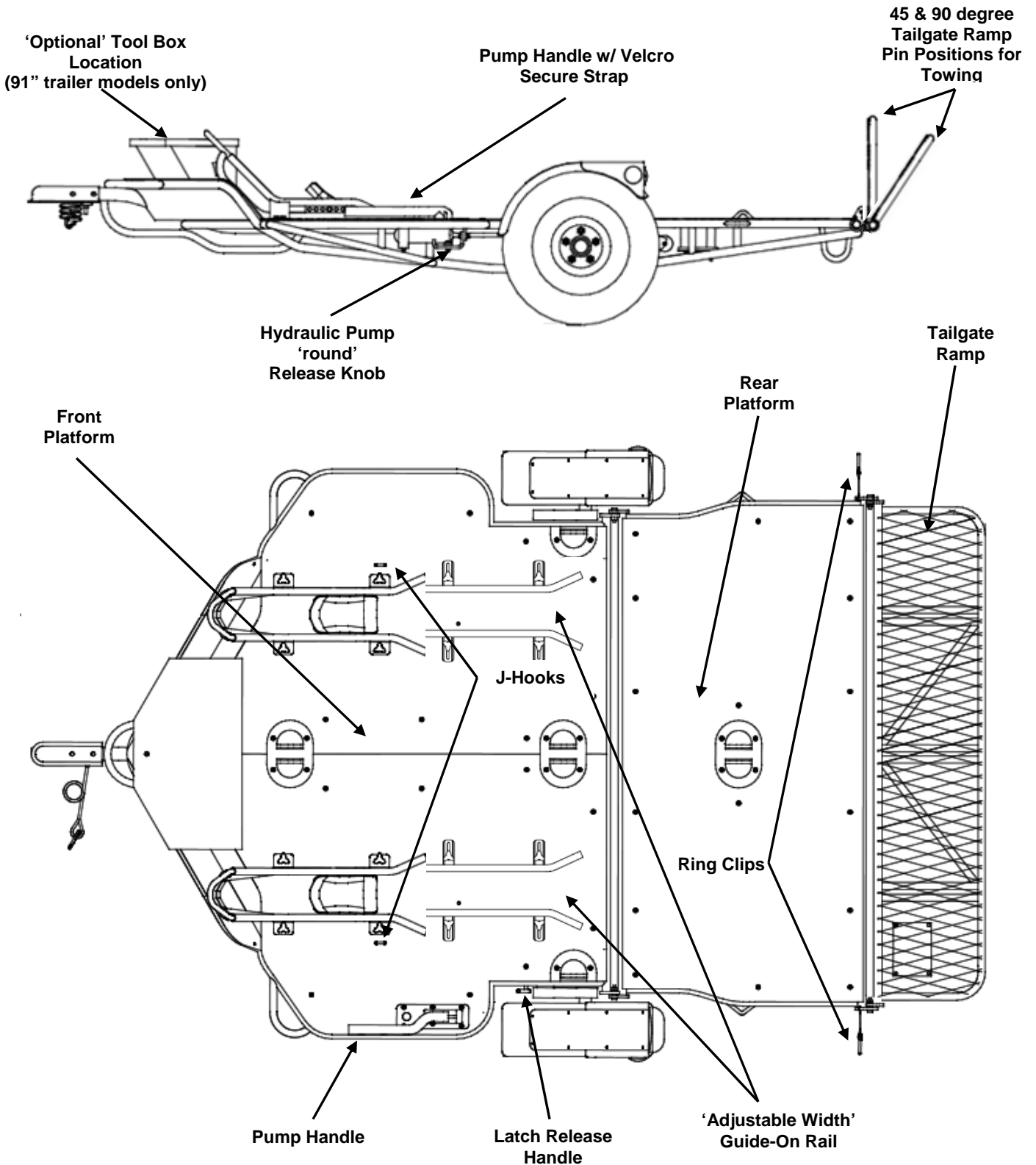
1. Ensure Trailer is in flat, level position and Tailgate Ramp is pinned in the 'forward most' position.
2. Pump Handle until Latch Release Handle moves freely; hold Latch Release Handle down and continue to pump to raise the Rear Platform to its maximum height and stops.
3. With one or two persons; one on each side of the Rear Platform, carefully fold the Rear Platform onto the Front Platform.
4. Locate both J-Hooks to secure the Rear Platform to the Front Platform, connect by 'pulling up & twisting' to insert J-Hooks into holes on Tailgate Ramp.
5. On the Rear Platform pull Release Pins to 'Rotate and Lock' Caster Wheels to the down position. Ensure Caster Wheels are rotated to the down position before Standing Up.
6. Using recommended two persons unhitch trailer and carefully rotate to Stand-Up.

NOTE: Empty ALL Contents from Tool Box before Standing Up.

Drop-Tail 'IHDTs' Operation Components:

(See detailed Operation Instructions on Page 5)

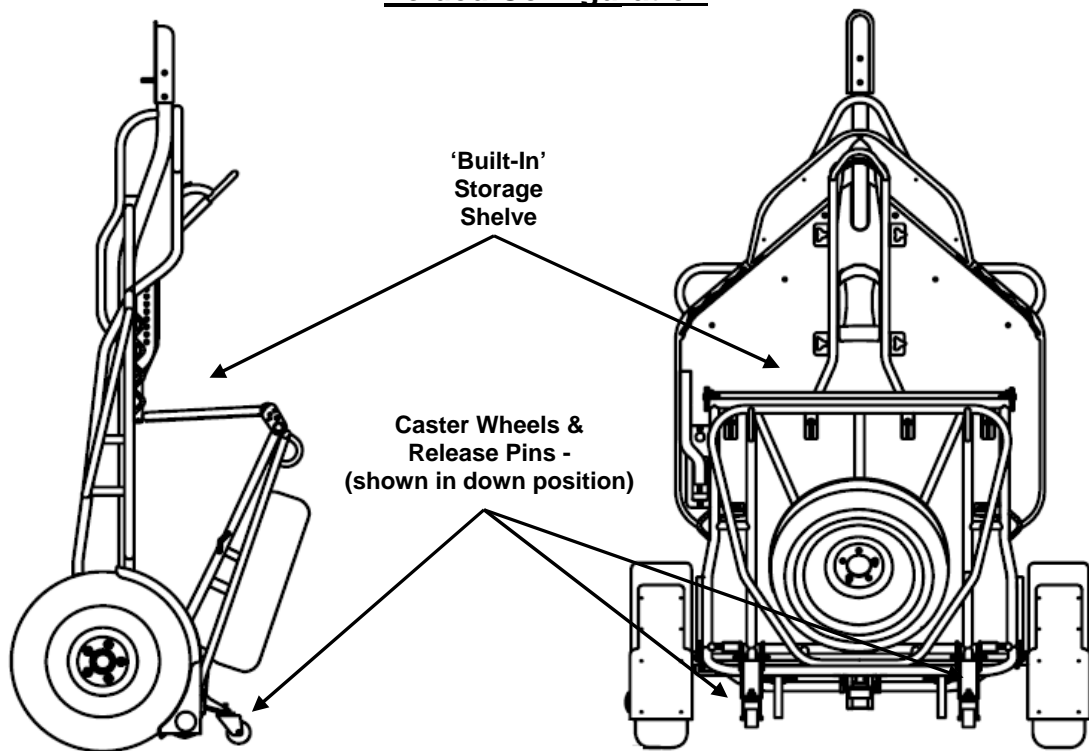
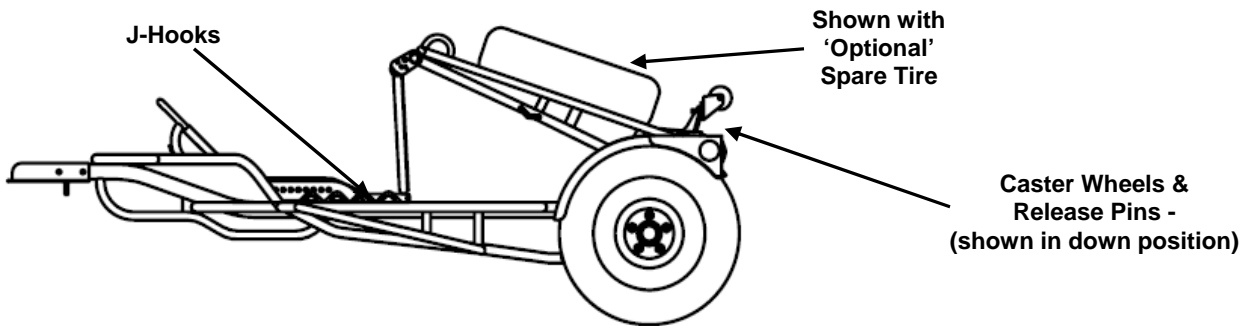
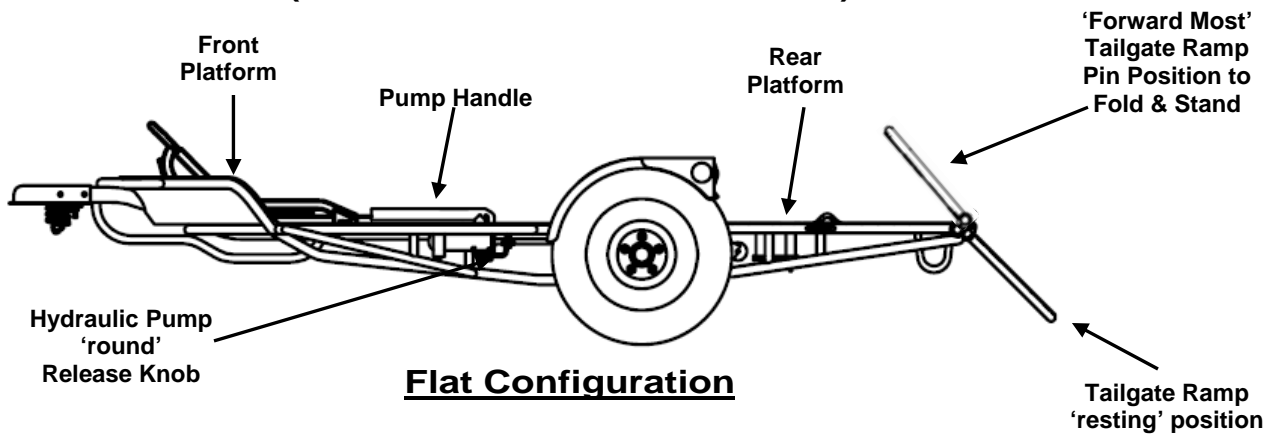
(91" wide Trailer Model shown)



'Storage Configuration' Operation Components:

(See detailed Operation Instructions on Page 5)

(65" wide Trailer Model shown)



Ride-On 'Loading' Procedures:

WARNING!!

TO PREVENT INJURY OR PROPERTY DAMAGE:
Ensure Trailer is securely & properly hitched to Tow Vehicle before utilizing the Drop-Tail 'IHDTs' operation.

CAUTION!

ALWAYS CHECK FOR INTERFERENCE BEFORE LOADING.

NOTE:

Drop-Tail PROMAX & PROLYTE Cycle Chocks are designed to attach and function with all Drop-Tail Trailers models along with other flat bed trailers capable of hauling motorcycles using the included Universal Trailer Mount Kit.

Motorcycles: (DT Cycle Chock(s) mounted to trailer)

1. Lower Rear Platform as per Operation instructions.
2. Ensure the Cycle Chock's Pivot Cup is properly adjusted and in open position.
3. Mount bike and line-up to center of Cycle Chock.
4. Slowly and carefully, with feet in down position; ride bike up the rear platform until front wheel fully engages into the Cycle Chock.
5. Shut off power and leave in 1st gear.
6. Carefully dismount bike and secure the front and back with Tie-Down Straps.
7. Using ratchet style Tie-Down Straps, locate Trailer 'flip-up' Tie-Down anchor points to attach straps.
 - **Position for Front straps:** should be 'forward and down' to the trailer from the bike's frame or 'solid type' handlebars. Compress front suspension to 75% minimally.
 - **Position for Rear straps:** should be to each side of the bike and down to the trailer or truck bed anchor points. Ensure the bike is straight and firmly in place when completed. Compression of rear suspension is not necessary.
8. Raise Rear Platform as per Operation Instructions.
9. Ensure Tailgate / Ramp is properly pinned.

NOTE:

Due to utilizing a HD Torsion Axle with Independent Suspension, you can easily and safely haul one large motorcycle on either the Driver-side or Passenger-side without effecting trailering characteristics.

Ride-On 'Loading' Procedures: (Con't)

ATV(s): (No DT Cycle Chocks mounted to trailer)

1. Lower Rear Platform as per Operation instructions.
2. Slowly and carefully, ride ATV up the rear platform as far onto front deck as possible.
3. Shut of power and leave in gear.
4. Repeat for additional ATV
5. Carefully dismount ATV and secure with Tie-Down Straps.
6. Raise Rear Platform as per Operation Instructions.
7. Ensure Tailgate / Ramp is properly pinned.

NOTE: To haul two large ATVs, it may be necessary to turn sideways once on trailer.

UTV & Golf Carts: (No Cycle Chocks mounted to trailer)

1. Lower Rear Platform as per Operation instructions.
2. Slowly and carefully, drive UTV or Golf Cart up the rear platform as far onto front deck as possible.
3. Shut of power and leave in gear and apply emergency brake.
4. Secure UTV or Golf Cart with Tie-Down Straps.
5. Raise Rear Platform as per Operation Instructions.
6. Ensure Tailgate / Ramp is properly pinned.

NOTE: In some cases to obtain proper tongue weight to reduce possible trailer swaying, it may be necessary to back the UTV or Golf Cart onto trailer.

Riding Mowers & Misc: (No Cycle Chocks mounted to trailer)

1. Lower Rear Platform as per Operation instructions.
2. Slowly and carefully, drive Riding Mower up the rear platform as far onto front deck as possible.
3. Shut of power and leave in gear and apply emergency brake.
4. Carefully dismount Riding Mower and secure with Tie-Down Straps.
5. Raise Rear Platform as per Operation Instructions.
6. Ensure Tailgate / Ramp is properly pinned.

NOTE: In some cases to obtain proper tongue weight to reduce possible trailer swaying, it may be necessary to back the Riding Mower onto trailer.

NOTE:
ALWAYS USE TIE-DOWN STRAPS WHEN HAULING OR TRAILERING!!

Trailer Configurations & Dimensions:

(91" Wide Trailer Models w/ Aluminum or Expanded Metal Decking)

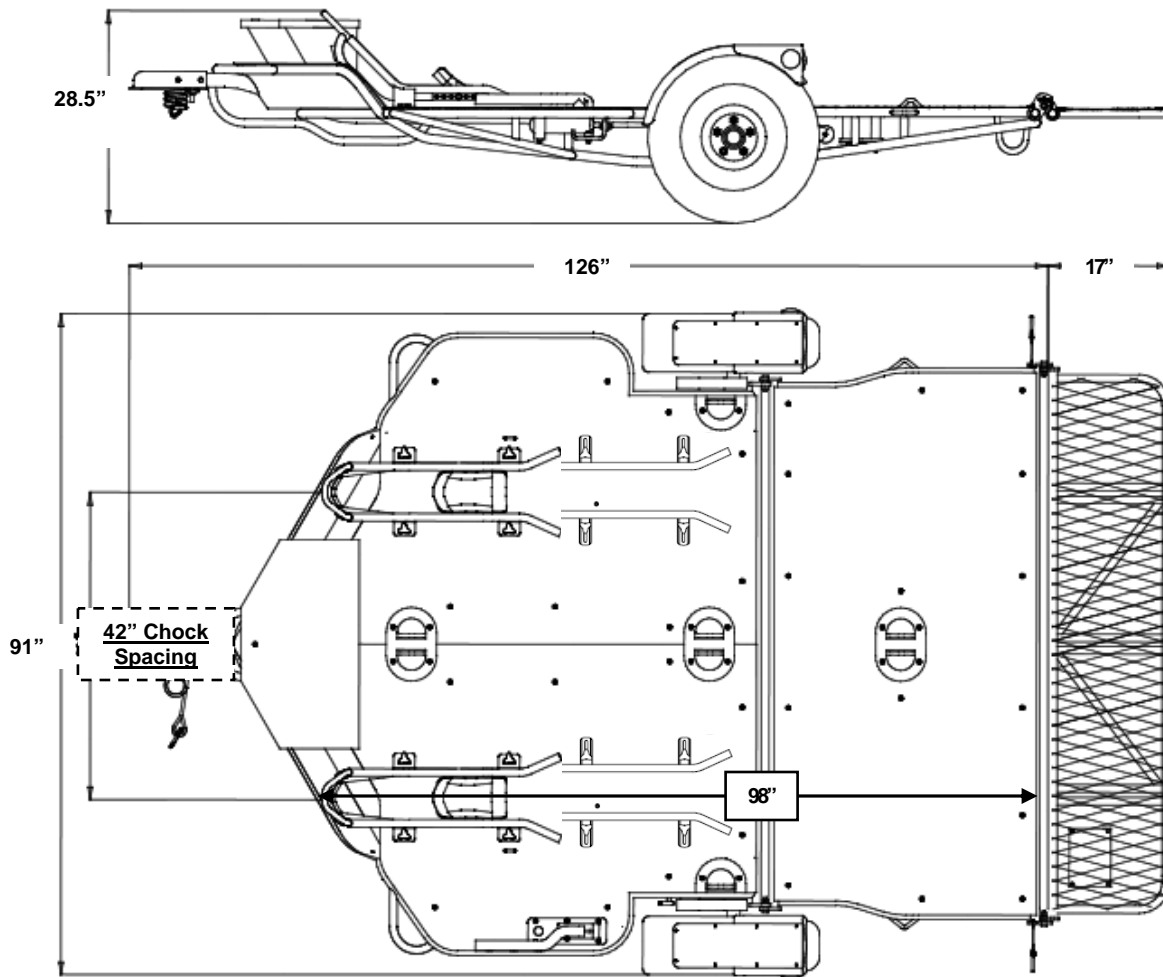
All (91" wide) Drop-Tail Trailer models have the ability to quickly relocate the 'modular' Cycle Chocks to four different locations or simply add a third center Cycle Chock for a 'Three-Up' configuration for smaller motorcycles.

You can also remove all Cycle Chocks, Tool Boxes, etc. for Utility Flatbed use.

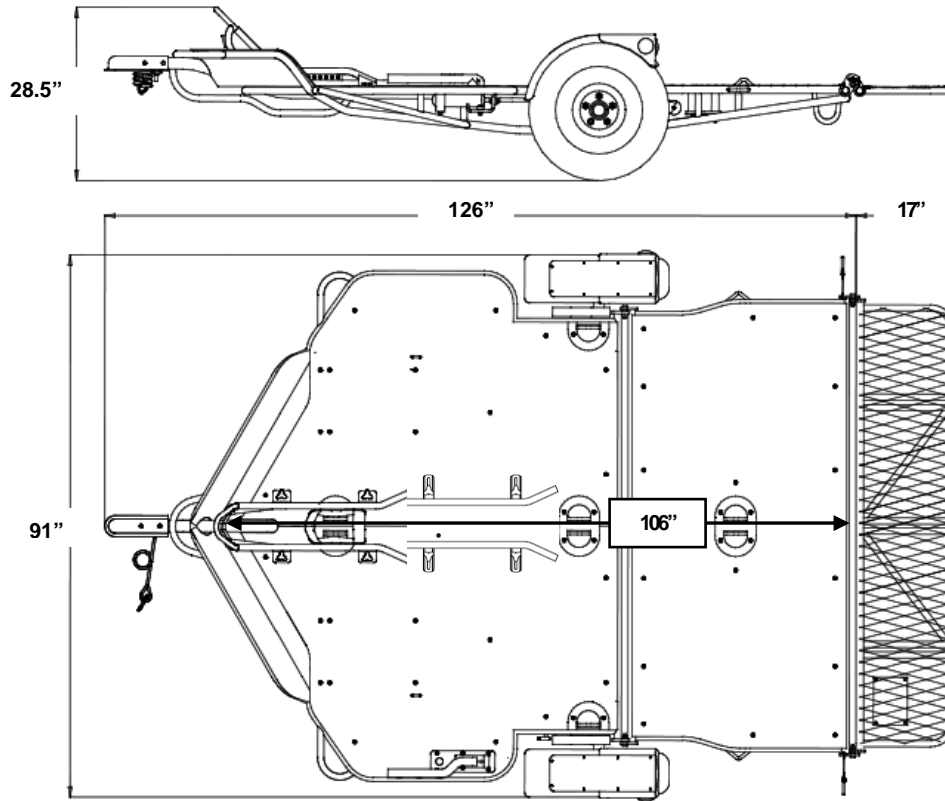
'Modular' PROMAX / PROLYTE Cycle Chock mounting locations:

- #1 & #2 Chocks Locations..... 'Side by Side' (Drivers Side / Passenger Side)
- #3 Chock Location..... 'Front / Center' (w/ No Tool Box)
- #4 Chock Location..... 'Back / Center' (w/ Tool Box)

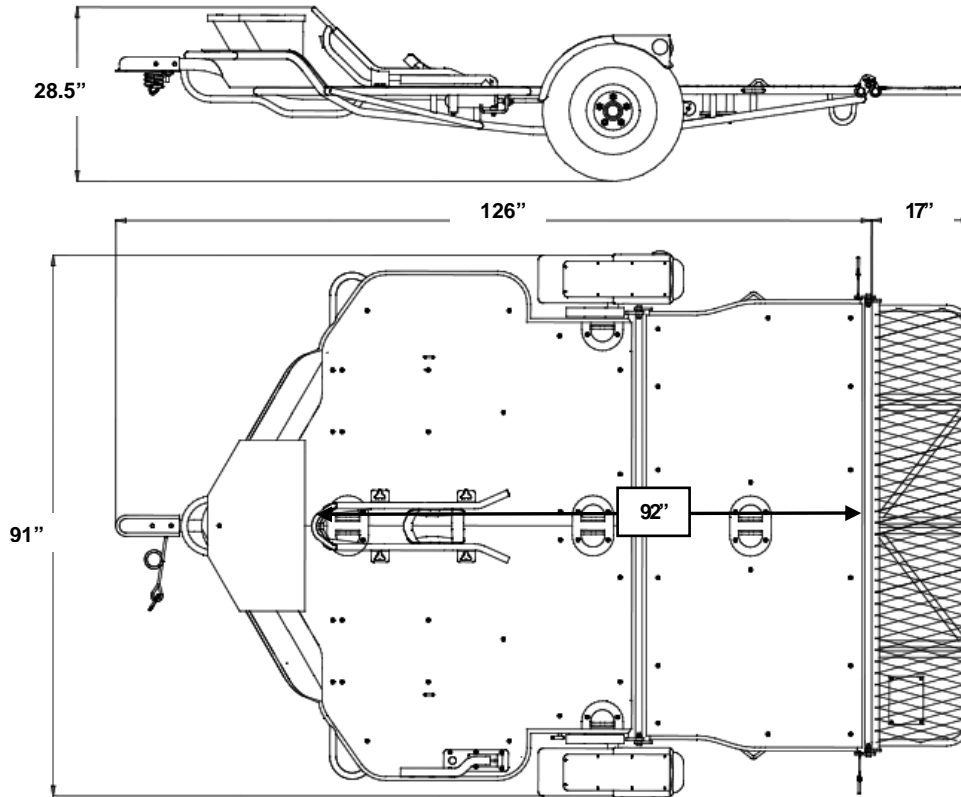
(91" wide) 'Side by Side' Cycle Chocks locations



(91" wide) 'Front / Center' Cycle Chock location – (No Tool Box)



(91" wide) 'Back / Center' Cycle Chock location (w/ Tool Box)

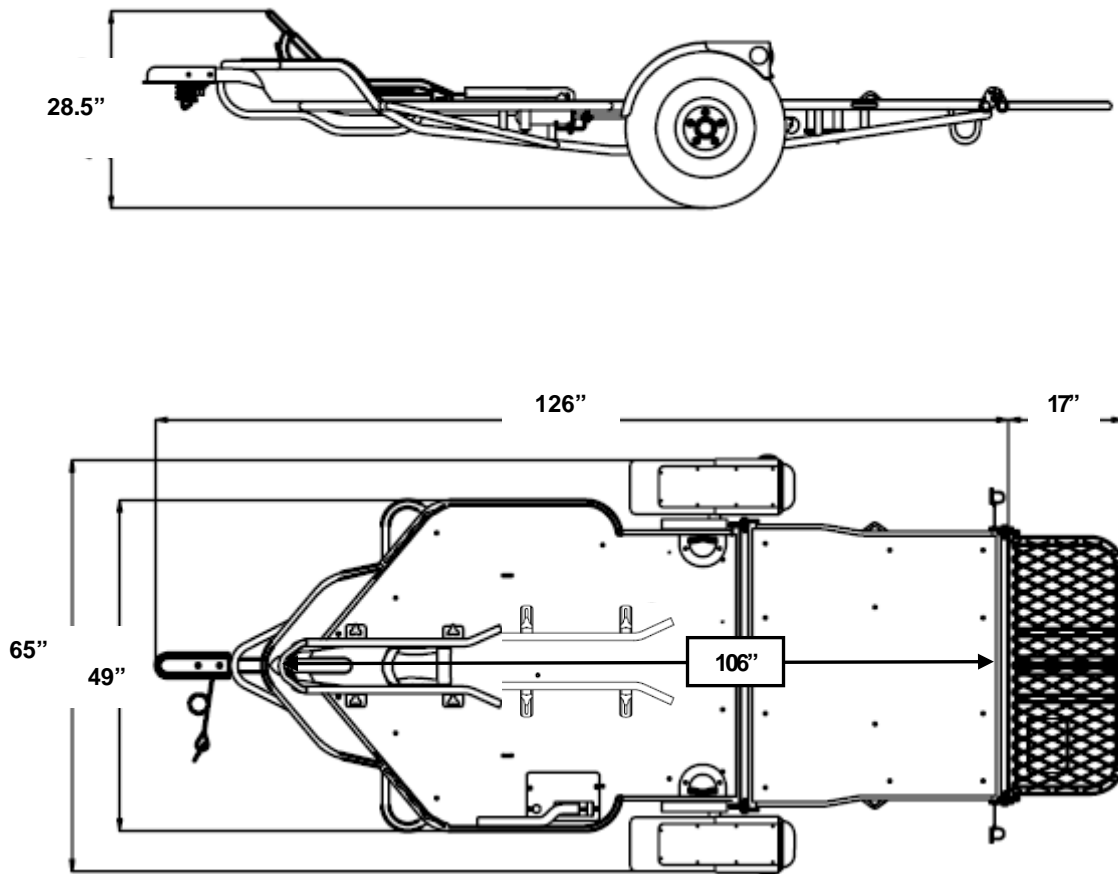


(For smaller Single Bike placement and/or for 'Three-Up' placement only - No Guide Rails this position)

Trailer Configurations & Dimensions: (65" Wide Trailer Model)

The (65" wide) Drop-Tail 'One-Up' Trailer model has the ability to quickly remove the 'modular' Cycle Chock to haul a smaller type ATV or simply for Utility Flatbed use.

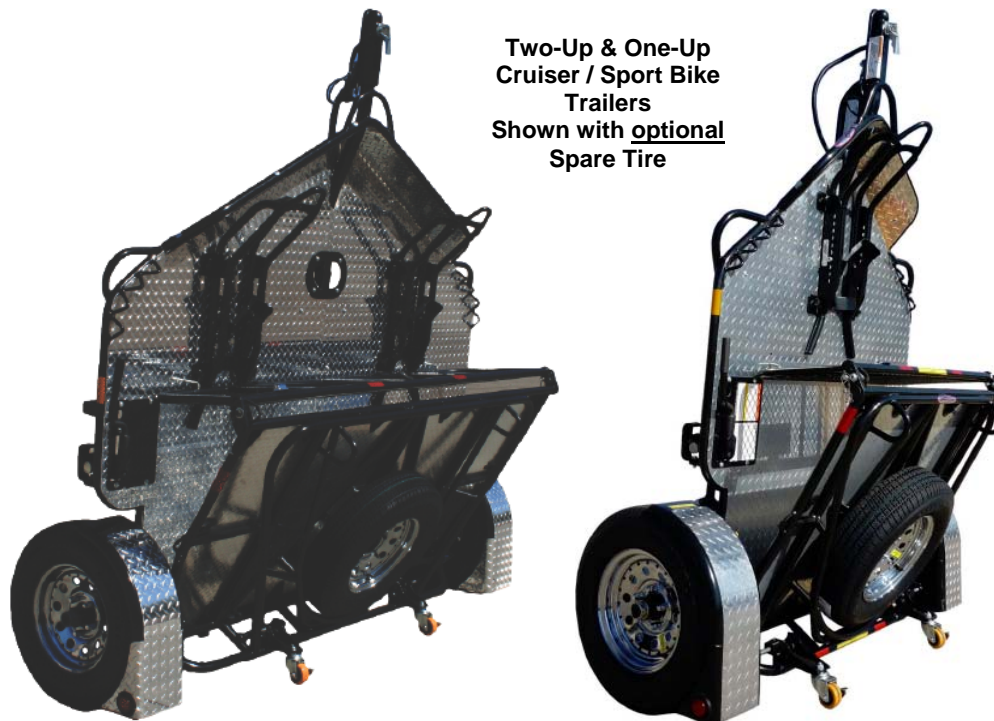
(65" wide) 'Front / Center' Cycle Chock location (Only Cycle Chock position for this model)



NOTE: The Cycle Chock placement for the One-Up Cruiser / Sport Bike Trailer can only be mounted in the 'front/center' position as shown above.

(Tool Box not available for 65" wide model)

Trailer Stand-Up 'Storage' Configuration:



Stand-Up 'Storage' Dimensions:

- 65" wide Trailer Models -Height 94" / Depth 40"
- 91" wide Trailer Models -Height 94" / Depth 40"

Stand-Up 'Storage' Weights to Raise:

- 65" wide Trailer Models - range 80 lbs to 90 lbs.
- 91" wide Trailer Models - range 110 lbs to 124 lbs.

Trailer Maintenance & Inspection:

(Also refer to Trailering Check List & Trailer Safety Tips in following pages)

Trailer: Inspect trailer to ensure it is in proper working condition before each use. Check that all connections are properly tightened and the Hand Pump and Hydraulic Cylinder work properly without fluid leaks.

Coupler: Periodically apply grease to the ball socket and the clamp face to prevent excessive friction and wear. Also, oil pivot points and sliding surfaces of the coupler's latching assembly periodically as well. Keep Coupler off ground.

Torsion Axle: Inspect for bending, loose fasteners and wear every 6 months or 6,000 miles.

Wheel Hubs: Inspect for corrosion or wear, clean and apply grease every 12 months or 12,000 miles using the grease-zert located behind rubber dust cover.

Tires: Keep your tires air pressure at the maximum PSI recommended on the sidewall of tire. Visually check trailer tires before each use. Replace Trailer tires every 3 to 5 years.

TRAILERING TACTICS:

With a trailer in tow you are operating a vehicle combination that is longer, heavier and sometimes wider and taller than your car or truck. This means you will have to make a few adjustments in your normal driving practices to compensate for the difference. Here are a few tips to help you enjoy carefree trailering:

TAKE A "SHAKEDOWN CRUISE"

Before you make your first trip with your trailer, make at least one short trial run to familiarize yourself with its handling characteristics and to be sure everything is working properly - lights, hitch, etc.

SLOW DOWN

There is less strain on your car, trailer and equipment at moderate to slow speeds. Also, many states have lower speed limits for vehicles towing vehicles.

ALLOW EXTRA TIME AND SPACE

You'll need more of both when passing and stopping, especially if your trailer is not equipped with brakes.

CHECK REAR VIEW MIRRORS

Install outside rear view mirrors on both sides of the tow vehicle. Make it a habit to check the mirrors at frequent intervals to be sure your trailer and equipment are riding properly.

SWING WIDER

Trailer wheels are closer to the inside of turns than the wheels on your car or truck, this means you should swing wider at curves.

PASS WITH EXTRA CARE

With a trailer in tow you'll need more time and distance to accelerate, get around a slower vehicle and return to the right lane.

WATCH THE WIND

Be prepared for sudden changes in air pressure and/or wind buffeting when larger vehicles pass you from either direction. Slow down a little and keep a firm hold on the steering wheel.

CONSERVE FUEL

Wind resistance against the load and trailer can reduce your gas mileage significantly, especially at higher speeds. Streamline your rig with a cover, and make sure any hatches are closed securely.

AVOID SUDDEN STOPS AND STARTS

Even if your trailer has brakes, a sudden stop could cause it to skid, slide or even jackknife. (Be especially careful to avoid the necessity for quick stops while turning.) Smooth, gradual starts and stops will improve your gas mileage and put less strain on your tie downs, etc.

SIGNAL YOUR INTENTIONS

Well before you stop, turn, change lanes, or pass, use your light signals to let other vehicles know what you intend to do.

SHIFT TO LOWER GEAR

If your tow vehicle has a manual transmission, traveling in lower gear when going up steep hills or over sand, gravel, or dirt roads will ease the load on your engine and transmission. If your tow vehicle has an overdrive gear (manual or automatic) you may get better gas mileage in a lower gear.

ALWAYS BE COURTEOUS

Make it as easy as possible for faster moving vehicles to pass you. Keep to the right side of the road and be prepared to slow down if they need extra time to return to their proper lane.

DON'T TAILGATE

Allow at least one car and trailer length between you and the car ahead for each 10 mph on your speedometer.

IF A PROBLEM OCCURS

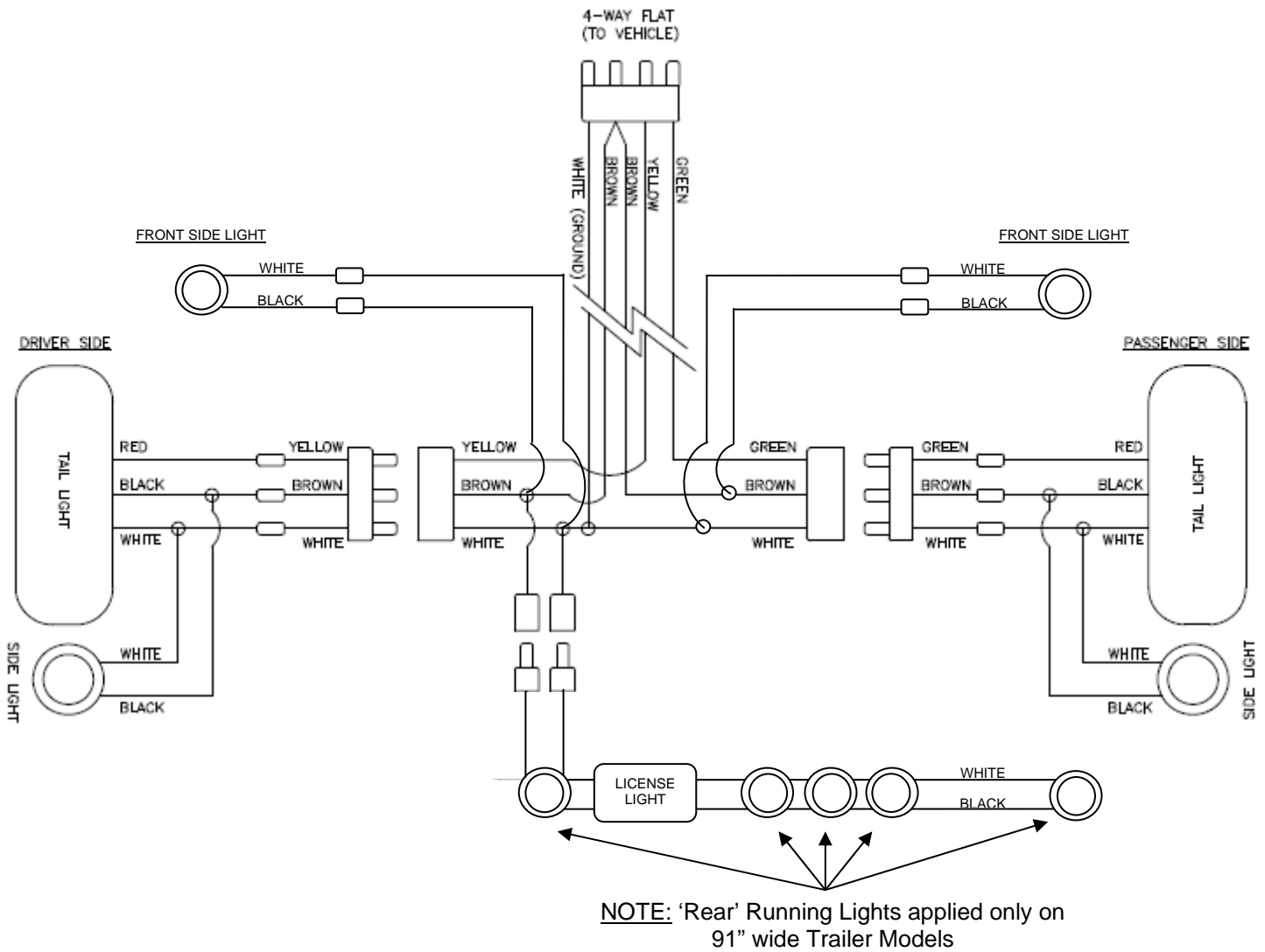
The general rule is stay cool. Don't panic and don't do anything any more suddenly or violently than you have to. A sudden bumping or "fishtailing" may be a flat tire. Don't jam on the brakes or mash the accelerator to try to "drive out of it". Stop slowly and in as straight a line as possible. If conditions permit, allow your rig to coast to a very slow speed and try to avoid braking, except when your wheels are straight ahead and the trailer and your tow vehicle are in line. If your trailer begins to fishtail as you accelerate to highway speed, back off a little and it should cease. If it begins again as you accelerate, stop and check your load. It probably is not evenly distributed side to side or it is too far back so the hitch load is low. Redistribute your load before continuing.

TRAILERING CHECK LIST

To avoid any problems or breakdowns on the highway, you should make a final check of the following items before every trip and each time you stop for gas:

- **TRAILER HITCH.....** Is it securely in place on the tow vehicle?
- **COUPLER.....** Is locked to the hitch ball? To be sure it is, raise the trailer tongue.
- **SAFETY CABLE(S)...** Are they properly attached to the trailer hitch? It is tight enough to keep it from dragging on the ground but with enough slack for tight turns?
- **LIGHTS.....** Are they connected to the tow vehicle and working properly? Have a second person step on the brake and operate the turn signal as you check the lights to be sure.
- **TIE DOWNS.....** Is your load tied down and tightly secured?
- **WHEELS / TIRES.....** Are tires properly inflated? Be sure to check while they are cold.
- **LUG NUTS.....** Are lug nuts tight?

Trailer Electrical Diagram:



Trailer Electrical Maintenance:

1. At least once to twice a year, trace the wiring system from the tow vehicle to the trailer and back. Look for bare wires, cracked or chafed insulation and corroded or rusted terminals. Replace any parts that are damaged or badly worn.
2. A little dab of waterproof grease on plug contacts will help to prevent rust and corrosion.
3. Before every trip, check for burned out or broken bulbs, cracked or broken light lenses, etc.

Trailer Safety Tips:

NOTE: Trailer laws covering such things as brakes, lights, safety chains, licenses, etc., will vary from state to state. Be sure that your trailer is in full compliance with your state laws. Your trailer dealer usually can help you in this regard. If not, contact your nearest State Motor Vehicle Department Office for full information.

THE PROPER MATCH

The key to carefree trailering is proper matching of equipment and trailer. A proper match is one in which the trailer is designed and built to carry the full weight of your equipment and gear, and which provides proper support.

LOAD CARRYING CAPACITY

All Drop-Tail Trailers have a certification label with VIN number attached to the forward drivers' side part of the trailer. It is required to show the gross vehicle weight rating (GVWR.) which is the load carrying capacity plus the weight of the trailer itself. Be sure that the total weight of your equipment, gear and trailer do not exceed the GVWR. If you don't know the correct weight of your equipment and gear, don't guess - have it weighed. This usually can be done at a local public scale.

WEIGHT DISTRIBUTION

Improper weight distribution can cause a trailer to "fishtail" (sway from side to side) as it moves down the highway, putting excessive strains on both towing vehicle and trailer, increasing gas consumption and sometimes causing an accident. The most effective way to guard against fishtailing is to make sure that the weight load on your trailer is properly distributed with more tongue weight than weight at the rear of trailer.

SAFETY CABLES

Safety cable(s) on your trailer provides added insurance that it will not become detached from the towing vehicle when underway. You should make sure that the safety cable(s) are correctly attached between the towing vehicle and trailer before each trip. The safety cables should be loose enough to make full turns, but tight enough to prevent trailer contact with the road if the ball and coupler should become detached.

LIGHTS

State and Federal regulations require all types of trailers to be equipped with tail, stop, turn and side marker lights. Trailers more than 80 inches wide also are required to have clearance and identification lights. Lights that comply with these regulations are supplied by Drop-Tail Trailers, but it is the owner's responsibility to maintain them in good operating condition at all times.

LUG NUTS

The wheel may reseal itself slightly after the first miles of travel. During the first 25 - 50 miles, check wheel bolt tightness. Before each trip, check for loose or missing lug nuts. When tightening lug nuts, use a wrench of the right size, and if you lose a nut, replace it promptly. You should tighten lug nuts to wheel manufacturer's recommended foot pounds of torque.

TIRES

The most common cause of tire trouble is under-inflation. It is important, therefore, that you always maintain full air pressure, as indicated by the tire manufacturer on the tire's sidewalls. Always check air pressure when tires are cold.

LUBRICATION

Inspect Wheel Hubs for corrosion and wear; apply grease via the grease-zert every 12 months or 12,000 miles.

TIE-DOWNS

Insuring that your equipment is held securely in place on the trailer, especially when underway, is extremely important. If it is not firmly and properly secured, your equipment can be damaged as it bounces against the supports - or it may slide or fall off the trailer while being towed.

Reporting Safety Defects

49 CFR Part 575.6 (a) (2) (i-ii)

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Administration (NHTSA) in addition to notifying Drop-Tail Trailers, LLC.

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, NATSA cannot become involved in individual problems between you, your dealer, or Drop-Tail Trailers, LLC.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov>; or Write to: NHTSA, US Department of Transportation, 1200 New Jersey SE, Washington, DC 20590





Limited Warranty Policy

Limited Warranty Periods:

- **Trailers & Accessories:** 1 Year (12 months) from the original date of purchase.
- **Hydraulic Cylinders, Rams, Hose Assemblies, and Fittings:** 2 Years (24 months) from the date of purchase.
- **Sub-Component Items:** Many sub-component items are warranted separately by the respective manufactures and are covered by warranty of their manufacturer. Examples of such items may include tie-down systems, wheels, tires, axles, bearings, lights, straps, chain, hardware and other like items. The sub-components original manufactures product warranty supersedes and takes precedence over this limited warranty policy.

NOTE: ALL WARRANTY CLAIMS MUST BE PREAPPROVED BY THE MANUFACTURER (THE COMPANY) TO BE VALID.

Products are warranted to be free of defects in materials and/or workmanship for the warranty period. Under this limited warranty, the Company shall be limited to repairing or replacing, at its option, for the warranty period, those parts returned to the factory, freight prepaid, which in the opinion of the Company shall prove to be defective in materials or workmanship, under normal use and service. This warranty will not apply unless the product is installed, used and maintained in accordance with the Manufacturers installation, operation and maintenance instructions.

This warranty applies to the **ORIGINAL** purchaser only, and is non-transferable. The Company warrants the products to be free of defects in material and workmanship but, does not cover normal maintenance or adjustments, damage or malfunction caused by: improper handling, installation, abuse, misuse, negligence, carelessness of operation or normal wear and tear. In addition, this warranty does not cover equipment when repairs or alterations have been made or attempted without the express written consent of the company. Product repairs not covered by the warranty, and product updates, will be provided at the prevailing rate.

The Company is not responsible for damage caused by accident, negligence, abuse, overloading, misapplication, or misuse of the products. It is solely the purchaser's responsibility to determine the suitability of these products for the particular application. **Limitations:** All other obligations or liabilities, including incidental or consequential damages or contingent liabilities arising out of the failure of any parts to operate properly are hereby excluded, including but not limited to any damages resulting from loss of use, inconvenience, loss of time, commercial loss, or any other type of damages general or specific, foreseen or unforeseen, unless applicable state law provides otherwise.

THIS WARRANTY IS EXCLUSIVE AND IS IN LIEU OF ALL OTHER WARRANTIES EXPRESSED OR IMPLIED INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR ANY IMPLIED WARRANTY OF FITNESS FROM A PARTICULAR PURPOSE, AND ALL SUCH IMPLIED WARRANTIES ARE EXPRESSLY EXCLUDED.

THE REMEDIES DESCRIBED ARE EXCLUSIVE AND IN NO EVENT SHALL THE COMPANY, NOR ANY SALES AGENT OR OTHER COMPANIES AFFILIATED WITH IT OR THEM, BE LIABLE FOR SPECIAL CONSEQUENTIAL OR INCIDENTAL DAMAGES FOR THE BREACH OF OR DELAY IN PERFORMANCE OF THIS WARRANTY. THIS INCLUDES, BUT IS NOT LIMITED TO, LOSS OF PROFIT, RENTAL OR SUBSTITUTE EQUIPMENT OR OTHER COMMERCIAL LOSS.

This warranty shall be governed by the laws of the State of Texas, and shall be subject to the exclusive jurisdiction of the Court in the State of Texas in the County of Tarrant.

RETURNS: Products may not be returned without written approval (Return Material Authorization) from the Company.

Drop Tail Trailer & Accessories. LLC
Rev04152008