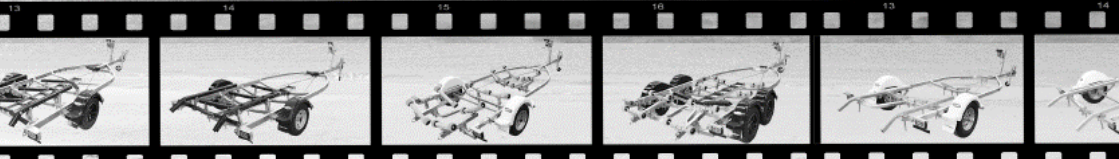


# DUNBIER TRAILERS USER MANUAL



[WWW.DUNBIER.COM](http://WWW.DUNBIER.COM)

## **WELCOME ABOARD**

We're a proud, family owned and operated business that has been manufacturing boat trailers in Australia for over 50 years.

I built our very first trailer in our garage in Oakleigh, and today we manufacture many thousands a year at our factory in Braeside. A lot has changed over the years, but one thing that remains the same is that I still get a real sense of pride when I see another customer, out and about enjoying the Australian Boating lifestyle with one of our products.

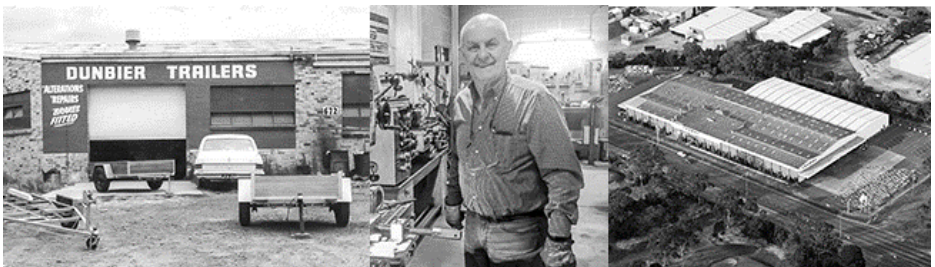
Our Family name proudly represents quality trailers - and it always will.

We are proud of our hard-working people and all our dealers across Australia, and on behalf of all our team I hope that you get satisfaction from your new trailer for years to come.

Enjoy your Boating

Russell and Kay Dunbier

### ***Owners, Dunbier Trailers***



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## INTRODUCTION TO THIS GUIDE

Congratulations on your purchase of a new Dunbier trailer.

We have been manufacturing trailers for the Australian market since 1969 and like you, many thousands of Australian boaters have chosen our products to get them to the water.

This users guide has been developed from our experience and that of our customers to help you get the most out of your trailer, ensure it performs to your expectations and keeps you safe when on the road.

With our Head Office situated in Braeside (Melbourne), we service the Australian market through 5 interstate offices, as well as an experienced and dedicated dealer network.

If you encounter a mechanical problem with this trailer that your selling dealer for some unknown reason, cannot resolve, we at Dunbier would like to hear from you so please feel free to contact our customer relations department at one of our state or international offices listed below.

ADELAIDE OFFICE	BRISBANE OFFICE	MELBOURNE - HEAD OFFICE	PERTH OFFICE	SYDNEY OFFICE
1 Christopher Court, Salisbury North, SA 5108 P: 08 8250 4557 E: dunbsa@dunbier.com	124 Lahrs Road, Ormeau, QLD 4208 P: 07 5540 7477 E: dunbqld@dunbier.com	136-164 Boundary Road, Braeside, VIC 3195 P: 03 9580 2455 E: dunbier@dunbier.com	31 Burlington Street, Naval Base, WA 6165 P: 08 9437 9689 E: dunbwa@dunbier.com	25 Devon Road, Ingleburn, NSW 2565 P: 02 9618 0100 E: dunbnsw@dunbier.com

## WARRANTY REGISTRATION

**FIRST STEP:** Have you received an email from Russell advising that your warranty has been registered? If not, then head to our website and register it now. By doing this we will send you service reminders and other tips and tricks to keep it simple!

[www.dunbier.com/warranty-registration](http://www.dunbier.com/warranty-registration)

## SERVICE REQUIREMENTS

Trailers operate in a very harsh environment and it's critical that they be serviced properly to ensure they perform to your expectations, and to prevent failure or incident. We have developed a service recommendation to keep your trailer in tip top condition and make sure it stays safe and reliable.

- **3 Month/500KM Inspection (First Year)**  
Your dealer will conduct a thorough inspection of your trailer to ensure that all is well. This involves checking wheel nuts and bearing play, tensioning all bracket and mount bolts, making any minor adjustments to the roller assemblies, and adjusting brakes. There are no parts required in this inspection and it is a minor but important task.
- **6 Month/2500 KM Service (First Year)**  
Your dealer will conduct a basic service at this time that comprises of wheel bearing inspection and re-grease, brake service and adjust, coupling service, wheel and tyre inspection, lights and electrical, plus a full roller and assembly service, jockey wheel lubrication. There are no scheduled part replacements at this service, however grease and consumables will be required. Damaged parts or parts showing signs of excess wear, pads/bearings etc may require replacement.
- **12 month/5000KM Annual Service**  
Your dealer will conduct a full service which involves bearing and seal replacement, stripping and servicing brake calipers, replacing brake pads, cleaning disc rotors, electrical wiring and lights inspection, lubricating rollers as required, servicing jockey wheels and general maintenance. This service is required for the life of the trailer to ensure it remains safe and reliable and performs to your expectations.

**NOTE:** Electric Hydraulic braked trailers may require brake services every 6 months depending on brake performance and condition. Your dealer will make a recommendation after your initial 6 and 12 month services as to what you should maintain as far as ongoing service. These systems are fitted to large heavy trailers only and as such may require a greater level of maintenance.

You can ask your dealer for a complete list of service items or email our customer service team to receive a copy of our recommendations. Service labor and parts pricing is at the discretion of your servicing dealer.



### 3 Month / 500km Inspection

Your dealer conducts a thorough inspection.



### 6 Month / 2500km Initial Service

Your dealer conducts a basic service.



### 12 Month / 5,000km Annual Service

Your dealer conducts a full service.

## **MAINTAINING YOUR TRAILER (STEEL)**

Your steel trailer is coated in a galvanised finish, this is a chemical process that bonds very hot liquid zinc to the trailer and its components. The zinc covering forms a sacrificial barrier that protects the steel frame and is designed to corrode before the steel which prevents rust. Variations in the surface finish are common and are rarely, if ever, an indicator of the quality of the coating itself. It is normal as the zinc surface ages, that it changes colour - this is an indication that the zinc is doing its job.

Trailers must be washed thoroughly after use, with fresh water and a detergent that breaks down salts. They should always be dry before putting into storage. Store your trailer in a well-ventilated area to maximise the life of your purchase.

Wash your brakes, hubs, couplings etc well to prevent early onset corrosion and poor performance. Suspension components should be sprayed regularly with products such as 'Inox' or 'Lanoguard' type protectants to increase their life. Hydraulic calipers must be sprayed with an anti-corrosion spray after use. Remember that Hydraulic brake systems require a higher level of maintenance than override mechanical systems - although brake lines are coated, the joiners and hose fittings require regular spraying of protectant.

Surface corrosion around calipers and rotors is common as there are large amounts of 'metal dust' that come from both the disc rotor and pad material as they operate. This settles on the surface of the components and will corrode readily, showing as red rust. A good cleaning and maintenance program will minimise this.

By regularly maintaining the galvanised surface of your trailer, the life of the zinc coating can be enhanced for many years. It is *imperative* that the drain holes throughout the trailer frame are kept clear and checked on a regular basis. This allows for drainage of any trapped water to exit the frame.

## **MAINTAINING YOUR TRAILER (ALLOY)**

Your Alloy trailer is a welded chassis and utilizes high quality alloy material that is resistant to corrosion from salt water. There are however many structural galvanised components, including your suspension system, that are galvanized steel so it's important to have a regular maintenance routine to prevent early ageing.

To keep your Alloy trailer looking its absolute best, it's important to wash it thoroughly after use with fresh water and a detergent that breaks down salts. It should always be dry before putting into storage. You should also store your trailer in a well-ventilated area wherever possible to maximise the life of your purchase.

Ensure you wash brakes, hubs, couplings etc well to prevent early onset corrosion and poor performance. Suspension components should be sprayed regularly with products such as 'Inox' or 'Lanoguard' type protectants to increase the life of the axles, springs, and hubs. Hydraulic calipers must be sprayed with an anti-corrosion spray after use. Hydraulic brake systems require a higher level of maintenance than override mechanical systems, although brake lines are coated, the joiners and hose fittings require regular spraying of protectant.

Surface corrosion around calipers and rotors is common as there are large amounts of 'metal dust' that come from both the disc rotor and pad material as they operate. This settles on the surface of the components and will corrode readily showing as red rust. A good cleaning and maintenance program will minimise this.

## HOOKING UP TIPS

When connecting your trailer to your vehicle make sure you follow the same process.

Coupling first, safety chains, jockey wheel, lights, brakes. Is the boat secure?

### - COUPLING -

With the coupling head directly over the ball, press the release trigger on the side and lift the coupling handle. Then using the jockey wheel lower the coupling onto the ball.

Release the handle and make sure that the handle returns to the closed or "Locked" position and that the trigger is over the safety catch, as shown in Figure 1.

### *What if it does not lock?*

If the coupling handle does not return to the locked position, try one of the following.

- Adjust the coupling anti-rattle bolt on the front of the coupling as it may be preventing engagement, loosen the lock nut and turn the adjuster screw anti clockwise, once complete re tension the locking nut.

OR

- The coupling head and the tow ball may not be aligned correctly, move either the vehicle slightly or the trailer slightly to complete connection.

OR

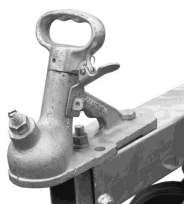
- Your towball may be too high, Australian standards AS 4177 state that towballs must be within 320-460MM from the ground if your towball is beyond this you may have problems as the angle between the towball and the coupling are too great. You will need to purchase a new tow ball mount to adjust the height of the ball, consult your dealer for more information.

**NOTE:** All the above apply if the towball is jammed/Difficult to disconnect after towing.

**IMPORTANT:** Never use the spring-loaded safety catch to hold the coupling in the open position this is a dangerous practice.

**WARNING:** If the coupling handle is not fully engaged the trailer may disconnect when in use causing serious injury or death, if you are unsure, please contact your dealer for further information.

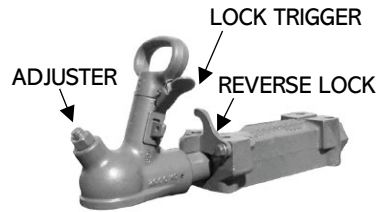
**FIGURE 1**



**LOCKED**



**UNLOCKED**



**BRAKED**

## HOOKING UP TIPS (CONTINUED)

### - SAFETY CHAINS -

Connect your safety chains to the vehicle with the rated D shackles provided. For trailers fitted with dual chains we recommend consulting your local transport authority regards straight connection or crossing chains, as recommendations vary from state to state.

### - JOCKEY WHEELS -

Your jockey wheel is matched to the expected maximum weight of the drawbar on your trailer with the boat fitted. Jockey wheels are designed to allow lifting of the coupling weight when connecting, allowing you to adjust the height/angle of the boat on the trailer when in storage and for making small/short movements of the trailer when required.

A good example would be when moving the trailer slightly when connecting to the vehicle, or perhaps rolling the trailer back a short distance in the garage. They are not designed for travelling down a long driveway and they are not to be used for beach launching etc. There are options for this if needed, so please talk to your dealer.

**IMPORTANT:** When moving your trailer on the jockey wheel it must be wound down to its lowest position that still allows for the shaft rotation. If you leave it extended, the side load may bend or even collapse the main tube.

When using a swing up jockey wheel you should always check that the main 'lock pins' are completely engaged with the base plate. You should hear a loud click when this occurs.

**WARNING:** Incorrect use of the jockey wheel may lead to an incident causing serious injury or death. If you are unsure, please contact your dealer.

### - LIGHTS -

Lights are required by law, and you need to make sure they are functioning correctly every time you hit the road. Your trailer is fitted with fully sealed LED lights that are designed exclusively for our trailers.

Simply plug in the lighting lead to the vehicle and check by operating your brake, park lights and indicators. Side lights will operate with your vehicles park light system along with your taillights.

Wash your lights regularly and avoid using high pressure washers, as this can damage the lens surface.

Our lights do not incorporate a reverse light option, as most tow bar wiring looms do not support this. If your vehicle has reverse lighting wired to the plug, you can ask your dealer to loop this pin to your brake circuit and your brake lights will illuminate when reversing.

**NOTE:** In all electric/hydraulic brake systems the reverse pin in the plug is used as the brake controller signal wire.

## **BRAKES**

Trailers over 750kg gross mass are fitted with brakes that comply with the Australian Design Rules. There are two types of brakes as standard – mechanical override brakes for trailers weighing below 2200kg, and electric/hydraulic brake systems for trailers over 2200kg.

NOTE: All Dunbier trailers fitted with brakes utilise standard steel backed brake pads. For trailers primarily used in salt water it is recommended that the pads are replaced with stainless backed pads at your 6 month/2500km service.

### - MECHANICAL OVERRIDE BRAKES 751kg to 2200kg -

Override brakes are relatively simple to use and to maintain. When your vehicle brakes, the override coupling has an internal spring that compresses and activates the brake lever fitted to the back of the coupling. This in turn pulls the brake cable connected to the calipers and the brakes are applied. The harder you brake your vehicle, the more the coupling moves and the more brakes are applied.

Hydraulic caliper upgrade option is available with over-ride systems. This improves brake performance and smoothness of operation. Consult your dealer for more information.

#### *Operation:*

Behind the coupling head is a small tab called the 'reverse stop'. When closed (against the shaft of the coupling) it prevents the coupling spring from compressing and therefore locks out the brakes. This is only used to prevent the brakes being applied when you are trying to reverse the trailer.

**IMPORTANT:** To activate the override brakes you must open the 'reverse stop' by rotating it away from the coupling shaft, allowing the coupling spring to compress.

Behind the coupling you will see a manual handbrake lever. Simply pull the lever back towards the rear of the trailer, engaging the brakes, and rotate the catch until it engages with the grooves in the coupling body. To release simply reverse the process.

#### *Brake Adjustment:*

As your brake pads wear and your brake cable ages, the system will lose tension. When this occurs, you can adjust the cable tension at either the brake cable adjuster connected at the bottom of the handbrake lever assembly, or at the brake caliper adjuster bolt. To check if your brakes are functioning use the hand brake lever. If the handbrake travels back further than the last catch position on the coupling it is time to adjust your cable. Do not over-tension as some flex in the frame will occur as you tow.

Whilst relatively simple to do if you are unsure, we recommend arranging your dealer to carry this out. NOTE: your Dealer will adjust your brakes at each service and your initial 3-month inspection.

**WARNING:** Towing your trailer with the handbrake engaged will result in superheating of the brake system, causing permanent damage to pads and wheel bearings. Failure to maintain and operate your brake system in accordance with these instructions may result in premature brake failure causing serious injury or death.



## BRAKES (CONTINUED)

### - ELECTRIC/HYDRAULIC BRAKE SYSTEMS -

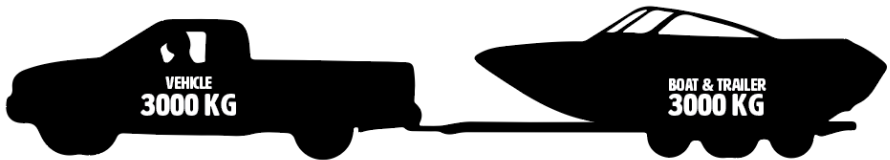
These systems are used on larger heavier trailers, over 2200kg. Although highly advanced in their designs they are relatively simple in their operation. The brake controller fitted to the vehicle sends a signal to the 'pump', the pump then converts this signal to hydraulic brake pressure that operates the hydraulic brake calipers. The system is powered from the vehicle and must be connected to operate.

These systems create a huge amount of braking force (up to 1200PSI) and it is very important as a user that you do not 'over-brake' the trailer, causing premature failure of the brake calipers. This is caused when the brake controller is set with too much gain (voltage output too high) and the brakes on the trailer not only attempt to stop the actual trailer mass, but they also brake a portion of the tow vehicle. This is outside the design specification of the calipers and rotors fitted to your trailer and should be avoided at all costs.

Remember that most tow vehicles are already designed to brake up to 750kg (the Australian design Rules maximum for a non-braked trailer) so the trailer brakes should only ever be braking their own weight less this amount.

See below example. Assume our tow vehicle and boat weigh the same and our tow vehicle has a 750kg unbraked tow rating.

### VEHICLE & BOAT/TRAILER WEIGHT



### BRAKE LOADS



✓ **CORRECT BRAKE LOAD SETTING**  
(750kg braked by vehicle)



✗ **INCORRECT**  
Over-brake on trailer may result in trailer brake failure



✗ **INCORRECT**  
Under-brake on trailer may result in car brake failure

## BRAKES (CONTINUED)

### - RECOMMENDED BRAKE CONTROLLERS -

There are many brake controllers on the market that can safely operate modern brake systems and many vehicles are now equipped with their own systems. It is critical that a proportional brake controller be utilised and that they are compatible with electric hydraulic systems. Please contact your brake controller supplier to confirm this. Brake controllers should be fitted by an auto-electrician or a suitably qualified business.

**NOTE:** Some modern controllers e.g. 'Tow Pro Elite®' have a manual or 'user controlled' function and a proportional 'automatic' function. You must only operate these types of systems in automatic to prevent serious damage to your braking system.

### - ELECTRIC/HYDRAULIC BRAKES OPERATION -

#### *Connect the breakaway cable:*

When connecting your chains ensure you connect the trailer breakaway cable from the switch to your vehicle. This should be connected independently from the chains and be free from getting caught on any part of the trailer. In the very unlikely event of a trailer disconnecting from your tow vehicle the breakaway cable will activate the switch and apply the brakes bringing the trailer to a halt. You can test this system by pulling the cable when the vehicle is stationary. The brakes should immediately activate, replace the pin in the switch and the brakes will return to standby mode. Contact your dealer immediately should this not occur.

#### *Manual activation:*

Every time you connect your trailer you must ensure that the system is operational. Move ahead at walking pace and press the manual over-ride button on your brake controller, this will activate the trailer brakes and it will be felt in the vehicle. Do not use the brake pedal to ensure you have isolated the trailer brakes only.

#### *Brake test:*

Now continue at walking pace and lightly depress the brake pedal whilst monitoring your brake controller. You should see the brake controller activate and feel the trailer brakes activate.

#### *Adjusting your brake levels:*

As mentioned, trailer brake systems are powerful, and they should only be braking the total trailer mass less the non-braked mass as per our diagram. Refer to your brake controller manufacturers owner's manual as to how to adjust and follow the process. This normally entails setting the controller at its lowest levels and then test braking in a quiet area to establish the required gain setting. Your dealer will advise as to brake condition at your 3-month inspection. These systems should be serviced at 6 monthly intervals to ensure optimum performance.

**IMPORTANT:** With your brake controller set correctly you should still feel your tow vehicle having to brake harder than usual by a small margin, this reflects the unbraked weight the vehicle is responsible for. If you "can't even feel" the trailer mass behind your vehicle, it likely indicates that the trailer is over-braking and that your tow vehicle is being pulled up by the trailer. This will have catastrophic impacts on your braking system.

**WARNING:** Electric hydraulic brake systems are advanced, and servicing and repairs should only be conducted by authorised service centers. Failure to operate and maintain your brake systems as per these guidelines may result in premature brake failure causing serious injury or death.

## AXLES AND SPRINGS

Axles and springs are often ignored, and they are vital to the overall performance and safety of your trailer. Your dealer will inspect these as part of your service requirements.

We also recommend that you physically inspect your springs, U-bolts and attaching points regularly yourself - it is best done at the boat ramp. After launching your boat or prior to recovery you can clearly see all the suspension system under the trailer. Take a moment to have a good look at the springs themselves for cracks, missing leaves, or loose bolts, check the U-bolts are secure and undamaged and that the main spring bolts are secure. Rocking the trailer frame is a good way to see if there is any excess movement.

Springs fatigue over time and it's our recommendation that they be replaced every 3-5 years minimum to retain maximum performance.

It is common for trailer axles to have a slight bow in the center due to the length of the axles and the mass being supported, variances of up to +/-15mm are within tolerance and should not negatively affect the performance of the axle.

**NOTE:** Your trailer is fitted with Dacromet (Zinc Flake) springs. As the springs flex, the coating system is worn away between the plates - this will result in exposed steel and surface corrosion will be evident. We recommend the regular use of a suitable anti-corrosion spray to minimise this.

## WHEEL BEARINGS

Your dealer will regularly inspect and replace your wheel bearings and seals based on our standard service schedule, but there are a couple of things you can do to ensure that a faulty wheel bearing does not ruin your next trip. Wheel bearing failure is the most common cause of incidents and they are relatively low cost and easy to service, so we strongly recommend additional care is taken to protect your boat and trailer.

### *Quick Check:*

- Make the trailer safe and jack up one side so the wheels can freely rotate.
- Rotate the wheel by hand at a reasonable pace and then let go. As it rotates, if you hear any rumbling, clicking, or strange noises, contact your dealer to arrange a bearing service as your bearings may need replacing.
- Grasp the wheel at the outer ends and try and wobble without rotating. If you feel any end play you should contact your dealer to arrange a bearing inspection/service as your bearings may need adjusting or replacing.
- Remove the grease cap/bearing buddy and inspect the grease. If the grease looks contaminated in any way or rust is evident you should contact your dealer to arrange a bearing inspection/service as your bearings may need adjusting or replacing.
- Visible grease on the inside of your rims is a key indicator that seals may require replacement.

## WHEEL BEARING PROTECTORS

Wheel bearing protectors do not replace the need for regular servicing. We recommend they only be used with single lip seals, as this prevents the positive pressure from forcing grease past triple lipped seal systems. Press on the grease nipple lightly and if spongy then they have sufficient grease. If they are firm and have travelled to the bottom of the inside bore, they may be re-greased. Using a suitable high pressure marine bearing grease fill until the spring-loaded cap moves outward to contact the retaining circlip. **DO NOT OVER FILL.**

## TYRES

The tyres fitted to your trailer have been selected to match the maximum weight capacity of your trailer. Correct tyre pressures are located tyre's side wall, regular checks for the correct inflation pressure and uneven tyre wear should be carried out.

Overloading and incorrect tyre pressures may cause unusual wear patterns over time, this can happen quite quickly in some circumstances and it's important to regularly check for unusual wear.

Wheels and tyres must be rotated at your annual service or 5000km. This is especially important for tandem axle trailer that experience high wear due to the close groupings of the axles.

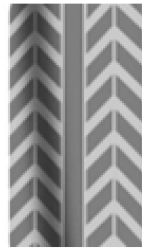
**IMPORTANT:** Tandem trailers that are towed without the frame being level may see rapid wear of tyres on one particular axle. eg coupling too low due to vehicle sag excess wear on front axle. This is due to an uneven weight load on the front axles. Your tow hitch point should be adjusted to ensure the trailer is level.



**UNDER INFLATED**



**OVER INFLATED**



**OVERLOADED**

## WINCHES

It's important to follow a few simple guidelines to ensure your winch performs for years to come. The winch is matched to the trailer application based on normal operation at a boat ramp, if you have a specific application like beach launching for example, the standard winch may not be suitable. Please advise your dealer if this is the case.

All Dunbier winches are fitted with webbing straps, this is a high-performance material with excellent breaking strain and abrasion resistance, however it can be damaged if jammed in the winch or caught on a bolt etc under load.

Inspect the strap regularly and remember to wash it after every launch. To avoid corrosion on the winch drum walls, make sure the strap is completely dry whenever storing. Damaged straps should be immediately replaced as they may cause serious injury if they break when under load.

The winch shafts require no maintenance however you should grease the winch gears regularly.

### *- RETRIEVING -*

Always engage the locking pawl when retrieving. If you should lose your grip on the handle the winch will engage immediately, and the boat remain in place. It also prevents the risk associated with a handle rotating at high speed when the boat rolls back to the water. Once the bow is in firm contact with the bow roller, attach the winch safety chain. You are then safe to slowly exit the ramp to a nearby location where you must make the trailer ready to tow. Never tow without suitable tiedowns fitted from the hull to the trailer - it is illegal and highly dangerous. For longer distance towing or in poor road conditions we recommend the use of a Turnbuckle and Chain system from the bow eye to the dedicated attachment point at the base of the winch post. This will reduce the winch load considerably and prevent damage to the winch body and locking pawl.

### *- LAUNCHING -*

We recommend disconnecting the winch strap completely when the trailer is in the water ready for launch. A launch rope, wrapped around the winch post can then be used to ease the boat as it leaves the trailer.

If you intend to use the winch to ease the boat, you must lock out the ratcheting pawl and slowly wind the winch handle. Warning: if you lose your grip on the handle it will rotate rapidly and may cause serious injury should you attempt to stop it. Never attempt to use the locking pawl to stop this as it will damage the winch and you risk personal injury. Should you lose control of the winch the only course of action is to step away from the area and wait for the winch to stop rotating. Under no circumstances should you use this method for winches fitted with removable handles as they may detach at high speed and can cause significant personal injury.

## WARRANTY

If you have a problem and it falls within the guidelines listed in our warranty statement note the following steps.

1. Immediately stop using the trailer and contact your local or selling dealer, listed on our website.
2. Your dealer will provide you with further instructions and may need to inspect the trailer in order to prepare a report, you may also be asked for proof of service documents etc .
3. Our dealer will be required to submit a warranty claim for Review and Approval prior to commencement of works.
4. Our Warranty Administration team may contact you to discuss our findings and your options.

We understand that sometimes things go wrong and we always endeavour to ensure we take action as quickly as possible to get you back on the water should a problem arise.

**NOTE: if your local dealer is not providing you with the service you expect don't hesitate to contact our Customer service team at Head office or your local branch office for further assistance.**

### WARRANTY STATEMENT

#### **DUNBIER MARINE PRODUCTS PTY. LTD. (A.C.N.005.081.336) ("DUNBIER") TRAILER WARRANTY AGAINST DEFECTS**

Our goods are supplied with a warranty to ensure peace of mind for purchasers. The warranty guidelines are outlined below.

CAUTION: Warranty may be affected by failure to adequately maintain your trailer as per our recommended service schedule and inspection program listed within this document. We strongly recommend you follow the service schedule to prevent premature failure of components and the risks associated with their failure.

#### **Two Year Warranty**

- Boat trailer frame and its fabricated steel components to be free of structural or welding defects.
- Ball Coupling
- Wheel Rims (excluding tyres and tubes)
- Alko Iq7 brake modules

#### **One Year Warranty**

- Galvanized finished surface of boat trailer and its components for a period of one year from the date of manufacture on the compliance plate against red rust. Note: this excludes Dacromet coated Leaf springs.
- Galvanized u bolts, nuts, bolts, mechanical braking equipment and manual winch.
- LED Lighting
- Axles
- Jockey Wheels

#### **Six Month Warranty**

- Hydraulic braking equipment
- Bearings
- Seals
- Tyres
- All other items not listed noting the following exclusions.

The above warranty periods commence from date of original purchase by the consumer or within 12 months of the manufactured date on the compliance plate.

#### **Obligations of the Consumer**

The consumer shall cease using the goods when a fault arises and contact the Dealer or Dunbier immediately and point to the defect, supply all relevant information as reasonably requested and not incur additional expense without the express written direction of Dunbier.

#### **Obligations of Dunbier**

Dunbier shall repair or replace any item covered by the Warranties above within a reasonable time frame. We may require at our discretion the trailer/goods to be returned to our nearest branch office if in our opinion the appointed Dunbier dealer is not able to make good the repairs to our standard.

## WARRANTY (CONTINUED)

### WARRANTY STATEMENT (CONTINUED FROM PREVIOUS PAGE)

#### Conditions/Exclusions/Limitations.

##### Conditions:

The warranties herein contained extend to the original purchaser only. They do not cover any person to whom a trailer is transferred.

##### Exclusions:

- fair, wear and tear
- The cosmetic appearance of the galvanized surface of a trailer or its components.
- Red Rust on painted, powder coated, chrome plated or zinc coated surfaces.
- Brake pads
- Roller wear consistent with the general operation of the trailer.
- Tyre wear

##### Limitations:

This Warranty shall not extend to any trailer which:

- Has been used off road.
- Has been used for any purpose other than that for which it was manufactured.
- Has been overloaded in excess of the ATM stamped on the Vin Plate.
- Is altered or modified in any way
- malfunctions due to prior damage, unreasonable use or failure to provide reasonable and necessary maintenance.
- In commercial use unless specifically agreed in writing.

Dunbier will not bear any responsibility for any Warranty procedure or costs associated without written authorization prior.

Except as provided in these conditions, all express and implied warranties, guarantees and conditions under statute or general law as to merchantability, description, quality, suitability, or fitness of the goods for any purpose or as to design, assembly, installation, materials or workmanship or otherwise are expressly excluded.

Dunbier is not liable for physical or financial injury, loss or damage or for consequential loss or damage of any kind arising out of the supply, layout, assembly, installation or operation of the goods or arising out of negligence or in any way whatsoever.

To the extent permitted by the Australian Consumer Law and relevant state legislation, the sole obligation of Dunbier under this agreement is to use its best endeavours to provide the products, or to repair the products, or repair or replace (at Dunbier's discretion) any part of a product which is found to be defective during the period of warranty.

If the products are supplied to the customer as a "consumer" of goods or services within the meaning of that term in the Australian Consumer Law as amended or relevant state legislation the consumer will have the benefit of certain non-excludable rights and remedies in respect of the products or services and nothing in these terms and conditions excludes or restricts or modifies any condition, warranty, right or remedy which pursuant to the Australian Consumer Law or similar legislation is so conferred. However, if the product is a product not ordinarily acquired for personal, domestic or household use or consumption, pursuant to section 64A of the Australian Consumer Law and similar provisions of relevant state legislation Dunbier limits its liability to payment of an amount equal to the lowest of cost of replacing the goods or supplying equivalent goods; cost of repair of the goods; the cost of having the goods repaired or replaced.

Dunbier is not to be liable for default or failure in performance of its obligations pursuant to this agreement resulting directly or indirectly from acts of God, civil or military authority, acts of public enemy, war, accidents, fires, explosions, earthquakes, floods, the elements, strikes, labour disputes, shortage of suitable parts, components, materials, labour or transportation or any other cause beyond the reasonable control of Dunbier.

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