

OWNER'S MANUAL

Flat Top Trailers – Tandem Axle & Tri-Axle

KING KONG TRAILERS PTY LTD

Website: www.kingkongtrailers.com.au

Email: info@kingkongtrailers.com.au

Phone: 1300 311 333

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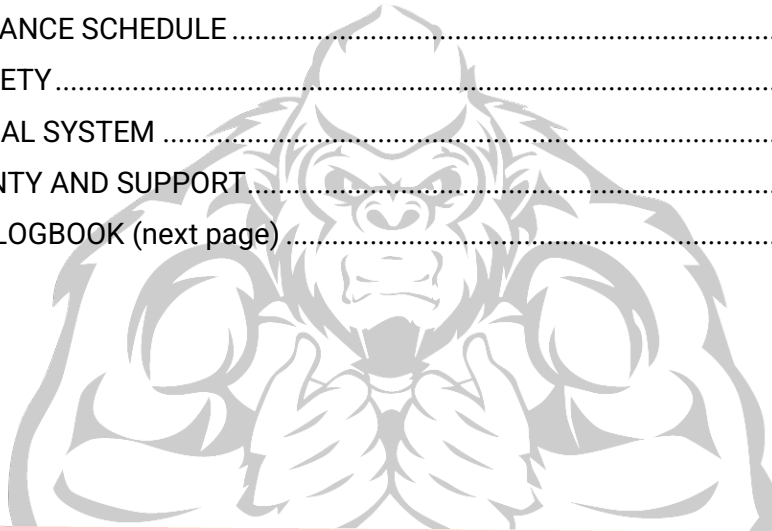
10×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM
10×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM with Ramps (RP)
10×7 Hot-Dip Galvanised Flat Top Trailer 4500kg ATM
12×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM
12×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM with Ramps (RP)
12×7 Hot-Dip Galvanised Flat Top Trailer 4500kg ATM
14×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM
14×7 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM with Ramps (RP)
14×7 Hot-Dip Galvanised Flat Top Trailer 4500kg ATM
16×8 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM
16×8 Hot-Dip Galvanised Flat Top Trailer 3500kg ATM with Ramps (RP)
16×8 Hot-Dip Galvanised Flat Top Trailer 4500kg ATM
20×8 / 23×8 / 26×8 Tri-Axle Flat Top / Flat Deck Trailer 4500kg ATM

IMPORTANT: Ongoing Product Notice:

Trailer designs, specifications and standard inclusions may change without prior notice as part of ongoing product improvement. Always refer to the VIN compliance plate fitted to your trailer for certified ratings, and visit our website or contact King Kong Trailers for the latest product information, service notices and safety updates.

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KING KONG TRAILERS

1.0 INTRODUCTION

Thank you for purchasing a King Kong Flat Top Trailer. Our Flat Top range is designed for commercial, trade, agricultural and private transport applications, with tandem-axle and tri-axle configurations available across multiple deck sizes and ATM ratings.

This manual provides important information on safe operation, towing and hitching, loading, braking, maintenance, tyre and electrical safety, warranty guidance and general trailer care. For current model specifications and photos, visit: <https://kingkongtrailers.com.au/product-category/flat-top-trailer>

Please read this manual before operating the trailer. Keep it with the trailer and refer to it before towing, loading or unloading, and before carrying out inspection or maintenance.

1.1 LEGAL RESPONSIBILITY

It is the owner/operator's responsibility to ensure the trailer is registered and roadworthy; the towing vehicle, towbar, tow ball/coupling and brake controller are suitably rated; the trailer is operated within its ATM, axle, tyre and coupling limits; and all lights, brakes, tyres, safety chains, coupling and load restraints are maintained. Always comply with the current Australian Design Rules (ADR), Vehicle Standards Bulletin 1 (VSB1), and the road and registration requirements that apply in the state or territory where the trailer is used. The VIN compliance plate is the primary reference for the certified ratings of the individual trailer.

2.0 SAFETY INFORMATION

Safety is the highest priority when operating, loading or towing a trailer. Improper use, overloading, poor maintenance or unsafe towing practices may result in serious injury, death or property damage.

2.1 General Safety Guidelines

- Comply with applicable road rules and towing laws, never exceed the ATM or any axle/tyre/coupling rating, and confirm the towing vehicle and towbar are suitable for the actual loaded trailer mass.
- Distribute loads evenly, keep heavy items low and near the axle group, and secure all cargo with correctly rated restraints. Do not use gates, headboards or cages as the primary load restraint.

- Before every trip, check tyres, wheels, coupling, both safety chains, lights, electric brakes, brake controller and breakaway system. Do not tow if any safety-critical component is damaged or not functioning correctly.
- Never carry passengers or animals on the trailer. Reduce speed to suit the conditions, avoid sudden steering or braking, and use suitable PPE when loading, unloading or maintaining the trailer.

2.2 Pre-Departure Inspection (Before Each Trip)

Before each trip, perform a visual and functional inspection of the trailer:

- Check tyre condition and cold inflation pressure; inspect wheels and confirm wheel nuts are secure.
- Inspect the tow ball/coupling, locking mechanism, drawbar, both safety chains and rated connection hardware for wear, damage and correct attachment.
- Confirm the towing vehicle brake controller is functioning and test the trailer electric brakes at low speed in a safe area before entering traffic.
- Check the breakaway battery/status, switch, pin and activation cable. Connect the breakaway cable to the towing vehicle independently from the safety chains.
- Connect the trailer plug and confirm tail lights, brake lights, indicators, number plate light and any clearance/side marker lights operate correctly.
- Confirm the load is balanced and secured, and all gates, headboard, ramps, latches, pins, toolboxes and other accessories are fully secured.
- Fully raise, retract or stow the jockey wheel(s) and confirm there are no loose, worn, cracked or damaged components that could affect safe travel.

2.3 Routine Maintenance Overview

- Have the trailer routinely serviced at least every 6 months, or more frequently for commercial, high-load, off-road, coastal or frequent use.
- Keep a service log and retain inspection, service and repair records (see Section 11).
- Inspect wheel bearings and hubs for play, abnormal heat, noise or grease leakage; clean, inspect and repack at the recommended service interval.

- Check wheel nuts, U-bolts, spring hangers, suspension fasteners and axle components for looseness, wear, fatigue or damage.
- Inspect and maintain the electric brakes on every braked wheel; check wiring, drums, magnets, shoes and adjustment as required.
- Inspect the breakaway battery, switch, pin and cable, and confirm the system activates the trailer brakes correctly.
- Inspect the coupling, safety chains, jockey wheel(s), latches and locking hardware; lubricate moving parts where appropriate.
- Inspect the electrical system, lights, ramps, gates, headboard and tie-down/load-restraint points; repair damage before use.

2.4 Operational Precautions

- Never allow people or animals to ride on the trailer or on a load carried by the trailer.
- Distribute loads evenly and secure them with appropriately rated tie-down equipment attached to suitable restraint points.
- Drive conservatively, especially on wet, windy, rough or uneven roads and when turning, reversing or descending hills.
- Park on firm, level ground where possible. Chock the trailer wheels before uncoupling a loaded trailer or whenever there is a risk of movement.

2.5 Drop-Down Gate & Headboard Operation

- **Before Opening:**

Park on firm, level ground, apply the tow vehicle park brake and ensure the trailer cannot roll or move.

- **Opening / Removal:**

Support the panel before releasing latches or pins. Remove a gate or headboard only where the supplied configuration is designed for removal.

- **Before Towing:**

Refit removable panels correctly and confirm all latches, locking pins and retaining hardware are fully engaged.

2.6 Loading Ramp Operation (if fitted)

- Position the Trailer: Park on firm, level ground, apply the tow vehicle handbrake, and stabilise the trailer.

- Inspect the Ramps: Check ramps and mounting points for damage, contamination, or looseness before use.
- Set the Ramps: Position both ramps squarely and fully engage them with the trailer support points.
- Load Safely: Move slowly and stay within the rated capacity of the ramps, trailer, axles, and tyres.
- Keep Clear: Keep people clear of the loading path and away from loads being moved on or off the trailer.
- After Loading: Secure the cargo with appropriately rated restraints before moving the trailer.
- Stow the Ramps: Return ramps to their storage position and secure all locking pins before towing.
- Final Check: Confirm gates, headboard, ramps, restraints, and accessories are secure before travel.
- Ramp and gate arrangements and capacities vary by model. Follow the configuration supplied with your trailer and any rating labels or instructions fitted to the ramps, trailer or accessories.

2.6.1 FLAT TOP TRAILER LOADING & RAMP SAFETY

Before loading or unloading, confirm the following:

- Trailer is on firm, level ground and cannot roll or move.
- Gates or headboard being opened or removed are supported and handled safely.
- Loading ramps are correctly located, fully seated, clean, and undamaged.
- Cargo, machinery and loading equipment must remain within the trailer ATM, certified axle/tyre limits, ramp capacity and towing vehicle limits.
- Rated tie-downs are attached to suitable restraint points; gates are not used as the primary load restraint.
- After loading, all ramps, gates, latches, pins, and accessories are secured before travel.

2.7 Trailer Connection Instructions

- Confirm the tow vehicle, towbar, tow ball and coupling are correctly rated for the trailer and actual loaded mass. Use the tow ball size specified for the coupling fitted to the trailer.
- Align the tow vehicle and lower the trailer coupling squarely onto the correct tow ball using the jockey wheel(s).
- Confirm the coupling is fully seated, close and lock the coupling mechanism, and fit the supplied safety pin/clip where applicable.
- Attach both safety chains to approved vehicle attachment points. Cross the chains under the drawbar where practicable and required, and ensure they cannot drag on the road.
- Connect the trailer electrical plug firmly to the towing vehicle and confirm the plug/socket is clean, secure and free from corrosion.
 - Electric Brakes: All Flat Top models covered by this manual use electric brakes on every road wheel. Tandem-axle models brake all four wheels; tri-axle models brake all six wheels.

- **Brake Controller:** The towing vehicle must be fitted with a compatible, correctly adjusted electric brake controller capable of operating the trailer braking system.
 - **Breakaway System:** Connect the breakaway activation cable to the towing vehicle independently from the safety chains and confirm the breakaway battery/system is ready for operation.
- Check all required lighting and test the trailer brakes before travel. Do not tow if the brake controller, any wheel brake, lighting or breakaway system is not functioning correctly.
 - Confirm the trailer is level and stable, the jockey wheel(s) are fully stowed, and all loads, gates, headboard, ramps, pins and accessories are secured before moving off.

2.8 Modifications Warning

Do not modify the trailer, braking system, coupling, axles, suspension, chassis, electrical system or load-restraint equipment without written approval from King Kong Trailers and any engineering/certification approval required by law. Unauthorised modifications may compromise safety, compliance and warranty eligibility.

2.9 Risk Management Statement

King Kong Trailers applies a risk-based approach to trailer operation and maintenance. Key controls include routine inspection and servicing, operator compliance with this manual, suitable PPE for loading and maintenance, correct load distribution and restraint, and immediate cessation of use if structural, brake, coupling, wheel, tyre, ramp, suspension or electrical damage is identified.

Owners and operators must assess their operating environment and ensure safe practices are followed at all times.

3.0 SPECIFICATIONS OVERVIEW

King Kong Trailers' Flat Top range includes tandem-axle and tri-axle configurations for commercial, trade, agricultural and general transport applications. Models in this manual are heavy-duty electric-braked trailers with certified ATM ratings shown on the individual VIN compliance plate.

Depending on the model and selected options, equipment may include hot-dip galvanised construction, checker plate flooring, removable side/rear drop-down gates, headboard, tie-down rails or restraint points, loading ramps, rocker roller suspension, LED lighting and jockey wheel(s).

The current non-tipper Flat Top range covered by this manual includes 10×7, 12×7, 14×7 and 16×8 tandem-axle models, plus 20×8, 23×8 and 26×8 tri-axle flat deck models. Selected tandem models are available in 3500kg and 4500kg ATM ratings, with 3500kg ramp-equipped RP configurations.

3.1 Model Specifications

Tandem Axle Flat Top Trailers

Available sizes include:

- 10×7 Flat Top Trailer
- 12×7 Flat Top Trailer
- 14×7 Flat Top Trailer
- 16×8 Flat Top Trailer

Selected tandem models are available in 3500kg ATM and 4500kg ATM configurations. Always use the certified ATM and tare shown for the individual trailer.

Depending on model and configuration, standard equipment may include:

- Fully welded hot-dip galvanised body and chassis
- Checker plate steel floor
- Removable side and rear drop-down gates (where fitted)
- Headboard and tie-down rails / restraint points (where fitted)
- Rocker roller suspension
- Electric drum brakes on all four wheels
- Automatic breakaway braking system
- LED trailer lighting and trailer plug
- Rated safety chains and jockey wheel

Individual deck/body dimensions, tare weight, payload, tyre size, axle specification, coupling size/rating, suspension details and optional equipment vary by model and production batch. Use the VIN compliance plate and the equipment actually fitted to the trailer as the authoritative reference.

Ramp-Equipped Flat Top Trailers (RP Models)

Selected 10×7, 12×7, 14×7 and 16×8 3500kg ATM Flat Top models are available as ramp-equipped RP configurations or with compatible loading-ramp options, subject to the individual model configuration.

Loading ramps are intended to assist with loading compatible machinery and equipment.

Before using ramps:

- Confirm that the ramps are correctly positioned and secured.
- Confirm that the combined weight of the machinery and operator does not exceed the rated ramp capacity.
- Ensure the trailer is positioned on firm, level ground.
- Load equipment slowly and centrally.
- Do not exceed the trailer's ATM, axle ratings or allowable payload.

Ramp design, rated capacity and storage arrangements vary by model. Never assume a ramp capacity from trailer ATM; use the rating shown on the ramp/accessory and the supplied product information.

Tri-Axle Flat Top / Flat Deck Trailers

Available models include:

- 20×8 (approximately 6000 × 2400mm) Tri-Axle Flat Top / Flat Deck Trailer
- 23×8 (approximately 7000 × 2400mm) Tri-Axle Flat Top / Flat Deck Trailer
- 26×8 (approximately 8000 × 2400mm) Tri-Axle Flat Top / Flat Deck Trailer

Current tri-axle models covered by this manual are 4500kg ATM open flat-deck trailers designed for compatible machinery, pallets, construction materials and commercial transport applications.

Tri-axle braking configuration: electric brakes are fitted to all six road wheels. The breakaway system is wired to apply the trailer brakes across all six wheels if the trailer separates from the towing vehicle. Running-gear, tyre, axle, tare and payload details may vary by model and production batch; refer to the VIN compliance plate and current model specification.

3.2 Important Specification Notice

Specifications may vary by trailer size, ATM rating, production batch and selected options. Website information is a general product guide and may be updated as products change.

Always refer to the VIN compliance plate fitted to the individual trailer for certified ATM and vehicle identification information, and to any component rating labels for axle, tyre, coupling and ramp limits.

Tare weight and available payload change when ramps, toolboxes, spare wheels, cages, accessories or other equipment are fitted. Payload is not a fixed website figure unless the final certified tare is known.

For current product information, contact King Kong Trailers or refer to the official King Kong Trailers website. If website data conflicts with the VIN compliance plate or a component rating label, stop and contact King Kong Trailers for clarification before use.

Specifications are subject to change due to ongoing product improvements and supplier variations. Do not transfer dimensions, tare, payload, coupling or running-gear specifications from one model to another.

For diagrams and detailed specs, visit:

<https://kingkongtrailers.com.au/product-category/flat-top-trailer>

4.0 TOWING AND HITCHING INSTRUCTIONS

Towing a heavy Flat Top Trailer requires additional care, preparation and responsibility. Before each journey, confirm the trailer is correctly matched to the towing vehicle and that the towing vehicle, towbar, coupling, braking system, tyres, lights, safety chains and load are suitable and within their rated limits.

4.1 Step-by-Step Hitching Procedure

1. **Park on Level Ground**

Position the trailer and tow vehicle on firm, level ground where possible and apply the tow vehicle park brake.

2. **Confirm Ratings and Compatibility**

Check towing capacity, towbar/tow ball rating, the trailer ATM, coupling rating and the correct tow ball size before connection.

3. **Align and Lower the Coupling**

Reverse slowly until the tow ball is directly beneath the coupling, then use the jockey wheel(s) to lower the coupling fully onto the ball.

4. **Lock the Coupling**

Close and lock the coupling mechanism and fit the supplied retaining pin/clip where applicable. Do not tow if the coupling will not lock correctly.

5. **Attach Safety Chains**

Connect both rated safety chains to approved vehicle attachment points. Cross them under the drawbar where practicable/required and ensure adequate turning movement without road contact.

6. **Connect the Electrical Plug**

Connect the trailer plug firmly to the vehicle socket. Plug configuration may vary; use a compatible connection and do not tow with loose, corroded or damaged wiring.

7. **Check Lights and Electric Brakes**

Test tail, brake and indicator lights and any clearance/side marker lights. Confirm the brake controller operates the trailer electric brakes correctly before entering traffic.

8. **Connect and Check the Breakaway System**

Connect the activation cable independently from the safety chains and confirm battery/status, pin and switch condition. The breakaway system must be ready to apply all braked wheels if separation occurs.

9. **Secure the Jockey Wheel(s)**

Fully retract, raise or stow the jockey wheel(s) and lock them in the travel position. Tri-axle models may be fitted with dual jockey wheels.

10. **Final Walkaround Check**

Confirm the load is secured, ramps are stowed, gates/headboard are latched, pins are locked, tyres are clear and nothing is loose, dragging or obstructing safe movement.

4.2 Towing Tips

- Maintain a suitable positive tow-ball download for stable towing while staying within the towing vehicle, towbar, tow ball and coupling limits. Do not use a fixed percentage as a substitute for the ratings applicable to the specific towing combination.
- Use towing mirrors where required to maintain adequate rearward visibility.
- Allow substantially more distance for acceleration, braking, turning and overtaking, and use lower gears as appropriate when descending hills.
- Avoid sudden steering, harsh braking and high-speed manoeuvres. Reduce speed in wet, windy, rough or uneven conditions and stop to investigate sway, unusual vibration, noise, heat or smell.
- Obey the towing speed limit and other towing rules that apply in the state or territory where you are driving, as well as any lower limit specified by the tow vehicle, towbar, tyre or trailer manufacturer. Towing rules vary between jurisdictions.

4.3 Unhitching Procedure

- Park on firm, level ground where possible, apply the tow vehicle park brake and secure the trailer against movement.

- Chock the trailer wheels before uncoupling, particularly when the trailer is loaded or there is any slope.
- Disconnect the electrical plug and then disconnect the breakaway cable only after the trailer is safely parked and secured.
- Disconnect the safety chains from the tow vehicle.
- Support the drawbar with the jockey wheel(s), release the coupling latch and confirm the trailer is stable.
- Use the jockey wheel(s) to raise the coupling clear of the tow ball. Keep hands and feet away from pinch/crush points.
- Slowly move the towing vehicle forward only after confirming the trailer is fully supported and disconnected.

5.0 LOAD AND WEIGHT DISTRIBUTION

Proper load distribution is critical to safe towing, handling, braking, tyre life, and cargo security. Incorrect loading may cause trailer sway, uneven wear, loss of control, or structural damage. Always follow the guidelines below when loading your Flat Top Trailer.

5.1 Key Guidelines:

- **Do Not Exceed ATM**
The Aggregate Trailer Mass (ATM) is the total mass of the trailer when carrying its load and includes the trailer, cargo and fitted accessories. Never exceed the ATM shown on the VIN compliance plate or any lower axle, tyre, coupling, towbar or tow-vehicle limit.
- **Tow Ball Mass / Download**
Maintain a stable, positive tow-ball download appropriate to the trailer and towing combination. The correct value must remain within the limits specified by the tow vehicle, towbar, tow ball and trailer/coupling manufacturer. Poor load distribution or rear-heavy loading can cause dangerous sway.

Available payload is calculated from the certified ATM minus the actual tare of the completed trailer. Accessories and options increase tare and reduce available payload. Use a weighbridge if the actual loaded mass is uncertain.

5.2 Balance the Load

- Distribute the load evenly side-to-side and longitudinally across the deck.
 - Place heavier items low and near, or slightly forward of, the axle group while maintaining an appropriate tow-ball download and remaining within all ratings.
 - Avoid rear-heavy loading, concentrated point loads and uneven side loading that may cause sway, poor braking stability, tyre overload or structural damage.
 - Keep the centre of gravity as low as practical and confirm the load cannot shift during braking, turning or travel over uneven surfaces.
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5.3 Securing the Load

- Use appropriately rated load restraints across multiple suitable tie-down/restraint points and follow applicable load-restraint requirements for the cargo being carried.
 - Ensure cargo is secured to prevent movement during acceleration, braking, cornering, or travel over uneven surfaces. Do not rely on drop-down gates or a cage as the primary load restraint.
 - Stop and re-check load restraints during longer journeys and after travelling over rough roads or after any significant load movement.
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5.4 Axle and Suspension Load

- Do not overload one side, one axle group, one tyre or a localised deck area. Consider the load footprint and weight distribution, not only the total ATM.
 - If abnormal tyre wear, suspension deflection, poor handling or axle damage is suspected, stop using the trailer until the load and trailer condition are checked.
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5.5 Driving Tips While Loaded

- Allow extra stopping distance.
 - Take turns and corners slowly.
 - Avoid abrupt lane changes or high-speed manoeuvres.
 - If unsure about your total weight, use a **weighbridge** to verify compliance.
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6.0 BRAKING SYSTEM

King Kong Flat Top models covered by this manual use electric braking on every road wheel. Tandem-axle trailers have electric brakes on all four wheels. Tri-axle trailers have electric brakes on all six wheels. Where the breakaway system is activated, it applies the trailer braking system to all braked wheels, including all six wheels on tri-axle models. The towing vehicle must be able to control the service brakes from the normal driving position through a compatible brake controller.

6.1 Key Components

- **Electric Brakes**
Electric brakes are fitted to every road wheel on the models covered by this manual. The controller gain/settings must be adjusted for the actual trailer/load and checked after changes in load or towing conditions.
- **Breakaway System**
If the trailer becomes detached from the towing vehicle, the automatic breakaway system must immediately apply the trailer brakes. On tandem-axle models this applies all four braked wheels; on tri-axle models it applies all six braked wheels. For trailers over 2000kg GTM, applicable requirements include maintaining the breakaway braking action for at least 15 minutes.
- **Brake Controller**
The towing vehicle must have a compatible, correctly installed and adjusted electric brake controller. Do not tow if the controller does not provide reliable, progressive braking of the trailer.

Breakaway Connection: The breakaway activation cable must be attached to the towing vehicle independently from the safety chains. Keep the breakaway battery/system charged and serviceable. Never use the breakaway switch as a parking brake.

6.2 Routine Brake Checks

- Inspect brake linings, drums, magnets, wiring and adjustment at least every 6 months or 5,000 km, and more often for commercial, high-load, dusty, wet or frequent use.
 - Before every trip, check brake controller operation and confirm the trailer brakes respond smoothly at low speed in a safe area.
 - Before every trip, check the breakaway cable, pin/switch and battery/status. Carry out the manufacturer-recommended functional and battery-capacity checks at service intervals.
 - Stop and investigate any pulling, grabbing, locking, weak braking, unusual noise, hot hub/drum, warning indication or uneven braking.
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6.3 Maintenance Tips

- Keep brake assemblies clean, correctly adjusted and protected from contamination. Do not apply lubricants to brake friction surfaces.
- After significant water exposure, have brake and hub components inspected, cleaned and dried as appropriate before continued heavy use.
- Replace worn or damaged magnets, shoes, drums, wiring or other brake components with suitable approved parts and verify correct operation before towing.

6.4 Troubleshooting

- **Brakes not engaging:**
 - Check the trailer plug/socket, brake controller output/settings, brake wiring, earth connection and power supply. If the fault is not immediately identified, do not tow until inspected.
- **Brakes locking or grabbing:**
 - Check controller gain/settings and have brake adjustment, magnets, shoes, drums and wiring inspected for faults or uneven operation.
- **Breakaway not functioning:**
 - If the breakaway system does not activate correctly, do not tow. Check the battery/status, switch, pin and cable, then have the system tested to confirm all four tandem-axle brakes or all six tri-axle brakes apply correctly.

For technical support or parts, contact **King Kong Trailers** on **1300 311 333** or visit www.kingkongtrailers.com.au

7.0 MAINTENANCE SCHEDULE

Routine maintenance is essential for long-term safety, reliability and warranty eligibility. Trailers used in harsh, off-road, coastal, high-load, commercial or frequent-use conditions may require shorter service intervals. We recommend professional inspection/service at least every six months, with additional checks based on kilometres, operating conditions and component manufacturer requirements.

7.1 Breakaway System Notice

All Flat Top models covered by this manual use a breakaway system as required by their certified heavy-duty braking configuration. For trailers over 2000kg GTM, the breakaway system is required to operate automatically if separation occurs. Before each trip, inspect the cable, battery/status, pin and switch, and confirm the system is ready for use. A controlled functional test should verify operation of all four brakes on tandem-axle models or all six brakes on tri-axle models.

7.2 Maintenance Checklist

Item	Frequency	Action
Tyres & Wheels	Before each trip	Pressure, tread, damage, wheel condition and wheel-nut security
Brake System	Before each trip / service	Test controller/brakes; inspect wiring and brake adjustment
Wheel Bearings & Hubs	Every 6 months	Inspect, clean and repack; check play, heat, noise or leakage
Coupling & Safety Chains	Monthly	Inspect wear/security and locking; lubricate moving parts as appropriate
Electrical System	Monthly	Inspect plug, lights and wiring for damage/corrosion
Chassis, Axles & Suspension	6-monthly / annually	Inspect fasteners, U-bolts, springs, axles, hangers and welds
Breakaway System	Before each trip	Check cable, battery/status, switch and pin; functional test as required
Jockey Wheel(s)	Every 3 months	Lubricate, tighten mounts and confirm secure travel position
Gates, Ramps & Tie-Downs	Before each trip	Check latches, pins, ramp storage/labels and restraint points

7.3 Maintenance Tips

- Keep detailed records in the service log (Section 11), including dates, kilometres (if tracked), work performed and service provider.
- Use suitable manufacturer-approved or specification-matched parts, fasteners, lubricants and electrical/brake components.
- Rinse and clean the trailer after exposure to salt, fertiliser, chemicals, mud or corrosive materials, then inspect for damage or trapped contamination.
- Inspect LED lights, reflectors, number plate mounting, safety chains, coupling and load-restraint hardware regularly.
- Address looseness, wear, unusual noise, heat, vibration, corrosion or damage early. Stop using the trailer immediately if a safety-critical fault is identified.

8.0 TYRE SAFETY

Tyres and wheels are safety-critical. Correct tyre selection, pressure, load rating, wheel-nut security and condition are essential for braking, stability and load carrying. Use the tyre placard, VIN/compliance information and tyre/component manufacturer requirements for the specific trailer.

8.1 Tyre Safety Guidelines

- **Check Tyre Pressure Before Each Trip**

Check pressure when tyres are cold and inflate to the recommended cold inflation pressure for the tyre and trailer/load. Use the tyre placard or manufacturer specification where provided; the maximum pressure moulded on a tyre sidewall is not automatically the correct operating pressure.

- **Inspect for Visible Damage**

Look for:

- Cracks in sidewalls
- Bulges or bubbles
- Embedded objects (nails, screws, glass)

- **Tread Depth and Wear**

Ensure tread depth remains legally compliant and replace tyres earlier if there is uneven wear, exposed cords, cracking, bulging, cuts or other damage.

- **Tyre Load and Speed Rating**

All fitted tyres must have suitable size, load and speed ratings for the certified trailer and intended use. Do not substitute a lower-rated tyre.

- **Tyre Age and Condition**

Check the tyre date code and inspect ageing condition regularly. Tyres can deteriorate with time, heat, UV exposure, under-inflation and storage even when tread remains. Replace tyres when deterioration is evident or in accordance with the tyre manufacturer/service provider recommendation; do not rely on age alone as the only criterion.

- **Tyre Rotation and Balancing**

Inspect wear patterns regularly. Rotate or balance wheels where recommended for the fitted tyre/wheel setup, and investigate vibration or abnormal/uneven wear rather than simply rotating a fault between positions.

- **Spare Tyre**

If a spare is carried, keep it properly inflated and ensure its size, load rating, wheel fitment and condition are suitable for the trailer. A spare wheel and bracket may be optional equipment depending on the model.

8.2 Additional Mechanical Checks

- **Wheels and Wheel Nuts:**

Inspect wheels for cracks, deformation, impact damage and severe corrosion. Confirm wheel nuts are secure before each trip and re-check after wheel removal/refitting or service in accordance with the wheel/axle service instructions.

- **Jockey Wheel(s):**

Confirm the jockey wheel(s) operate smoothly, the mounting brackets are secure, and the wheel(s) lock fully in the travel position. Tri-axle models may use dual jockey wheels. Never tow with a jockey wheel lowered or unsecured.

9.0 ELECTRICAL SYSTEM

King Kong Flat Top Trailers use LED trailer lighting and an electrical connection appropriate to the individual model. The electrical system must remain secure, correctly earthed, protected from damage and compatible with the towing vehicle. Brake control and breakaway wiring are safety-critical and must not be modified without approval.

9.1 Standard Electrical Features

- **Trailer Plug / Connection**

A 7-pin trailer electrical connection is used on current models; the physical plug/adaptor configuration may vary between setups. Confirm compatibility with the towing vehicle and maintain clean, secure contacts.

- **LED Lighting**

The fitted lighting may include:

- Brake lights
- Taillights
- Indicators
- Clearance lights
- Number plate light and any clearance/side marker lights required for the trailer configuration. All required lights and reflectors must remain visible, functional and compliant for road use.

9.2 Maintenance and Inspection Tips

- **Test Lighting Before Each Trip**

Check tail lights, brake lights, indicators, number plate light and any clearance/side marker lights before travel.

- **Inspect Connectors**

Check that the plug and socket are fully seated and that pins/contacts are not bent, loose, dirty, wet or corroded.

- **Check Wiring Harness**

Regularly inspect trailer wiring for:

- Loose or exposed wires

- Signs of wear, rubbing, or water ingress
- Secure cable routing (away from suspension, tyres, or pinch points)
- **Protect Connectors from Corrosion**
Keep connections clean and dry and use an appropriate electrical-contact protection product where recommended by the component manufacturer.
- **Do Not Overload or Modify the Circuit**
Do not add lighting, accessories or electrical loads that may overload the trailer/tow-vehicle wiring or interfere with electric brake or breakaway operation.

10.0 WARRANTY AND SUPPORT

King Kong Trailers provides warranty support subject to the current warranty terms, inspection findings, correct use and reasonable maintenance. The summary below is intended to align this manual with the current King Kong Trailers warranty information and does not replace the full current warranty terms or rights and remedies available under the Australian Consumer Law.

10.1 Warranty Coverage

- **5-Year Structural Warranty**
Eligible brand-new trailers include five-year structural warranty coverage, subject to correct use, maintenance, physical inspection and applicable exclusions.
- **1-Year Component Warranty**
Selected eligible components are covered for one year, subject to inspection and the applicable warranty conditions. The currently listed selected components are:
 - Leaf springs
 - Trailer lights
 - Original trailer wiring
 - Jockey wheel

Other components, including couplings and electric brake components, are reviewed case by case unless expressly included in the current written warranty terms for the specific purchase.

10.2 Warranty Assessment Conditions

- The trailer must be presented for physical inspection at an approved King Kong Trailers location before warranty maintenance, repair or replacement can be assessed.

- The issue must be reported within the applicable period. Proof of purchase and trailer identification may be required.
- The trailer must have been used within its rated capacity and reasonable servicing/maintenance must have been completed. Maintenance records may be requested.
- Do not arrange third-party repairs, replacement parts or modifications before receiving written approval from King Kong Trailers, unless immediate action is required by law or to prevent an imminent safety risk.

Warranty coverage is not automatic. Eligibility depends on inspection findings, the cause of the issue, maintenance history and the applicable terms/exclusions.

10.3 Common Warranty Exclusions

Subject to the current written warranty terms and Australian Consumer Law, warranty may not cover:

- Normal wear and consumable/service items, including tyre wear and brake friction-material wear.
- Damage caused by overloading, incorrect load distribution, unsafe towing, misuse or use outside the trailer/component rating.
 - Accident, collision, impact, jackknifing or other external damage.
 - Corrosion, contamination or deterioration caused or worsened by inadequate cleaning, storage or maintenance.
 - Unauthorised modifications, unsuitable parts or third-party repairs carried out without prior written approval where approval was required.
 - Faults where the trailer cannot be inspected or the cause/eligibility cannot be established under the applicable warranty conditions.

10.4 Australian Consumer Law and Safety Recalls

King Kong Trailers warranty coverage is provided in addition to rights and remedies that may apply under the Australian Consumer Law. In the event of an applicable safety recall or safety notice, follow the official instructions issued by King Kong Trailers and/or the relevant regulator.

- King Kong Trailers may publish applicable product safety or recall information on the official website and contact affected customers where details are available.

Owners should keep their contact details and trailer identification/purchase records up to date and contact King Kong Trailers if they believe their trailer may be affected by a safety notice or recall.

Support & Contact Details

- Website: www.kingkongtrailers.com.au
 - Email: info@kingkongtrailers.com.au
 - Phone: 1300 311 333
 - Address: 7 Peachtree Road, Penrith NSW 2750, Australia
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11. SERVICE LOGBOOK (next page)

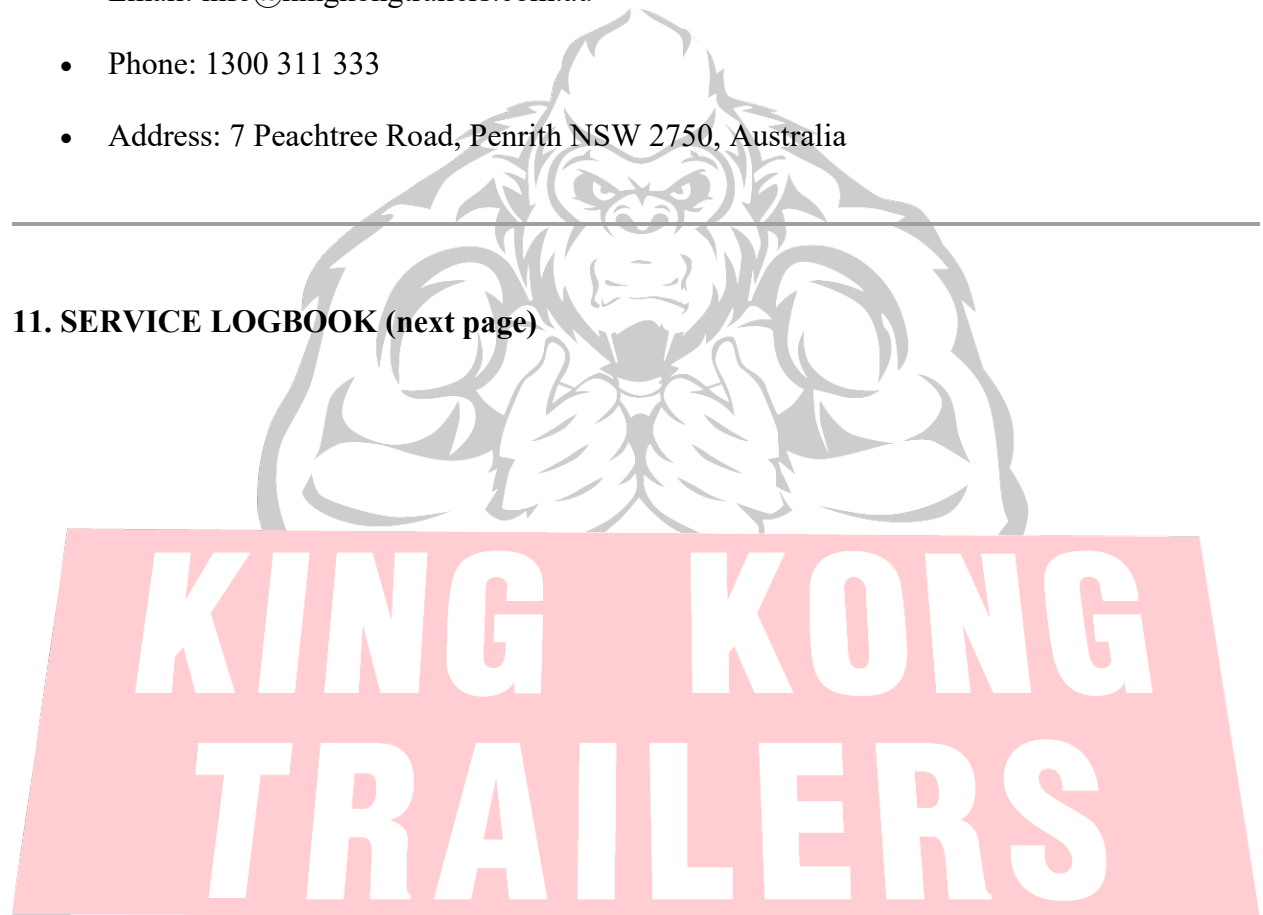


Table: Printable log sheet

Date	Service Performed	Service Provider	Signature

Date	Service Performed	Service Provider	Signature

