



Owner's Handbook - Trailers

Trailer Model:

Serial Number: S B F * * *

Key Number:

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1.0 Foreword & General Info.

Congratulations on the purchase of your Nugent Trailer. With full type approval (ECWVTA) Nugent Trailers are designed to give many years of reliable service.

The instructions contained within this handbook are provided to enable the user to achieve the best possible service from the trailer and to ensure that the trailer is used safely. Nugent strongly advise that this handbook is read and clearly understood before the trailer is put into service. If you are unsure of the meaning, if any procedure is unclear or you require any further information, please feel free to contact your local Dealer or Nugent directly.

The following points are important to adhere for safe towing of any trailer:

- The vehicle used to pull the trailer is adequate for the purpose.
- The engine is large enough to tow the trailer and load. The brakes are powerful enough to stop the vehicle and trailer safely.



- Gross Trailer Weight does not exceed the Towing Capacity of the towing vehicle.
- Make sure the ball hitch/towing bracket on the towing vehicle is of an approved type.
- Never exceed the maximum gross weight shown on the trailer plate.
- Never exceed the recommended towing speed.
- Always check tyre pressure before a journey.
- Always check all lighting equipment is working correctly before a journey.
- Check the wheel nuts after 25 miles (40km) of service and subsequently before each journey.
- Always make use of the breakaway cable.
- Always apply the handbrake when the trailer is parked and when parking the trailer for a long period it is advised to chock the wheels and release the handbrake to avoid the brake shoes adhering to the brake drum surface.
- The bed of the trailer should be level with the towing vehicle. To achieve this, it is recommended that provision be made to adjust the towing bracket or ball hitch.
- Except in emergencies, never unhitch the trailer from the towing vehicle. If you have to unhitch with a load on the trailer, take great care. Make



sure the jockey wheel is firmly clamped and the handbrake is applied fully.

- If carrying a load on the trailer always ensure it is securely restrained and regular checks are made throughout the trip.
- Used correctly, and maintained to this handbook, the trailer should give many years of safe and reliable service.

2.0 Trailer Registration (Activating your Warranty)

Registering your trailer is critical for the following reasons:

- Activates the trailer's warranty. Please note you must register your trailer for warranty within 14 days of purchase.
- It allows Nugent to communicate warranty or recall issues effectively.
- Allows Nugent to trace the rightful owner of recovered stolen trailers.

The owner can complete the registration process by completing the following steps:



- Navigate to the following website:
<https://www.nugentengineering.com/register-your-trailer/>
- Whilst on the subsequent webpage, left click once on the 'CLICK HERE TO REGISTER YOUR TRAILER' button.
- Enter the appropriate data for your trailer as prompted by the webpage.
- Once the information has been input appropriately, the user should left click once on the 'SUBMIT' button at the bottom of the webpage.
- Alternatively, you can register your trailer by scanning the QR code on the front of the trailer or by scanning the code below.
- If you cannot register your trailer online, please contact our customer service department direct within the 14 day period.
- Please Note. Nugent may subsequently contact you with information confirming your trailer's registration, other warranty information and product updates.





3.0 Key Number & Replacing your Key

Should you need to replace your trailer key, a replacement can be ordered through Nugent Components by quoting the key number at the front of this handbook.

Please contact Nugent Components directly via the following details:

Telephone: +44 28 8774 0655

Email: spares@nugentengineering.com



4.0 General Trailer Information

4.1 Operating / Safety Instructions

4.1.1 Coupling Instructions

- Always check the condition of the breakaway cable. If it is anyway frayed or kinked, replace before using the trailer.
- Where practically possible, the vehicle and trailer should both be on level ground before commencing any coupling activities.
- Check that the coupling ball is clean and the coupling head cup is well greased.
- Make sure the trailer handbrake is fully applied.
- Make sure that the jockey wheel clamp handle is tight and by turning the jockey wheel jack handle, raise the coupling so that it is higher than the coupling ball.
- Now reverse the vehicle up to the trailer so that the coupling head is directly above the towing ball. Ensure it is safe an appropriate to move the vehicle prior to doing so.



- Grasp the locking handle on top of the coupling and pull the trigger backwards with your thumb. Then lift the handle until the automatic coupling mechanism engages and holds the locking handle in the open position. The handle trigger can now be released.
- Lower the coupling head onto the coupling ball by means of the jockey wheel jack handle until the coupling head automatically engages with the towing ball.
- Make sure the hitch is attached securely by trying to lift the coupling off the ball with the jockey wheel.
- Withdraw the jockey wheel, taking care that the wheel is wound up fully and positioned well clear of the brake linkage as follows:
 - a) Before releasing the clamp, make sure the jockey wheel is wound up to its full height.
 - b) Release the clamp.
 - c) Lift jockey wheel stem and tighten the clamp with the wheel facing the front and in contact with the inside of the drawbar channel.



- Check the condition of the breakaway cable and attach to the towing vehicle ensuring the cable is free from knots.
- Next, attach the light kit from the socket on the trailer to the socket on your vehicle and check all the lights and indicators are working properly.
- Release the trailer handbrake.

4.1.2 Towing Speed

Speed limits:

When towing, always comply with the speed limits and road traffic regulations in the country of use. Maximum permitted towing speeds vary by country and may be lower than the standard road speed limits. Vehicles towing a trailer may also be subject to additional restrictions, including limitations on the use of certain lanes.



For safety, speed should always be reduced further when transporting livestock or any load that is unevenly distributed.

4.1.3 Parking

When parking the trailer on level ground or downhill, please consider the following:

- Apply both the vehicle and trailer handbrakes.
- Remove the light plug from your vehicle socket and stow away in a safe position.
- Release jockey wheel clamp and lower the jockey wheel to the ground.
- Firmly re-tighten clamp by hand.
- Turn the jockey wheel jack handle so that it raises the coupling free of the coupling ball.
- Detach the breakaway cable.

NEVER DETACH THE BREAKAWAY CABLE BEFORE UNCOUPLING THE TRAILER.



When parking the trailer facing uphill, please consider the following:

- Apply both the vehicle and trailer handbrakes.
- Then return to the towing vehicle and release the handbrake. The trailer should then roll back a few inches as the handbrake applies the brakes, overriding the auto-reverse system.
- Re-apply the towing vehicle handbrake.
- Check the trailer handbrake is fully applied.
- Remove the light plug from your vehicle socket and stow away in a safe position.
- Release jockey wheel clamp and lower the jockey wheel to the ground.
- Firmly re-tighten clamp by hand.
- Turn the jockey wheel jack handle so that it raises the coupling free of the coupling ball ensuring all the trailer wheels remain in contact with the ground.
- Detach the breakaway cable.

NEVER DETACH THE BREAKAWAY CABLE BEFORE UNCOUPLING THE TRAILER.



If the trailer is to be parked for a long period, it is worthwhile to chock the wheels and release the handbrake to avoid the possibility of the brake shoes adhering to the brake drum surface.

4.1.4 Trailer Loading

Loads must be securely tied down or restrained. There must be no load projections outside the trailer that might cause danger to other road users.

Check weight distribution. Wherever possible, loads should be evenly distributed across the trailer and positioned in such a way as to keep the nose weight within the recommended limits. (Refer to the manufacturer's recommendation and/or the nose weight limit of your vehicle).

If uneven loads must be carried, ensure that individual wheels/axles are not overloaded. To achieve this, it may be necessary to reduce the overall load.

NOTE: Good towing practice should always consider the inevitable effects on vehicle handling, braking and general stability of towing a trailer behind the vehicle.

The most significant risks associated with poor loading/weight distribution are:

- Loss of steering control caused by loading behind the centre of gravity: this is very likely to cause snaking.
- Loss of overall control and potential damage to the towing vehicle caused by excessive loading in front of the centre of gravity. This causes vehicle steering to be less effective, giving under steer and with front wheel drive vehicles, causing loss of traction.
- Excessive nose weight is likely to place unacceptable stresses on the tow bar and on its mounting points on the vehicle.

Loss of stability caused by loading too heavily on one side or the other. Dangerous loss of stability when loads are loose and move around. Danger of loads parting from the trailer.



Loading practice should, therefore, consider the following:

- Secure restraint
- Recommended nose weight
- Weight distribution and balance

4.1.5 Loading Skids / Ramps

Great care should be exercised by all persons when using loading skids/ramps.

- When unloading or loading make, it is the user's responsibility to ensure it is carried out on level ground and have an appropriate individuals to-hand for assistance where necessary.
- Make sure that the skids / ramps are positioned correctly. The lower ends on firm, level ground, parallel with the trailer and in line with the centre of the tyres of the vehicle to be loaded/unloaded. The skid top angles should be in contact with the trailer rear cross member over their full width.



- Any pre-designated assistants should stay well back during loading/unloading.
- Take sufficient time and continuously check that the vehicle is correctly positioned.
- For loading vehicles under their own power, the ladder type skids/ramps are more suitable, whereas winching will normally be easier with the flat type.
- Ensure prop stands are used correctly and adjusted to the appropriate height.

4.1.6 Security

Each trailer is security marked. The serial number will be stamped onto the identification plate on the drawbar as well as stamped onto the chassis leg or drawbar, but as an added means of supporting the police in making a positive identification we recommend that the trailer is marked with the end user's personal mark.

For additional security, various types of coupling locks and security mechanisms are available from Nugent Components.

4.2 Trailer Maintenance

The correct assembly and adjustment of all equipment is critical to the safe operation of any trailer.

Therefore, the following procedures must only be carried out by competent and trained personnel. It is highly advisable to wear suitable protective equipment such as safety glasses, gloves and face mask.

All procedures should be carried out with the trailer on level ground with either the parking brake applied or wheel chocks front and rear. In addition, the drawbar should be supported with the trailer horizontal.

4.2.1 General Trailer Maintenance

This should be carried out as per the maintenance schedule located at the back of this document.

- Wheel hubs: Repack with grease after bearing change. Damaged or missing hubcaps should be replaced as soon as possible.
- Leaf springs/spring hangers: no lubrication is necessary.



- Check the tightness of the self-locking nuts on the U-bolts every 2,500 miles.
- Brake linkage: All moving parts should be greased or oiled every 2,500 miles.

4.2.2 Hub Bearings

Place the trailer on stands with all wheels free.

NOTE: The handbrake lever should be secured in the off position:

- a) Rock the road wheel to see if there is play in the bearing – see point 'f'.
- b) Remove the wheels and hub cap. Slacken the brake adjuster bolt if needed.
- c) Remove the axle nut, this may be a castellated nut retained with a split pin or alternatively it may be a high torque nut.
- d) Remove the brake drum (hub pullers may be required) taking care not to displace the bearings. **WARNING!** Avoid inhaling brake dust. Do not use a compressed air line to clean the drum.

- e) Carefully remove the dust using a small brush.
- f) Check the condition of the brake drum, replace the drum if deep score marks are visible. Unitised bearings (used on Nugent L3618 and L4318 livestock trailers which are equipped with 1,800kg axles, hubs both twin and tri axle models) are a single non-adjustable assembly with integral seals.

If the check at point 'a' in previous page indicated excess play in the bearing, then the bearing unit should be pressed/drifted out having removed the retaining circlips and replaced as follows:

- The new bearing should be pressed/gently drifted into place ensuring that it remains square to the bore and seats against the shoulder, the circlips are then re-fitted.
- Fit the drum to the axle shaft and tighten the nut to the correct torque (280 Nm).
Note: This type of bearing uses a very high torque nut which may only be used twice so if history is not known, it must be replaced.

- g) Individual taper roller bearings comprise inner and outer bearings and a separate seal. These are adjustable but before adjustment is carried out the condition of the bearings must be identified.
- h) Wash grease and oil from the bearing with a suitable solvent, inspect each roller, inner and outer races. If any pitting, damage or corrosion is present then the bearing must be replaced. NOTE. If any one-part shows damage or wear it is advisable to replace all bearings in the hub and fit a new oil seal.
- i) Using a brass drift carefully drive out the outer races working around the circumference.
- j) Clean the hub and carefully tap in the new bearing outer races with a brass drift. Ensure bearings are seated against the shoulders.
- k) Grease the bearings and fit with a new seal. Force grease into the bearing between each roller, apply a light coat of grease to the bearing races.
- l) Fit the drum to the axle shaft and tighten to 70Nm torque rotating the Drum slowly. Loosen the nut, do not rotate the drum and finger

tighten the nut, back off to the first castellation and fit a new split pin.

- m) Refit the hub cap and replace wheels. Check for excessive play at the wheel rim and point 'I' if necessary.
- n) Adjust the brake linkage (refer to adjustment procedure outlined later in this manual).

4.2.3 Replacing Brake Shoes

Place the trailer on stands with all wheels free.

NOTE: The handbrake lever should be secured in the off position: It is recommended that the brake shoes are replaced in axle sets.

- Remove the wheels.
- Remove the hub cap.
- Slacken off the brake adjuster bolt until free.
- Remove the axle nut, this may be a castellated nut retained with a split pin or alternatively it may be a locknut.

- Remove the brake drum (hub puller may be required) taking care not to displace the bearings. **WARNING!** Avoid inhaling brake dust. Don't use an airline to clean the drum. Carefully remove the dust using a small brush.



Fig. 1



Fig. 2

- a) Check the condition of the brake drum; replace the drum if deep score-marks are visible.
- b) Undo the locknut on the brake rod (front to rear) adjacent to the compensator. Slacken the second nut on the brake rod. Remove the half shell from the backplate and detach brake cable.
- c) **NOTE:** Record the orientation of the brake shoes and springs on the backplate to ensure that the new shoes and springs are replaced in the same position as the old. See Fig. 1 (left hand) and Fig. 2 (right hand) for reference to Knott 200x50 brake (others similar).



- d) With care and using a suitable lever, lift sliding shoe carrier away from expander. Extract expander and retain.
- e) Remove brake shoe retaining spring taking care to retain the spring. Keep plate or pin at the rear of the backplate where fitted.
- f) Lift off whole brake shoe assembly from backplate. Take care not to lose the two adjuster wedges.
- g) Examine the components and springs, replace any damaged parts. Clean the mechanism and ensure that all parts are free to move. NOTE: Do not lubricate.
- h) Re-fit springs to new shoes.
- i) Locate shoes onto the backplate and position onto the adjuster wedges or cam block.
- j) Re-fit retaining springs.
- k) Locate expander into position on fixed shoe.
- l) With care and using a suitable lever, position the expander between the shoes and release the lever.
- m) Attach brake cable and refit the half shell.
NOTE: Always replace the brake cables if they show sign of wear, stiffness, damage or fraying.



- n) Re-fit the drum and bearing. Replace the split pin or lock nut dependent on which type of nut is used. Generally speaking, if a split pin and castellated nut is fitted the axle nut must be adjusted to allow the correct bearing clearance. When the locknut is used, it is normally tightened to a pre-determined torque. (See Hub Bearing Section above).
- o) Refit the hub cap.
- p) Repeat the procedure on the other drum(s).
- q) Replace wheels.
- r) Follow the brake adjustment procedure in section 4.2.3 of this document.

4.2.4 Brake Adjustment

NOTE: When adjusting the brake drum only turn the wheel in the direction of forward rotation. Ensure that the coupling drawtube is fully extended and that there is no tension in the brake rod or cables.

- a) Turn each wheel in the direction of forward rotation. Turn the brake adjuster bolt clockwise until some resistance is felt as the brake shoes



begin to grip the drum, then slowly turn the brake adjuster bolt anticlockwise until the wheel begins to rotate freely again.

- b) Turn the nut on the brake rod until the nut is in contact with the compensator.

CAUTION! Do not over-tighten as this will cause the brakes to drag and overheat.

- c) **WARNING!** Double check that everything has been re-assembled with all fasteners secure. Operate the handbrake several times to ensure that the compensators are seated. Check the travel of the individual brake cables. This should be 2-5mm. If not re-adjust the brake as appropriate.

- d) With the handbrake engaged, turn each wheel in the reverse direction. They should turn a little and then lock as the auto-reverse mechanism operates. NOTE. As each wheel is turned there will be a rearward movement of the handbrake lever as the energy store operates. This action should occur once on the rearward turn of each wheel. If any wheel fails to lock, there is too much slack in the system.

- e) Check the compensators are at 90° to the brake rod with the brakes applied in forward



and reverse. Misalignment can be corrected through adjustment of the cable locking nuts. This is particularly important if a new cable has been fitted.

- f) Operate handbrake and leave on. Lower the trailer to the floor and recheck the tightness of the wheel nuts.
- g) Please note the brakes will not be 100% effective until the new linings have bedded in.
- h) The brake adjustment should be rechecked after a short journey. **WARNING! The drums may be hot.**

4.2.5 Brake Cable Replacement / Removal

Place the trailer on stands with all wheels free. NOTE: The handbrake lever should be secured in the off position.

- a) Undo the locknut on the brake rod (front to rear) adjacent to the compensator. Slacken the second nut on the brake rod.
- b) Remove the nut from the cable inner and the nut retaining the outer to the bracket. Take note



of any washers and orientation of domed nuts. Remove the half shell from the backplate and detach brake cable. Withdraw the cable assembly.

- c) Attach the new brake cable to the expander in the hub and refit the half shell. Thread the new cable into position, secure the outer with its nut and thread the nut on the inner to approximately the position noted on the old cable.

NOTE: This procedure covers just the brake cable replacement, Nugent Trailers would always recommend that a full brake adjustment is carried out including hub adjustment.

- d) Follow the brake adjustment procedure starting at point 'b'.

4.2.6 Breakaway Cable Removal

It is important to ensure that the handbrake lever is prevented from operating. The handbrake should be released, and the handbrake lever should be secured in



the off position to prevent the handbrake lever operating.

Remove the existing cable from any guides taking note of the route. Where a coil fitting is used on the handbrake use pliers and screwdriver to prise the coils of the retention ring apart and remove the ring from the handbrake lever. Where a clevis and pin fitting is used on the handbrake remove the split pin and withdraw the clevis pin.

4.2.7 Re-Fitting Breakaway Cable

WARNING! Always use the correct Type Approved replacement from the manufacturer as an incompatible cable will fail to operate the handbrake mechanism correctly.

For the coil fitting use pliers and screwdriver to prise the coils apart and fit the ring to the handbrake lever. Check that the cable is free to move on the ring. For the clevis fitting insert the clevis pin and retain it with the split pin provided.



In all cases thread the cable through the guides.

- Ensure that the cable passes through any guides provided. This is important to ensure that the cable operates under the widest range of circumstances.
- Check that there is no damage or fraying prior to use.
- Secure the cable to a suitable point on the tow vehicle, refer to the vehicle or tow bar manufacturers specifications for the location.
- Ensure that the cable is not pulled tight during articulation of the trailer and remains clear of the ground.

4.2.8 Wheel Fitment

- Ensure wheel stud threads and wheel-seating surfaces are clean and dry.
- Place wheel over locating rim on the hub.
- Slightly tighten each nut initially and then fully tighten following the sequence shown in Figure 3.

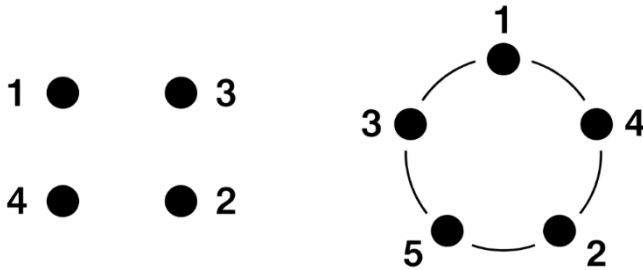


Figure 3.

Wheel bolts should be checked after first 25 miles (40km) of service and before each subsequent journey.

4.2.9 Tyres

- The same laws apply to trailers as apply to vehicles, so ensure that there is sufficient tread to last until the next service, i.e. Minimum 1.6 mm for the centre three quarters of the tread for the whole circumference.
- Check for any cuts, bulges or any other damage. Care should be taken i.e. Wear gloves, in case any screw

heads, pieces of glass or tyre steel ply wires are protruding from the tyre carcass.

- Check for any uneven tyre wear that might indicate damage to the suspension, incorrect tyre pressures or wheels being incorrectly balanced.
- Check tyre pressures. It is very important to maintain tyre pressure at the required value. If the pressure gets too low, then it will adversely affect handling and fuel consumption and will lead to premature wear. If seriously below par, a tyre will overheat and fail very rapidly.
- The correct tyre pressures for Nugent trailers are displayed on a red sticker located on the front of each trailer.
- Punctures must be inspected and repaired by a specialist tyre distributor. Do not fit tubes to tubeless tyres as this can lead to a “blow out” in the event of a further puncture. If the tyre is too severely damaged for a repair to be carried out, the tyre must be replaced.
- When a tyre does wear down it is very important it is replaced with the same size and load/ speed index rating as the one that is already on the trailer. The use



of a tyre with a lower load / speed rating can be extremely dangerous.

4.2.10 Coupling & Jockey Wheel

The general condition of the overrun coupling unit and jockey wheel should be checked every 2,500 miles. Check for damaged or worn parts and these should be replaced immediately. Lubricate the wheel spindle and screw thread every 5,000 miles. To reduce the wear on your towing ball and coupling head, clean out the cup in the coupling head monthly and apply new grease.

Follow these next few points every 2,500 miles:

- Coupling mounting bolts - check for tightness.
- Coupling head bolts - check for tightness.
- Coupling head - using a 50mm test tow-ball (to meet BSAU 113c it must be between 49.61mm and 50.00mm) check that it locates and locks correctly in the coupling head and that any wear/location indicators are functioning (see below). Lubricate the mechanism and lightly grease the inside of the coupling socket.

- Draw tube - check, by moving the shaft up and down, that the bearings that support the draw tube are not worn.
- Drawtube gaiter - check for splits and tears. Replace if damaged.
- Damper - with the handbrake off and wheels chocked, push the coupling in. If it does not move or goes in with no resistance and does not push itself backout, it must be worn and should be replaced. It should move in steadily with uniform resistance.

N.B. it is essential that the correct specification of replacement damper is used.

- Handbrake- check the action for correct movement. Lubricate the pivots.
- Grease nipples - apply a grease gun to nipples on top of the housing, ensuring that a liberal amount of grease is applied.
- Breakaway cable - check for kinks, fraying, operation of the clip and that the cable securely attached to the "burst" ring.



Checking the coupling head for excessive wear:

To check if either the vehicle's tow-ball or ball coupling is excessively worn follow the following procedure:

- Once coupled together if the square lug (1) at the rear of the head-handle (2) is resting on the bottom of the slot in the trigger (3) either the coupling head, or the tow ball, or both are worn.
- If so, check further by using a new 50mm ball. If the lug remains at the bottom of the slot the coupling head is excessively worn and should be replaced. However, if the lug is now riding noticeably higher up the slot the original 50mm ball should be replaced.

N.B. If it is necessary to replace the coupling head remember to carry out the first check once more as the 50mm ball may need replacing as well!

4.2.11 Galvanised Finish

Hot-dip galvanizing is the process of coating steel with a protective layer of zinc by immersing it in a molten bath at approximately 460 °C. All Nugent trailer chassis



are fully galvanized to help prevent rust and significantly extend their working life. The galvanized chassis is paired with either galvanized steel sheeting or aluminium sheeting to complete the trailer structure, ensuring durability and long-term resistance to corrosion.

This galvanizing process forms a robust outer barrier that protects the steel from corrosion. Over time, galvanized surfaces naturally develop an oxide layer, which further shields both the zinc coating and the underlying steel from corrosion.

The appearance of galvanized steel can vary from bright silver to a dull grey. However, when a trailer is exposed to road salt, the appearance of newly galvanized surfaces can quickly change to grey or black, often with white or grey deposits forming.

It is essential that the trailer is thoroughly rinsed with clean water immediately after any exposure to road salt.

If salt is left on the surface and allowed to dry, it will react with the galvanized coating and cause staining. While this staining does not reduce the protective



performance of the galvanizing, it will permanently affect the appearance of the trailer.

Failure to wash down the trailer after salt exposure will result in visible staining of the galvanized finish. Regular cleaning is therefore not optional—it is a necessary part of maintaining the trailer’s condition and appearance.

5.0 Specialised Trailer Information

5.1 Livestock Trailers (LS)

5.1.1 Transporting Livestock

The following points should be followed when transporting livestock:

- Plan the journey beforehand, avoiding unnecessary delays
- Check each animal for fitness to travel before loading.
- Load, transport and unload animals calmly and without rushing.
- Do not over-load the trailer.
- Partitions should be used fully to minimise animal movement during transit and to ensure safe and stable towing of the trailer. This is one of the provisions of the Transit of Animals (Road & Rail Order) 1975 (S.I. No. 1024) for the protection of animals during transit and permits the following maximum pen lengths;



- a. Sheep, pigs, goats 3.1m (10'2")
- b. Calves 2.5m (8'2")
- c. Cattle 3.7m (12' 1½")

- Animals should be allowed sufficient floor space and adequate fresh air circulation.
- Drive carefully with consideration for the animals avoiding sharp braking, accelerating, and cornering.
- If necessary, stop and check the animals during the journey.
- Do not load incompatible animals in the same pen, for example horned and un-horned cattle.
- Do not leave the animals unattended in the trailer for long periods of time.



6.0 Spare Parts

Please contact your authorised Nugent dealer directly for spare parts enquiries. Alternatively, you may contact Nugent Components directly 028 8774 0655 or spares@nugentengineering.com for details and prices.

It is in the interest of the customer to use spare parts manufactured and supplied by Nugent. Parts not so supplied may not be relied upon for correct material, dimension or finish. Nugent cannot therefore be responsible for consequential damage arising from the use of such unapproved spares, and the Warranty will become invalid.

7.0 FAQ's

Please consult the table below in relation to

Frequently Asked Questions (FAQ's):

FAULT	POSSIBLE CAUSE	REMEDY
Brakes Overheating	Wheel brakes over adjusted	Adjust correctly
	Wheel brake dirty/rusty	Clean and re-set
	Handbrake not releasing or left on	Check mechanism and adjust
	Brake cable(s) kinked	Check and replace
	Drawtube dirty and/or bent	Clean/grease or replace
Braking effort weak	Overrun lever/brake lever sticking and/or bent	Grease or replace
	Wheel brakes not adjusted	Adjust correctly
	Brake linings glazed or contaminated	Clean or replace and re-set
Reversing difficult	Incorrect clearances in system	Check and re-set
	Drawtube dirty and/or bent	Clean/grease or replace
	Braking system set too tight	Check and re-set
Handbrake weak	Braking system set incorrectly	Check and re-set to eliminate excessive travel
Uneven or jerky braking	Too much play in braking system	Check and re-set
	Worn damper in overrun	Replace
	Faulty components in wheel brake	Check and replace
	Ovality in drum	Check and have skimmed, or replace
	Wheel brakes unevenly adjusted	Check and re-set
	Brake cable(s) kinked	Check and replace
	Brake linings contaminated	Check and replace
Banging from overrun when braking	Excessive nose weight	Check and adjust load
	Damper resistance completely gone	Replace. Then adjust brakes
Difficulty coupling and uncoupling	Coupling head mechanism dirty or damaged	Check and clean or replace
	Towball dirty	Clean and, if necessary, grease
	Towball damaged	Check and replace
Excessive play between coupling head and towball	Coupling head worn	Replace
Trailer 'Snaking'	Incorrect nose-weight on trailer	Adjust load to give between 50 and 100Kg "Nose-Weight" on trailer coupling (unless trailer is very light)



8.0 Warranty Statement

1. Warranty Overview

Nugent Trailers Ltd (“Nugent”) guarantees that each new and unused Nugent product is made with good workmanship and free from mechanical defects, subject to the terms below.

If a Product is found to have a defect in materials or workmanship, Nugent will, at its discretion, repair or replace the defective part. A Dealer/Distributor may wish to extend this warranty out of courtesy, but they will do so at their own expense.

2. Warranty Registration

To activate this warranty:

- The Trailer Registration Form must be completed on the Nugent website within 14 days of delivery to the original purchaser.
- Failure to register the trailer within 14 days of purchase will void the warranty.
- The warranty applies only to the original purchaser and cannot be transferred to another person or business.



3. Warranty Period

Depending on the product type:

- Products are covered for up to one (1) year from the date of purchase, provided registration is completed within 14 days and trailer has been used under normal conditions and maintained as described in the Owner's Manual.

4. Warranty Coverage by Product Category

Nugent Steel Chassis:

Covered for one (1) year from the date of purchase, provided:

- Maintenance has been carried out as per the Owner's Manual.
- Only genuine Nugent replacement parts have been used.

5. Replacement Parts:

Any parts replaced or repaired under warranty are covered for the remainder of the original warranty period or 90 days, whichever is longer.



6. What the Warranty Does Not Cover

This warranty does not cover “wearing parts” or consumables such as:

- Bearings
- Brake shoes
- Tyres
- Batteries
- Any other normal consumable items

Unless you can show that such parts were defective before use, they are excluded.

7. Exclusions – When the Warranty Is Void

The warranty will not apply to any faults or damage caused by:

- Incorrect or improper installation or operation.
- Misuse, neglect, or use after a fault has been identified.
- Accidents or operation outside normal conditions.
- Lack of proper maintenance, lubrication, or protection.
- Use of non-Nugent parts or accessories.



- Repairs or alterations made by anyone other than Nugent or an authorised Nugent dealer.

8. Warranty Determination and Costs

- Nugent reserves the right to inspect and decide whether a part is defective.
- If a defect is confirmed, Nugent will repair or replace the part and cover the shipping cost.
- If the part is found not defective, shipping and other costs will be the responsibility of the purchaser.

9. Limitation of Liability

- Nugent's total liability is limited to the cost of repairing or replacing the defective part.
- Nugent is not liable for:
 - Loss of profit, goodwill, business, or opportunity
 - Anticipated savings
 - Data loss or corruption
 - Any indirect or consequential loss



- Nugent will cover the cost of transport from the dealer but will not cover cost of transport from Purchasers address.

This warranty does not affect your statutory rights under applicable national law.

Nothing in this policy limits Nugent's liability for death or personal injury caused by negligence, or fraudulent misrepresentation.

10. Making a Warranty Claim

Claims must be made within 14 days of the date you first notice (or should have noticed) a defect.

If you purchased the product through a Nugent Dealer/Distributor, submit your claim through them unless Nugent instructs otherwise.

To make a claim:

1. Contact the Dealer/Distributor of whom you purchased the trailer from.
2. Provide the Dealer/Distributor with Photos/video of the trailer and a brief description of the fault.



3. Return the defective product or part, together with:
 - Proof of purchase
 - The Trailer serial number
4. Products without proper documentation, or those returned disassembled or missing components, will be rejected and returned at the purchaser's expense.

All claims are tested at Nugent's premises (or by an authorised Dealer/Distributor) to confirm eligibility under warranty.

11. Product Changes

Nugent reserves the right to change any product design, specification, or pricing at any time without notice and without incurring any obligation.



Appendix 1: Maintenance Schedule

Please consult the table below in relation to your trailer maintenance schedule:

MAINTENANCE PROCEDURE	EACH JOURNEY	FIRST 2000KM (1200 MILES)	EVERY 4000KM (2500 MILES)	EVERY 16000KM (10000 MILES) OR 1 YEAR
UNDERBODY				
Check and Adjust Brakes		*	*	*
Grease Linkages and Cables			*	*
Grease and Check Coupling			*	*
Check Tyre Pressures	*			
Check and Grease Hubs				*
Check Wheel Nut Tightness		*		*
Check Tyre Tread Depth	*			*
Check Hub/Wheel Bearing Adjustment		*		*
Remove Hubs-Check Brakes, Wheel Bearings				*
Check Spring U-Bolt Nut Tightness		*	*	
ELECTRICAL				
Check 13 Pin Plug				*
Check Lights	*			*
Check Cable Connections				*
Check Reflectors				*
GENERAL				
Lubricate Crib Hinges				*
Check/lubricate taildoors, ramps, gates, cribs				*
Inspection to ensure suitability for safe towing	*			

Appendix 2: Service

Yes / No. The following work was carried out:	Yes / No. Change of:
Inspection	Replacement / Change
<input type="checkbox"/> / <input type="checkbox"/> Wheels & Tyres <input type="checkbox"/> / <input type="checkbox"/> Axles & Suspension <input type="checkbox"/> / <input type="checkbox"/> Wheel Bearings	<input type="checkbox"/> / <input type="checkbox"/> Wheels / Tyres <input type="checkbox"/> / <input type="checkbox"/> Axles / Suspension <input type="checkbox"/> / <input type="checkbox"/> Wheel Bearings
<input type="checkbox"/> / <input type="checkbox"/> Brake Shoes & Drums <input type="checkbox"/> / <input type="checkbox"/> Brake Cables & Linkages	<input type="checkbox"/> / <input type="checkbox"/> Brake Shoes / Drums <input type="checkbox"/> / <input type="checkbox"/> Brake Cables / Linkages
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<input type="checkbox"/> / <input type="checkbox"/> Lights & Wiring <input type="checkbox"/> / <input type="checkbox"/> Reflectors	<input type="checkbox"/> / <input type="checkbox"/> Lights / Wiring <input type="checkbox"/> / <input type="checkbox"/> Reflectors
<input type="checkbox"/> / <input type="checkbox"/> Chassis & Frame <input type="checkbox"/> / <input type="checkbox"/> Flooring & Panels <input type="checkbox"/> / <input type="checkbox"/> Doors & Ramps	<input type="checkbox"/> / <input type="checkbox"/> Chassis / Frame <input type="checkbox"/> / <input type="checkbox"/> Flooring / Panels <input type="checkbox"/> / <input type="checkbox"/> Doors / Ramps
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Service carried out on (Date): Invoice Number: Service carried out by: Stamp of qualified workshop	Your Next Service: Additional work due at next service ? On (Date):

Yes / No. The following work was carried out:	Yes / No. Change of:
Inspection	Replacement / Change
<input type="checkbox"/> / <input type="checkbox"/> Wheels & Tyres <input type="checkbox"/> / <input type="checkbox"/> Axles & Suspension <input type="checkbox"/> / <input type="checkbox"/> Wheel Bearings	<input type="checkbox"/> / <input type="checkbox"/> Wheels / Tyres <input type="checkbox"/> / <input type="checkbox"/> Axles / Suspension <input type="checkbox"/> / <input type="checkbox"/> Wheel Bearings
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<input type="checkbox"/> / <input type="checkbox"/> Lights & Wiring <input type="checkbox"/> / <input type="checkbox"/> Reflectors	<input type="checkbox"/> / <input type="checkbox"/> Lights / Wiring <input type="checkbox"/> / <input type="checkbox"/> Reflectors
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Service carried out on (Date): Invoice Number: Service carried out by: Stamp of qualified workshop	Your Next Service: Additional work due at next service ? On (Date):

Yes / No. The following work was carried out:	Yes / No. Change of:
Inspection	Replacement / Change
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Service carried out on (Date): Invoice Number: Service carried out by: Stamp of qualified workshop	Your Next Service: Additional work due at next service ? On (Date):

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