FLOE TRAILERS

OWNER'S MANUAL

VERSAMax™ UT

Retain this manual for future reference.

⚠ ATTENTION ⚠ ATTENTION ⚠ ATTENTION

Read and follow all safety rules and operating instructions carefully before using trailer.
Serious injury, potential death and/or mechanical failure could result from neglecting to take appropriate action.

P/N 500-95060-00

10/22

We appreciate your business and hope you are proud of your new FLOE Versa-Max UT trailer – a pride that will continue throughout the years. If you shopped trailers before deciding on the Floe, you probably concluded that our trailer has numerous features not commonly found on others.

At FLOE International, we take great pride in providing the highest quality trailer, with the latest state-of-the-art features, at an affordable price. Each year we implement improvements to our product lines to ensure that we are on the "leading edge" and providing the best available trailer.

We are confident your FLOE trailer will provide you with years of trouble-free trailering, and that if you decide to buy another trailer, it's because you want another FLOE model.

Please take the time to read and understand this owner's manual before towing your new trailer. The information offered here will have a direct impact on your safety, the safety of others, and the dependability of your trailer.

Thank you for choosing FLOE.

Sincerely,

Wayne Floe, CEO – Floe International

This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without notice. Keep this manual so it will be available to whoever is using this product.

IMPORTANT SAFETY INFORMATION

Your safety and the safety of others is very important. We have provided many important safety messages in this manual and on your trailer. Always read and obey all safety messages.

If you do not understand any of these instructions, please ask your dealer or call FLOE customer service at 800-336-6337.

This is the safety alert symbol. This symbol alerts you to hazards that can cause serious injury or potential death to you and others, plus damage to the trailer. All safety messages will be preceded by the safety alert symbol and the word "WARNING" or "CAUTION".

WARNING

Serious injury, potential death or mechanical failure could result from neglecting to take appropriate action.

All safety messages will identify the hazard and tell you how to reduce the chance of injury.

Contents

For assembly instructions and part numbers refer to assembly instructions book.

WARNING

Failure to follow this manual's instructions may result in damage to your trailer or vehicle, and could cause severe or fatal injury to you or others.

Important

Safety Information

READ AND UNDERSTAND THE OWNER'S MANUAL AND ALL WARNINGS/SAFETY PRECAUTIONS BEFORE USING TRAILER.

If the trailer is not assembled, installed, or operated properly, mechanical failure as well as serious injury or death could result. See to it that all users understand that this trailer requires the use of good judgement and the knowledge of its dangers and limitations.

SAFETY PRECAUTIONS

It is the owner's/operator's responsibility to check the following items each time before towing trailer.

- Never exceed the trailer or tongues maximum load capacity
- When possible, position load so the weight is centered over the axle
- Do not rely on the tailgate ramp to contain or stop cargo from sliding or rolling out of the trailer. Use good judgment and secure all cargo. Failure to do so may result in a road hazard which could cause serious injury and/or death.
- Reduce speed and/or cargo weight when traveling on rough roads.
- Overloading and improper use of this trailer could cause structural damage, product failure and/or severe or fatal injury.
- Monitor load at regular intervals while traveling.
- Check that load is positioned to apply equal weight to all tires.
- Check that load is secured so it will not move while underway.
- Check that no structural damage to trailer exists, do not use if damaged.
- Check that trailer is level with tow vehicle.
- Check that trailer coupler is properly adjusted and securely attached to the hitch ball.
- Check that safety chains or cables are attached properly.
- Check that all lights are operating correctly.
- Check that bed locking system (tilt clamp) is properly secured.

⚠ WARNING ⚠

LUG NUTS ON NEW WHEELS SHOULD BE RE-TORQUED AFTER THE FIRST 10, 25 AND 50 MILES. CHECK PERIODICALLY THEREAFTER.
This should be done as clamping loads can change following the initial installation due to the metal compression/ elongation or thermal stresses affecting the wheels as they are breaking in, as well as to verify the accuracy of the original installation.

- Check that tires are inflated to correct pressure and not excessively worn.
- Check that lug nuts on each wheel are tight.
- Check that wheel bearings are properly tightened and greased.
- Versa-Max trailers comply with all federal laws and regulations. Laws in individual states vary, and some states may have laws that are more stringent than federal laws.

Reporting Safety Defects

If you believe that your trailer has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying FLOE International, Inc. at 1-800-336-6337.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or FLOE International, Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: NHTSA, US Department of Transportation, 1200 New Jersey SE, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

⚠ WARNING ⚠

Maximum tongue weight capacity is 300 lbs for the 10.5, 12.5, 14.5 Single Axle No Brake & 14.5 Tandem No Brake; 350 lbs for the 14.5 Single Axle w/Brake & 500 lbs for the 14.5 Tandem w/Brake version. **MAXIMUM CARGO CAPACITY FOR EVENLY BALANCED LOADS IS 2200 LBS (10.5, 12.5, 14.5 SINGLE NO BRAKES); 2675 (SINGLE W/BRAKES); 2000 (TANDEM NO BRAKES); 3900 LBS (TANDEM W/BRAKES).** Exceeding this load capacity could cause product failure and/or injury and death.

Using your FLOE trailer

Hitch Selection & Use

When selecting a hitch, there are four important things to keep in mind:

- **Load capacity --** Load should never exceed the load capacity of your hitch or tow vehicle.
- **Ball/hitch --** All FLOE tilt trailers use 2" couplers. Make sure trailer is connected to a properly secured 2" ball and hitch.
- **In-set or out-set hitch --** FLOE recommends an out-set or receiver-type hitch (See below).
- **Hitch Height --** Hitch should be set so the trailer is level.

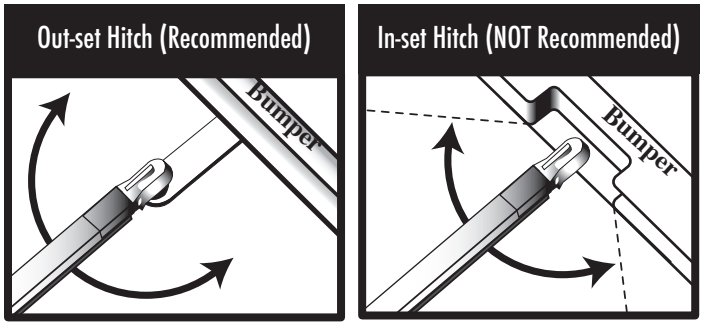
These illustrations show that a trailer's turning radius is significantly reduced when towed by vehicles equipped with an "in-set" hitch. To reduce the risk of tongue damage, we recommend the use of an "out-set" or "receiver-type" hitch.

WARNING

Pulling a trailer that is not level could greatly affect the trailer's performance and create an uncomfortable and dangerous situation while towing. It could also create excessive or negative tongue weight which can cause either tongue or axle damage.

WARNING

When turning or backing up, the vehicle operator must exercise good judgement. The manufacturer will not be responsible for damage from "jackknifing." Jackknifing is damage that results from the tongue or trailer coming in contact with the tow vehicle.



Using your FLOE trailer

Hitch Coupler Adjustment

All FLOE models have a lever lock hitch coupler. With a lever lock coupler, the amount of locking force can be adjusted to the diameter of the hitch-ball. A coupler that is adjusted too tight will make it difficult to push down on the lever lock and may cause vibration from the trailer to the tow vehicle. A coupler that is too loose runs the risk of coming off the hitch-ball. When properly adjusted you should be able to easily push down on the lever lock but yet not have any rattle between the hitch-ball and coupler when you apply upward force. To change the amount of locking force against the hitch-ball:

1. Release the hitch coupler locking lever (to its straight up position).
2. Locate the adjustment nut on the bottom of the hitch coupler.
3. Rotate the nut on the threaded shaft with a 3/4" socket. Turn counter-clockwise to decrease tightness, or clockwise to increase tightness.
4. Re-mount the trailer coupler on the hitch-ball.
5. Push down the hitch coupler locking lever to its original locking position.
6. Repeat steps 1 through 5 until a snug fit is obtained.

WARNING

Do not attempt to hook up or use any trailer that has structural damage. It is the operators responsibility to inspect the trailer before each use. A trailer failure could cause severe or fatal injury.

WARNING

When connecting your trailer to the towing vehicle, it is important that your hitch coupler is adjusted with the correct amount of force for both smooth and safe trailer performance. A loose coupler could disconnect and cause product damage and/or serious injury or death.

Tilt Clamp

WARNING

Failure to properly tighten tilt clamp and secure safety cotter pin before towing trailer could cause the trailer to tilt while in transit. A trailer tilting while in transit could cause product failure, and/or severe or fatal injury.

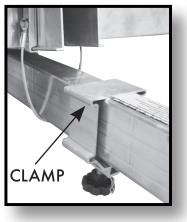
Trailer in *level ramp mode* - slide clamp forward to tilt

Trailer in *limited tilt mode* using limiter strap and tailgate ramp

Trailer in *full tilt dump mode*

The FLOE tilt clamp eliminates the hassle and rattle of a hitch pin design. To tilt, simply loosen the handle screw, remove the safety cotter pin, and slide clamp forward. When finished loading or unloading, slide clamp back on, replace cotter pin, and tighten handle screw.

1. Loosen knob on underside of tilt clamp.
2. Remove safety cotter pin.
3. Slide clamp forward. If the trailer is used without tailgate ramp, slide the limiter strap bracket ahead along with the tilt clamp. This will allow the bed to tilt back until it touches the ground.
4. To tilt trailer push down on rear of trailer.
5. Load trailer (see section on "Proper Loading and Unloading")
6. Tilt trailer back to horizontal position by pushing down on front of trailer.
7. Slide tilt clamp back to original position, replace safety cotter pin, and tighten the knob enough to prevent it from loosening during use.

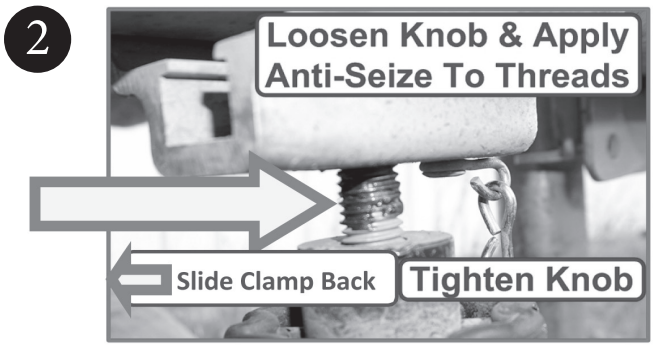


WARNING

Tilt Clamp bolt knob must be cleaned and greased annually to prevent significant corrosion. Failure to do so can result in repairs not covered by the warranty.

Greasing the Tilt Clamp

Tighten knob bolt. Using Q-Tip or small brush, apply anti-seize to as many threads as possible, and generously to the top of the nut.



Loosen knob bolt as much as possible. Last two threads are deformed on purpose - DO NOT FORCE PAST THEM - and apply anti-seize generously. Slide clamp back on and tighten knob as usual.

Using your FLOE trailer

Trailer Lighting System

WIRE HARNESS CONNECTOR

- Your trailer is equipped with a plug-in receptacle on the trailer tongue to keep the electrical connector protected when not in use as shown (FIG 1).
- To ensure trouble-free use, periodically inspect end plug for tight, corrosion-free contact and apply electrical grease as necessary to prevent future corrosion.

The wiring diagrams below provides the information needed for wiring the towing vehicle harness/connector. It is important that the proper connections be made and that the system is tested before using your trailer.

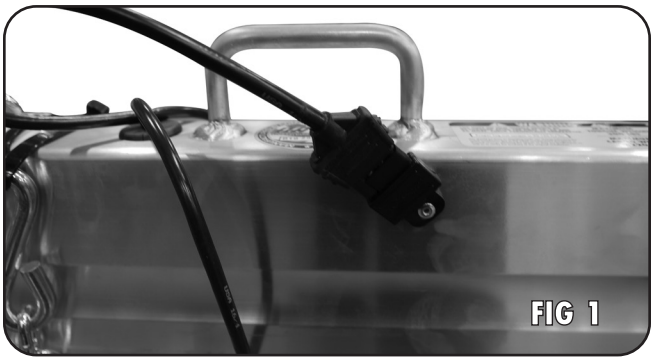
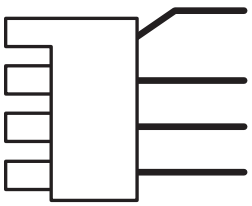
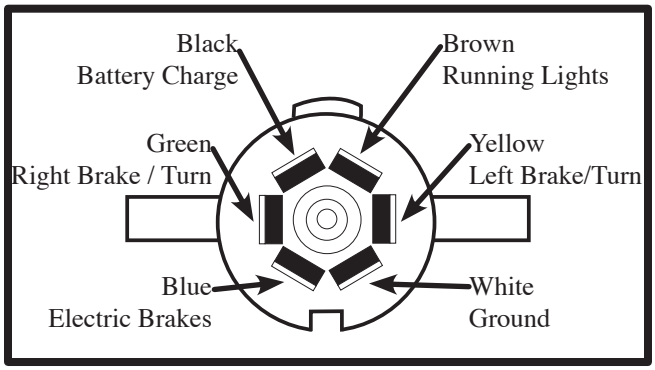


FIG 1





WARNING

Make sure the wiring harness for the lighting system is long enough so that it is does not become unplugged when turning sharp corners. Disconnected lights can cause a serious or fatal accident.

WARNING

Lights must be properly connected to the tow vehicle and checked prior to each trailer use. Do not use trailer on any public road without all lights functioning properly. Malfunctioning lights fail to give other motorists proper notification of your actions and location which can cause a serious or fatal accident.

Loading your FLOE trailer

Capacities & Weight Distribution

MODEL	GVWR LBS/KGS	GAWR LBS/KGS	CARGO LOAD LBS/KGS	NET WEIGHT LBS/KGS	AXLE LBS/KGS	MAX. TONGUE WEIGHT LBS/KGS	STANDARD TIRES (MAG RIMS)	11" SIDE KIT LBS/KGS	25" SIDE KIT LBS/KGS	11" SIDE RAMP 11" FRONT LBS/KGS	11" SIDE RAMP 25" FRONT LBS/KGS
UT 10.5-79 SINGLE AXLE - NB	2990/1356	3500/1588	2220/1007	660/300	3500/1588	300/136	205/75 R14 ALUMINUM RADIAL	80/36	183/83	N/A	N/A
UT 12.5-79 SINGLE AXLE - NB	2990/1356	3500/1588	2220/1007	710/322	3500/1588	300/136	205/75 R14 ALUMINUM RADIAL	93/42	211/96	109/49	133/60
UT 14.5-79 SINGLE AXLE - NB	2990/1356	3500/1588	2220/1007	770/350	3500/1588	300/136	205/75 R14 ALUMINUM RADIAL	102/46	233/106	117/53	142/64
UT 14.5-79 SINGLE AXLE - B	3500/1588	3500/1588	2675/1213	825/374	3500/1588	350/159	205/75 R14 ALUMINUM RADIAL	102/46	233/106	117/53	142/64
UT 14.5-79 TANDEM - NB	2990/1356	3500/1588	2000/907	990/449	3500/1588	300/136	205/75 R14 ALUMINUM RADIAL	102/46	233/106	117/53	142/64
UT 14.5-79 TANDEM - BRAKE	5000/2268	3500/1588	3900/1769	1100/500	3500/1588	500/227	205/75 R14 ALUMINUM RADIAL	102/46	233/106	117/53	142/64

Never exceed Trailers Max GVWR and tongue weight capacity. Trailers cargo load capacity is reduced by the weight of additional options such as side kits.

Capacities & Weight Distribution

CARGO WEIGHT DISTRIBUTION

- Trailer load should be centered left to right, and distributed front to rear to provide adequate tongue weight.
- Maximum cargo capacities are for evenly distributed loads which place the majority of the cargo's weight directly over both wheels evenly.
- It is extremely important to never exceed the maximum cargo weight. An overloaded trailer can result in failure or loss of control of the trailer, leading to a serious or fatal accident.

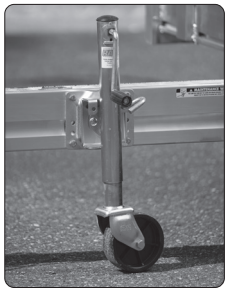
TONGUE WEIGHT CAPACITY

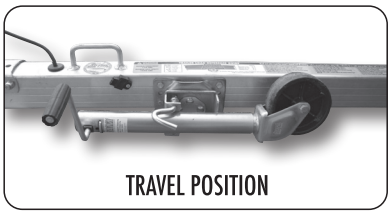
- Loads should be placed on the trailer so that proper weight is applied to the tongue. The tongue weight should be 10%-15% of cargo load, not to exceed 300 pounds. The tongue weight can be increased or decreased by moving the load forward or backward.
- It is extremely important to never exceed the tongue weight capacity. Overloading the tongue could cause it to bend or break, which could cause a serious or fatal accident.

Secure Your Trailer

SECURING TONGUE JACK

Tongue jack must be properly secured in the travel position before moving the trailer (see image below). Tongue jack simplifies coupling and uncoupling to a vehicle. Swivel wheel enables easy trailer movement by hand. Jack easily clamps to tongue and pivots up for travel.





TRAVEL POSITION

CONNECTING SAFETY CHAINS

Safety chains must be hooked up every time the trailer is in use. To connect safety chains properly be sure they cross each other and the open end faces the trailer (see images below).

Loading your FLOE trailer

Proper Loading & Unloading

1. Prior to using the trailer loaded or unloaded it is imperative that no structural damage exists. Do a visual check to ensure that none of the structural components are bent or cracked.
   - If damage does exist do not use the trailer until it has been repaired by an authorized repair service.
   - Under no circumstances should an attempt be made to straighten a bent structural component.
2. Never load or unload your trailer unless it is properly connected to your tow vehicle.
3. Always ensure that tow vehicle and trailer are parked on level, even ground. Loading while parked on an incline or uneven ground may result in structural damage to trailer.
4. Ensure the trailer is fully tilted and that it will stay in the tilted position until you have driven on to it.
5. Never move tow vehicle with the trailer in the tilted position. Doing so may result in structural damage to the trailer
6. Never load moving items such as ATVs and lawn mowers at speeds greater than 5 mph.
7. Never allow the load to cause the trailer to tilt down quickly and with a lot of force. This could cause structural damage to the tongue, tongue receiver and cross members.
8. After loading, make sure the tilt clamp is secure and will not work itself loose while being towed. Make sure the safety pin is attached.
9. Always test your footing before walking on the trailer's deck. It may get very slippery in cold, wet and snowy weather.

⚠ WARNING ⚠

Failure to follow the listed steps when loading or unloading could result in damage to your trailer, tow vehicle, the load you are hauling, and/or cause possible severe or fatal injury to yourself and others.

⚠ WARNING ⚠

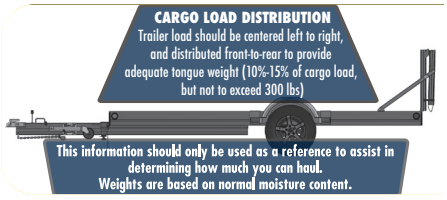
When traveling on rough roads, reduce cargo weight and speed to avoid causing structural damage to the trailer. Failure to do so could cause product failure and/or injury and death.

⚠ WARNING ⚠

Never exceed the cargo load rating of your trailer. When the trailer is loaded with dense or wet materials the load can easily exceed the rated cargo capacity. Do not allow the volume of the trailer to determine the load of your trailer. Always verify the weight of the cargo you are hauling. Failure to do so can cause severe damage and/or failure to the hauling vehicle, the trailer and nearby vehicles.

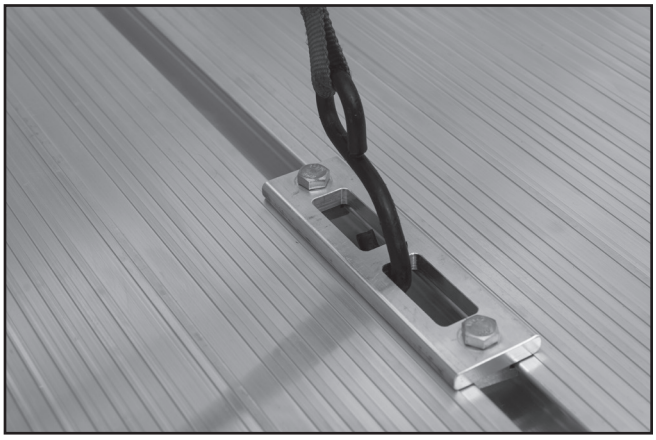
⚠ WARNING ⚠ WHEN LOADING, ENSURE YOUR LOAD IS PROPERLY SECURED & EXIT THE TRAILER FROM THE FRONT TO AVOID TILTING THE TRAILER. FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY OR DEATH.

TRAILER LOAD REFERENCE GUIDE



Material	10.5, 12.5, 14.5	14.5 BRAKE	14.5T - NO BRAKE	14.5T - BRAKE
Pine Boards 2'x4'x8'	200	240	180	355
Sheetrock 4'x8'x5/8"	28	34	25	50
Plywood 4'x8'x1/2"	40	48	36	70
Wood Mulch	1 1/2 Yard	1 7/8 Yard	1 3/8 Yards	2 5/8
Black Dirt	1 Yard	1 1/4 Yard	7/8 Yards	1 3/4
Gravel	3/5 yard	3/4 Yard	1/2 Yard	1
Sand	3/5 yard	3/4 Yard	1/2 Yard	1

Securing The Load



TIE DOWN INSTRUCTIONS

- The Versa-Max™ Utility Trailer is provided with four tie down plates. Use any of these tie down plates as needed to safely secure the load. The maximum capacity of each tie down plate is 1200 pounds.
- To use the tie down plates, simply place a hook through the center metal strip in the center of the tie down plate as shown.
- These plates can be moved into any of the Versa-Tracks™ in the bed or edges of the trailer. Ensure that the tie down plates are positioned to adequately tie down the load. To move a tie down plate, perform the following:

  To remove the plate: Use a 9/16" wrench to loosen and remove the two bolts which attach the plate, and then remove the tie down plate and the two tie down cams.

  To attach the plate: Place the two tie down cams into the desired location. Place the tie down base plate directly over the cams, and attach with the bolts. Tighten the bolts using a 9/16" wrench.

WARNING

When securing cargo, consider how it will behave if extreme acceleration, deceleration (fast braking), swerving, or poor road conditions occur. A load that shifts forward or backward may cause an unsafe situation which could result in product damage, severe injuries or even death.

WARNING

Ensure that the load is adequately secured. Load may become loose during travel. Check your load while traveling. Unsecured loads can cause product damage, road hazards and/or cause severe injuries and death.

WARNING

Do not ever strap the load to or over the side of the trailer bed. Doing so may lead to a dangerously unsecured load and may cause damage not covered under your warranty.

Procedure for

Aluminum Tailgate Ramp

When using the tailgate ramp, the trailer can be left in the upright position, or partially tilted using the limiter strap (which is ideal for low clearance items), or fully tilted.

To lower the ramp, release the rubber latches and retaining pins from each side of the trailer, and lower the ramp away from the trailer while also folding the bi-fold section of the ramp out until the ramp is resting on the ground.

WARNING

RAMP MUST BE SECURED IF TOWING WITH RAMP LAYING INSIDE TRAILER.

Procedure for
Changing Tires

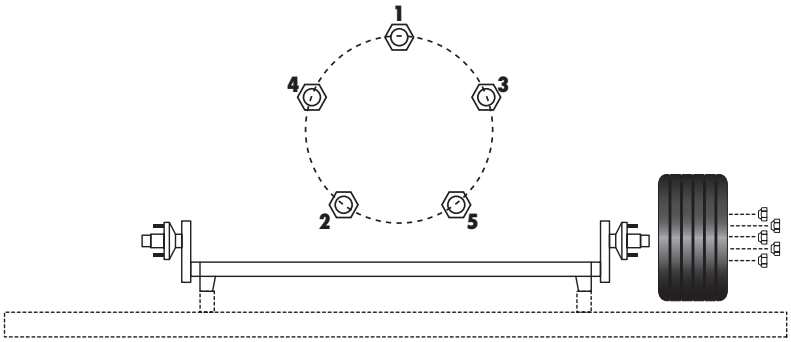
CHANGING TIRES

1. Start all lug nuts by hand with the beveled side of the lug nut toward the wheel to prevent cross-threading and to ensure proper nut-to-rim seal.
2. Tighten bolts in the sequence detailed to the torque specified in the table below.
3. Inflate tires to proper PSI as noted on the sidewall of the tire.
4. Lug nuts on new wheels must be re-torqued after the first 10, 25 and 50 miles. Check periodically thereafter.

WARNING

LUG NUTS ON NEW WHEELS SHOULD BE RE-TORQUED AFTER THE FIRST 10, 25 AND 50 MILES. CHECK PERIODICALLY THEREAFTER.
This should be done as clamping loads can change following the initial installation due to the metal compression/ elongation or thermal stresses affecting the wheels as they are breaking in, as well as to verify the accuracy of the original installation.

Versa-Max LUG NUT TORQUE SPECIFICATIONS	
Versa-Max Model	Aluminum Rims
UT 10.5-79, 12.5-79, 14.5-79, 14.5-79T	90-120 ft/lbs



WARNING

Improper tire pressure can create severe dangers. Be sure your tires are always properly inflated. The proper pressure for your tires can be found on the side wall of tire.

WARNING

Change worn tires. A tire failure could result in an uncontrollable road hazard.

WARNING

Do not rely on the tailgate ramp to contain or stop cargo from sliding or rolling out of the trailer. Use good judgment and secure all cargo. Failure to do so may result in a road hazard which could cause serious injury and/or death.

Procedure for

Inspections & Maintenance

It is very important to read and follow these maintenance procedures to help avoid trailer failure. Any trailer failure resulting from improper maintenance may void your warranty.

COMPONENT	INSPECTIONS & MAINTENANCE	AVOID
Structure/Frame	a) Do a visual check to ensure that none of the structural components are bent or cracked before towing. If damage does exist do not use the railer until it has been repaired by an authorized repair service.	a) Loading the trailer in an unbalanced fashion (heavy on one side). b) Exceeding capacities of trailer and tongue.
Wheel Lugs	a) Lug nuts on new wheels should be re-torqued after the first 10-25 and 50 driving miles. This should be done as clamping loads can change following the initial installation due to the metal compression/ elongation or thermal stresses affecting the wheels as they are breaking in, as well as to verify the accuracy of the original installation.	a) Not re-torqueing lug nuts as required.
Axle	a) Inspect trailing arms to make sure they are straight.	a) Leaving loaded for long periods
Tires	a) Keep tires properly inflated. b) Inspect periodically. (Replace when necessary)	a) Leaving loaded for long periods b) Driving with worn tires.
Aluminum Surfaces	a) Rinse periodically with water, particularly if driven on "salted" roadways. b) Remove grease, oil and dirt by scrubbing with soft bristle brush and mild detergent. Rinse with clean water.	a) Harsh, abrasive cleaners. b) Bolting or hard-mounting dissimilar metals to aluminum surfaces.
Electrical System	a) Check that all lights are functioning properly before towing. b) Periodically check for build-up of oxidation or corrosion and clean when necessary. Use electrical grease in all wire and bulb connections to help prevent corrosion.	a) Leaving electrical connections exposed to elements and potential abrasions.
Tailgate Latch Pins	a) Remove debris from pins and lubricate with a silicone-based spray.	a) Neglecting to lubricate pins for long periods.
Tilt Clamp Knob	a) Remove debris and apply grease to knob threads.	a) Neglecting to grease threads for long periods.

➢ HUB & AXLE MAINTENANCE ➣

A COMPLETE INSPECTION AND LUBRICATION OF THE WHEEL HUBS IS REQUIRED EVERY 3,000 MILES OR 6 MONTHS. TO LUBRICATE THE WHEEL HUBS, REMOVE THE RUBBER PLUG, PLACE GREASE THROUGH THE EXPOSED GREASE FITTING, AND REPLACE THE RUBBER PLUG. USE EXXON RONEX MP LITHIUM COMPLEX GREASE OR EQUIVALENT.

FOR DETAILED AXLE SERVICE AND MAINTENANCE, GO TO WWW.FLOEINTL.COM, CLICK ON "MANUALS & INFORMATION" IN THE TOP MENU, AND GO TO THE "TRAILERS" > "HOW-TO VIDEOS AND GUIDES" SECTION.

Questions & Answers

WHAT CAN CAUSE VIBRATION IN MY TOW VEHICLE?

1. Over-tight hitch coupler -- See procedure for adjusting hitch coupler earlier in this book.
2. Loose or worn wheel bearings -- See procedure for replacing wheel hub earlier in this book.
3. Loose wheels -- See procedure for changing tires earlier in this book.
4. New tires -- It is possible that the new tires are out of round. Once they are inflated to the proper PSI and used for a short period of time on a loaded trailer, they should work themselves round. New tires that are still out of round after an ample break in period may be defective and need to be replaced. Call the tire manufacturer or your local FLOE dealer for replacement.
5. Unbalanced wheel hubs -- If your tires are balanced and not out of round this may be the problem. Replace if necessary.

WHY DOES MY TRAILER SWAY OR WHIP?

1. Trailer is not being towed level -- Refer to hitch selection and use section of this manual.
2. Not enough tongue weight -- Refer to loading and unloading section of this manual.
3. Overloaded trailer -- Refer to loading and unloading section of this manual.
4. Too much tongue weight -- Refer to loading and unloading section of this manual.

WHY ARE MY TIRES WEARING UNEVENLY?

1. Unequal side-to-side loading -- Refer to Proper Loading and Unloading section of this manual.
2. Tires not inflated to proper PSI
3. Wheel bearings are not properly tightened & oiled.

CAN I REPLACE MY TIRES WITH LARGER ONES?

The Versa-Max UT™ trailers are designed for use with ST205/75 R14-C tires with mag rims and may not be substituted for a larger size.

----------IMPORTANT----------

For additional information, please contact your Authorized FLOE Dealer, visit our website at www.floeintl.com or call: 1-800-336-6337 to locate the dealer nearest you.

WHERE DO I FIND MY VIN TAG?

1. The VIN tag is located under the bed of the Versa-Max UT – on the tongue mount – on the driver's side of the trailer.

WHY DO I KEEP BLOWING FUSES WHEN I CONNECT OR USE MY TRAILER LIGHTS?

1. A wire is cut or bare and is shorting out -- Visually locate and repair or replace.
2. Wrong size fuse in tow vehicle -- The trailer lighting system draws 1/2 amp not taking into account anything else on this circuit.

WHY DO MY LIGHTS BLINK ON AND OFF?

1. Corrosion on wire connections -- Check all connections for corrosion, clean and apply electrical grease to prevent future corrosion.
2. Improper or loose ground to tow vehicle -- This may cause all lights to blink or cause your marker lights to blink when you turn on your turn signals.

WHY DOESN'T THE EXPANSION PLUG FIT INTO THE RAMP SLOT OF MY SIDE KIT?

1. The expansion plug diameter needs to be adjusted. To adjust the diameter, turn the nut on the botton of the plug using a 1/2" wrench. Turn the nut clockwise to increase the diameter, or counter-clockwise to decrease the diameter.
2. The rubber portion of the expansion plug is slightly out of round. Rotste the expansion plug as necessary during installation so that it fits into the slot.

Tire Safety Information

This portion of the User's Manual contains tire safety information as required by 49 CFR 575.6.

Section 2.1 contains "Steps for Determining Correct Load Limit - Trailer".

Section 2.2 contains "Steps for Determining Correct Load Limit – Tow Vehicle".

Section 2.3 contains a Glossary of Tire Terminology, including "cold inflation pressure", "maximum inflation pressure", "recommended inflation pressure", and other non-technical terms.

Section 2.4 contains information from the NHTSA brochure entitled "Tire Safety – Everything Rides On It". This brochure This brochure, as well as the preceding subsections, describes the following items;

- Tire labeling, including a description and explanation of each marking on the tires, and information about the DOT Tire Identification Number (TIN).
- Recommended tire inflation pressure, including a description and explanation of:
  A. Cold inflation pressure.
  B. Vehicle Placard and location on the vehicle.
  C. Adverse safety consequences of under inflation (including tire failure).
  D. Measuring and adjusting air pressure for proper inflation.
- Tire Care, including maintenance and safety practices.
- Vehicle load limits, including a description and explanation of the following items:
  A. Locating and understanding the load limit information, total load capacity, and cargo capacity.
  B. Calculating total and cargo capacities with varying seating configurations including quantitative examples showing / illustrating how the vehicles cargo and luggage capacity decreases as combined number and size of occupants' increases. This item is also discussed in Section 3.
  C. Determining compatibility of tire and vehicle load capabilities.
  D. Adverse safety consequences of overloading on handling and stopping on tires.

1.1. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the Gross Axle Weight Rating (GAWR). This is the most a particular axle can weigh. If there are multiple axles, the GAWR of each axle will be provided.

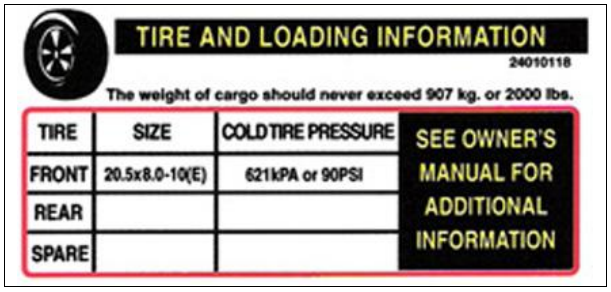
If your trailer has a GVWR of 10,000 pounds or less, there is a vehicle placard located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity. Cargo can be added to the trailer, up to the maximum weight specified on the placard. The combined weight of the cargo is provided as a single number. In any case, remember: the total weight of a fully loaded trailer can not exceed the stated GVWR.

For trailers with living quarters installed, the weight of water and propane also need to be considered. The weight of fully filled propane containers is considered part of the weight of the trailer before it is loaded with cargo, and is not considered part of the disposable cargo load. Water however, is a disposable cargo weight and is treated as such. If there is a fresh water storage tank of 100 gallons, this tank when filled would weigh about 800 pounds. If more cargo is being transported, water can be off-loaded to keep the total amount of cargo added to the vehicle within the limits of the GVWR so as not to overload the vehicle. Understanding this flexibility will allow you, the owner, to make choices that fit your travel needs.

When loading your cargo, be sure it is distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire. The best way to know the actual weight of the vehicle is to weigh it at a public scale. Talk to your dealer to discuss the weighing methods needed to capture the various weights related to the trailer. This would include the weight empty or unloaded, weights per axle, wheel, hitch or king-pin, and total weight.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire Placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

1.1.1. Trailers 10,000 Pounds GVWR or Less



Tire and Loading Information Placard – Figure 1-1

1. Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's placard. See figure 1-1.
2. This figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer's placard refers to the Tire Information Placard attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer.

1.1.2. Trailers Over 10,000 Pounds GVWR (Note: These trailers are not required to have a tire information placard on the vehicle)

1. Determine the empty weight of your trailer by weighing the trailer using a public scale or other means. This step does not have to be repeated.
2. Locate the GVWR (Gross Vehicle Weight Rating) of the trailer on your trailer's VIN (Certification) label.
3. Subtract the empty weight of your trailer from the GVWR stated on the VIN label. That weight is the maximum available cargo capacity of the trailer and may not be safely exceeded.

1.2. Steps for Determining Correct Load Limit – Tow Vehicle

1. Locate the statement, "The combined weight of occupants and cargo should never exceed XXX lbs.," on your vehicle's placard.
2. Determine the combined weight of the driver and passengers who will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage capacity. For example, if the "XXX" amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage capacity is 650 lbs. (1400-750 (5 x 150) = 650 lbs.).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage capacity calculated in Step # 4.
6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

1.3. Glossary Of Tire Terminology

Accessory weight
The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead
The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead separation
This is the breakdown of the bond between components in the bead.

Bias ply tire
A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass
The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking
The breaking away of pieces of the tread or sidewall.

Cold inflation pressure
The pressure in the tire before you drive.
Cord
The strands forming the plies in the tire.

Cord separation
The parting of cords from adjacent rubber compounds.

Cracking
Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT
A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges pointed radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb weight
The weight of a motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra load tire
A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove
The space between two adjacent tread ribs.

Gross Axle Weight Rating
The maximum weight that any axle can support, as published on the Certification / VIN label on the front left side of the trailer. Actual weight determined by weighing each axle on a public scale, with the trailer attached to the towing vehicle.

Gross Vehicle Weight Rating
The maximum weight of the fully loaded trailer, as published on the Certification / VIN label. Actual weight determined by weighing trailer on a public scale, without being attached to the towing vehicle.

Hitch Weight
The downward force exerted on the hitch ball by the trailer coupler.

Innerliner
The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation
The parting of the innerliner from cord material in the carcass.

Intended outboard sidewall
The sidewall that contains a white-wall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire or the outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light truck (LT) tire
A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load rating
The maximum load that a tire is rated to carry for a given inflation pressure.

Maximum load rating
The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum permissible inflation pressure
The maximum cold inflation pressure to which a tire may be inflated.

Maximum loaded vehicle weight
The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Measuring rim
The rim on which a tire is fitted for physical dimension requirements.

Pin Weight
The downward force applied to the 5^{th} wheel or gooseneck ball, by the trailer kingpin or gooseneck coupler.

Non-pneumatic rim
A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches, either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-pneumatic spare tire assembly
A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-pneumatic tire
A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-pneumatic tire assembly
A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal occupant weight
This means 68 kilograms (150 lbs.) times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant distribution
The distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open splice
Any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

Outer diameter
The overall diameter of an inflated new tire.

Overall width

The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply
A layer of rubber-coated parallel cords.

Ply separation
A parting of rubber compound between adjacent plies.

Pneumatic tire
A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

Production options weight
The combined weight of those installed regular production options weighing over 2.3 kilograms (5 lbs.) in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial ply tire
A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended inflation pressure
This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certification / VIN tag.

Reinforced tire
A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Rim
A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim diameter
This means the nominal diameter of the bead seat.

Rim size designation
This means the rim diameter and width.

Rim type designation
This means the industry of manufacturer’s designation for a rim by style or code.

Rim width
This means the nominal distance between rim flanges.

Section width
The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

Sidewall
That portion of a tire between the tread and bead.

Sidewall separation
The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) tire
The "ST" is an indication the tire is for trailer use only.

Test rim
The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread

That portion of a tire that comes into contact with the road.

Tread rib
A tread section running circumferentially around a tire.

Tread separation
Pulling away of the tread from the tire carcass.

Treadwear indicators (TWI)
The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle capacity weight
The rated cargo and luggage load plus 68 kilograms (150 lbs.) times the vehicle's designated seating capacity.

Vehicle maximum load on the tire
The load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

Vehicle normal load on the tire
The load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I of CRF 49 571.110) and dividing by 2.

Weather side
The surface area of the rim not covered by the inflated tire.

Wheel center member
In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or, in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between tire and the vehicle.

Wheel-holding fixture
The fixture used to hold the wheel and tire assembly securely during testing.

1.4. TIRE SAFETY - EVERYTHING RIDES ON IT

The National Traffic Safety Administration (NHTSA) has published a brochure (DOT HS 809 361) that discusses all aspects of Tire Safety, as required by CFR 575.6. This brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This booklet presents a comprehensive overview of tire safety, including information on the following topics:
- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires

- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

1.5. SAFETY FIRST–BASIC TIRE MAINTENANCE

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

1.5.1. FINDING YOUR VEHICLE'S RECOMMENDED TIRE PRESSURE AND LOAD LIMITS

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW–the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR– the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the trailer near the left front.

1.5.2. UNDERSTANDING TIRE PRESSURE AND LOAD LIMITS

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure– measured in pounds per square inch (psi)–a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kpa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)
Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.3. CHECKING TIRE PRESSURE

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.
The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

1.5.4. Steps for Maintaining Proper Tire Pressure

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

1.5.5. Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

1.5.6. Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

1.5.7. Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires. These adjustments require special equipment and should be performed by a qualified technician.

1.5.8. Tire Repair

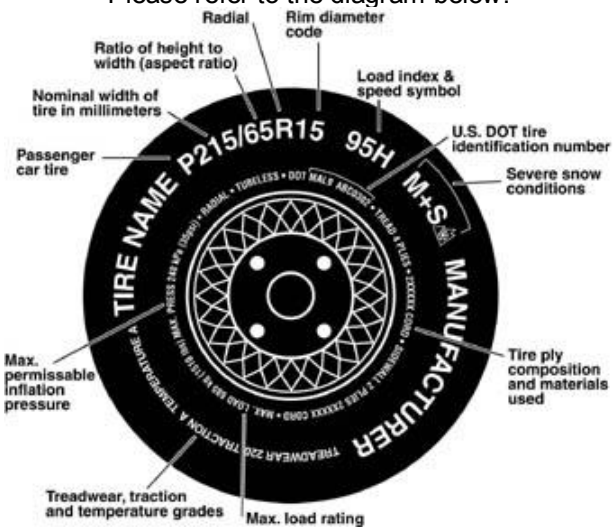
The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

1.5.9. Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

1.5.9.1. Information on Passenger Vehicle Tires

Please refer to the diagram below.



P
The "P" indicates the tire is for passenger vehicles.

Next number
This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number
This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R
The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number
This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number
This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S
The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating
The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

Tire Safety Information

LETTER RATING	SPEED RATING
O	65 mph
P	75 mph
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number
This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used
The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating
This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure
This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

1.5.9.2. UTQGS Information

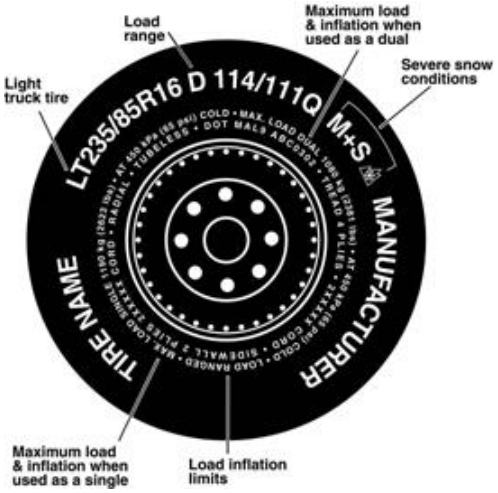
Treadwear Number
This number indicates the tire's wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter
This letter indicates a tire's ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA","A", "B", and "C".

Temperature Letter
This letter indicates a tire's resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire's resistance to heat is graded as "A", "B", or "C".

1.5.9.3. Additional Information on Light Truck Tires

Please refer to the following diagram.



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT
The "LT" indicates the tire is for light trucks or trailers.

ST
An "ST" is an indication the tire is for trailer use only.

Max. Load Dual kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg (lbs) at kPa (psi) Cold
This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range
This information identifies the tire's load-carrying capabilities and its inflation limits.

1.6. TIRE SAFETY TIPS

Preventing Tire Damage

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.

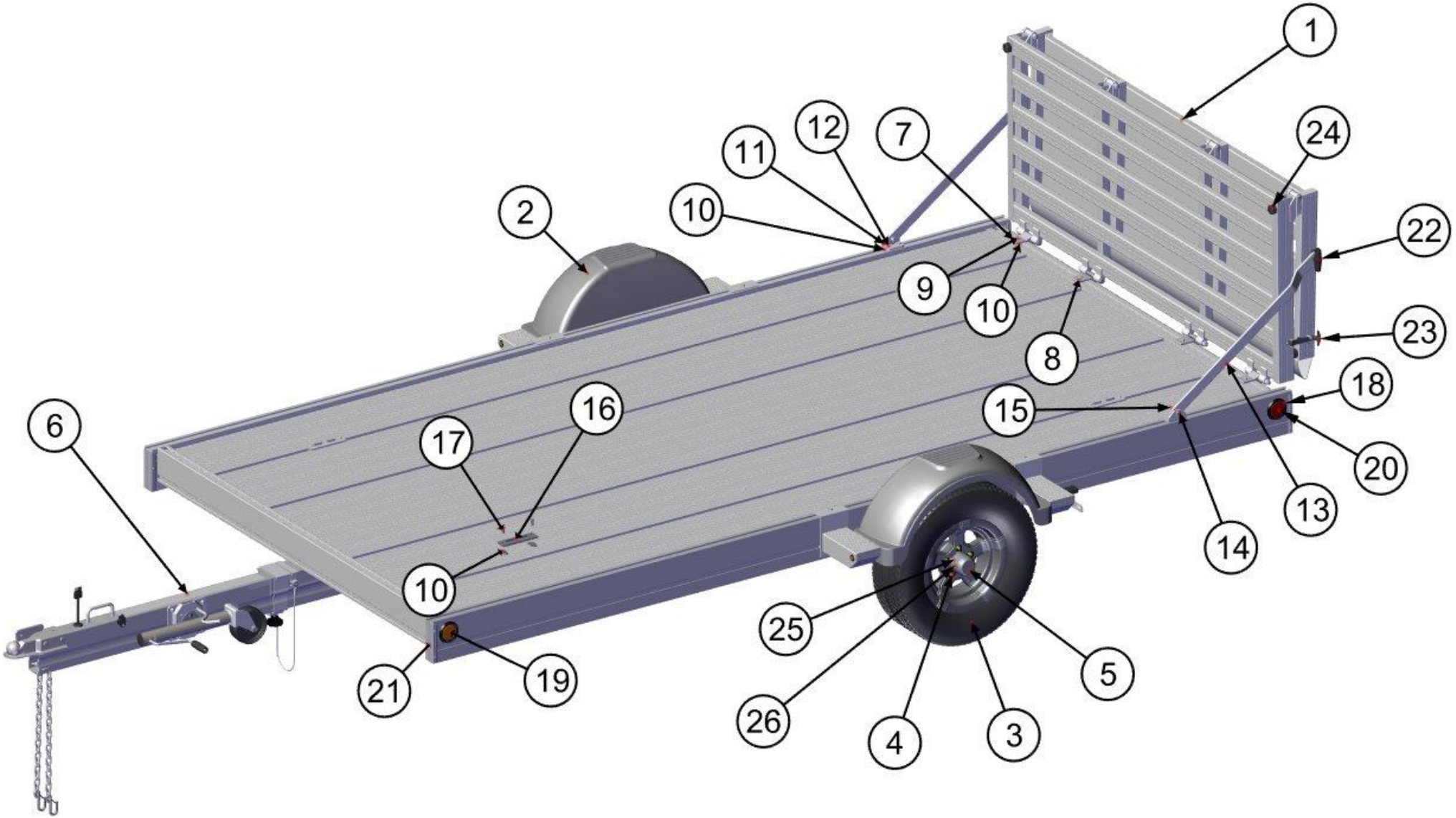
Tire Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the Tire Information and Loading Placard or User's Manual for the maximum recommended load for the vehicle.

Versa Max UT 10.5-79, 12.5-79, 14.5-79 Parts List

ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	549-00535-00	BI-FOLD RAMP ASSEMBLY
2	2	005-05002-00	FENDER
3	2	005-10004-00	TIRE
4	10	550-00016-00	LUG NUT
5	2	550-00022-00	CENTER HUB
6	1	10.5-79: 150-02002-00 12.5-79: 150-02102-00 14.5-79: 150-02202-00	TONGUE ASSEMBLY
7	2	002-05231-00	LOCKING HINGE
8	2	002-05232-00	FLAT HINGE
9	4	001-73813-00	3/8-16 x 3/4" BUTTON HEAD CAP SCREW
10	20	004-03602-00	TIE DOWN CAM
11	2	002-05234-00	RAMP BRACE BRACKET
12	8	001-75285-00	3/8-16 X 3/4" HEX HEAD CAP SCREW
13	2	002-05233-00	RAMP BRACE
14	4	001-70207-00	½-13 X 1-1/4" HEX HEAD CAP SCREW
15	2	001-29159-00	½-13 NYLON INSERT JAM NUT
16	4	002-05202-00	VERSATRACK TIE DOWN PLATE
17	8	001-70103-00	3/8-16 X 3/4" HEX HEAD CAP SCREW
18	4	003-00017-00	2-1/2" GROMMET
19	2	003-00016-00	AMBER SIDE MARKER LIGHT
20	2	003-00015-00	RED SIDE MARKER LIGHT
21	4	950-04119-00	AXLE BEAM CAP
22	2	005-05006-00	WIRE LOCK PIN
23	2	004-03700-00	RUBBER HOOD CATCH
24	4	004-03701-00	RUBBER FOOT
25	2	551-28026-00	DUST CAP
26	2	551-28027-00	DUST CAP PLUG
27	2	003-00011-00	OUITSIDE TAILLIGHT
28	1	003-00021-00	INSIDE TAILLIGHT
29	6	001-71799-00	#10-12 X 3/8" SCREW

30	2	003-00018-00	RED REFLECTOR
31	2	DRIVER: 150-02005-00 PASSENGER: 150-02007-00	FRONT FENDER MOUNT WELDMENT
32	2	DRIVER: 150-02006-00 PASSENGER: 150-02005-00	REAR FENDER MOUNT WELDMENT
33	4	950-12301-00	STEP CAP
34	2	003-00023-00	RED CLEARANCE LIGHT
35	2	003-00022-00	AMBER CLEARANCE LIGHT
36	1	004-05220-00	LICENSE PLATE BRACKET
37	1	003-00024-00	LICENSE PLATE LIGHT
38	2	001-52667-00	#8-32 X 5/8" SOCKET HEAD CAP SCREW
39	8	001-28171-00	#10-16 X ¾" SCREW
40	8	001-71209-00	3/16" FENDER WASHER
41	1	551-09901-00	TONGUE JACK
42	4	001-70118-00	3/8-16 x 3-3/4" HEX HEAD CAP SCREW
43	4	001-76071-00	3/8-16 ALUMINUM NYLOCK NUT
44	1	003-01701-00	PLUG HOLDER
45	1	003-40000-00	1-1/8" GROMMET
46	1	004-00407-00	CLASS II COUPLER WITH CHAIN PIN
47	2	001-70219-00	1/2-13 X 4" HEX HEAD CAP SCREW
48	4	001-76072-00	1/2-13 ALUMINUM NYLOCK NUT
49	2	004-00501-00	24" CHAIN WITH CLIP
50	2	001-71022-00	½" FLAT WASHER
51	1	150-01610-00	TONGUE CLAMP ASSEMBLY
52	1	001-70000-00	TONGUE CLAMP KNOB
53	1	149-01711-00	LIMITER STRAP ASSEMBLY
54	1	550-07290-00	AXLE
55	2	005-05920-00	AXLE ISOLATION STRIP
56	4	001-13207-00	½-13 x 1-1/4" HEX HEAD CAP SCREW
57	9	001-33012-00	½" FLAT WASHER
58	4	001-37214-00	½-13 NUT
59	1	001-13223-00	½-13 X 5" HEX HEAD CAP SCREW
60	1	002-01534-00	PIVOT BOLT SPACER
61	1	001-37031-00	½-13 HEAVY NYLOCK NUT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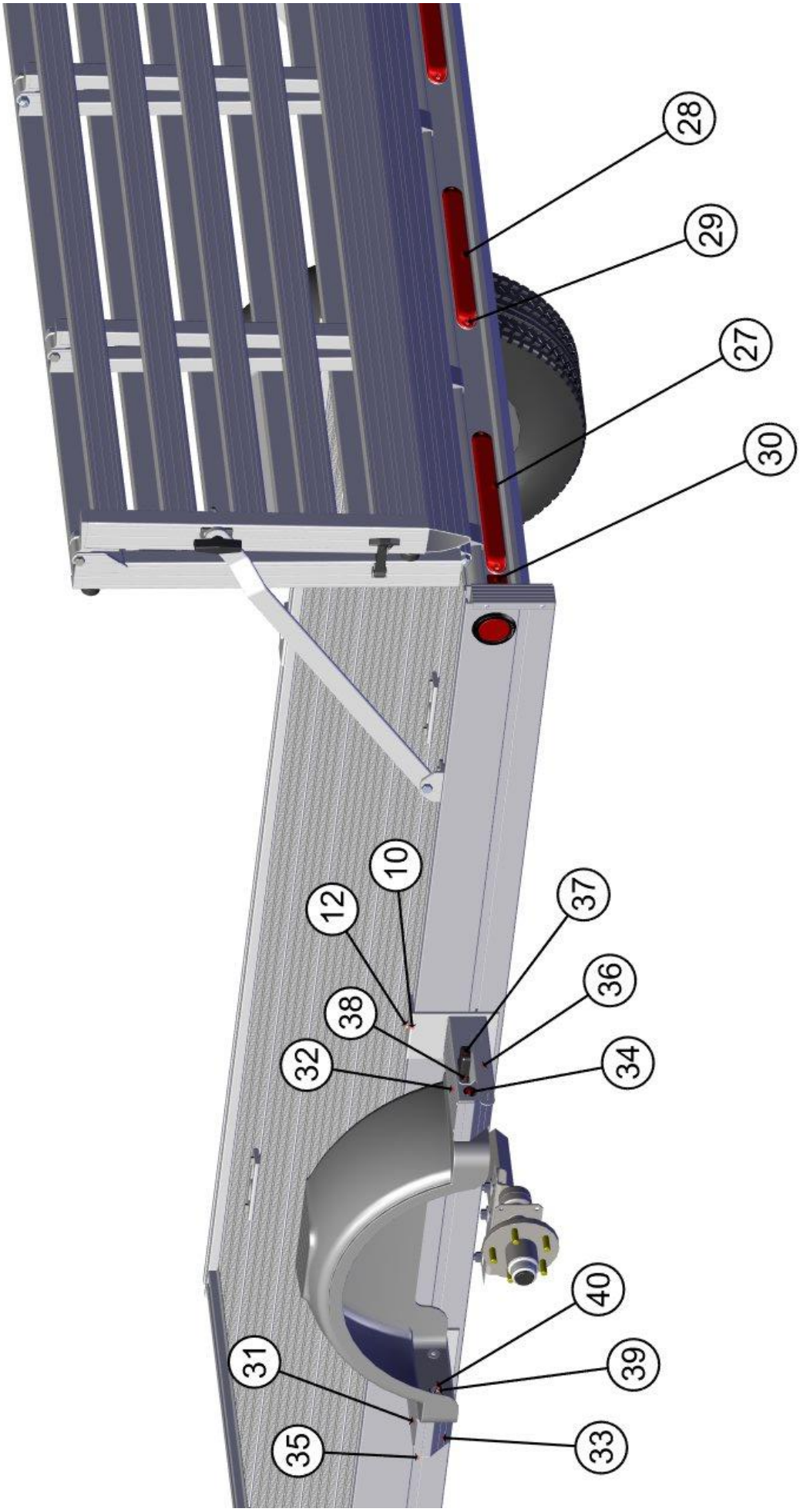
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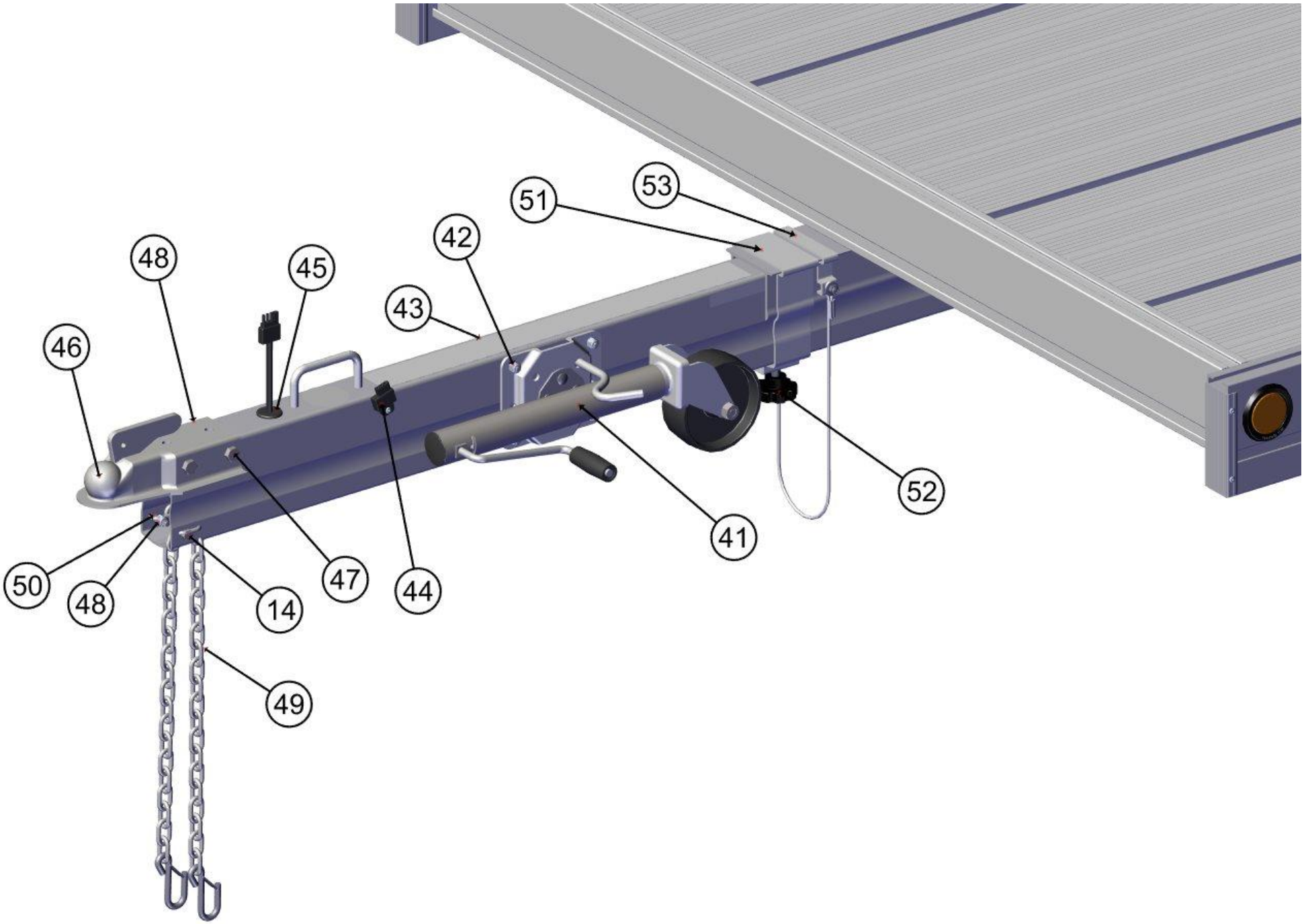
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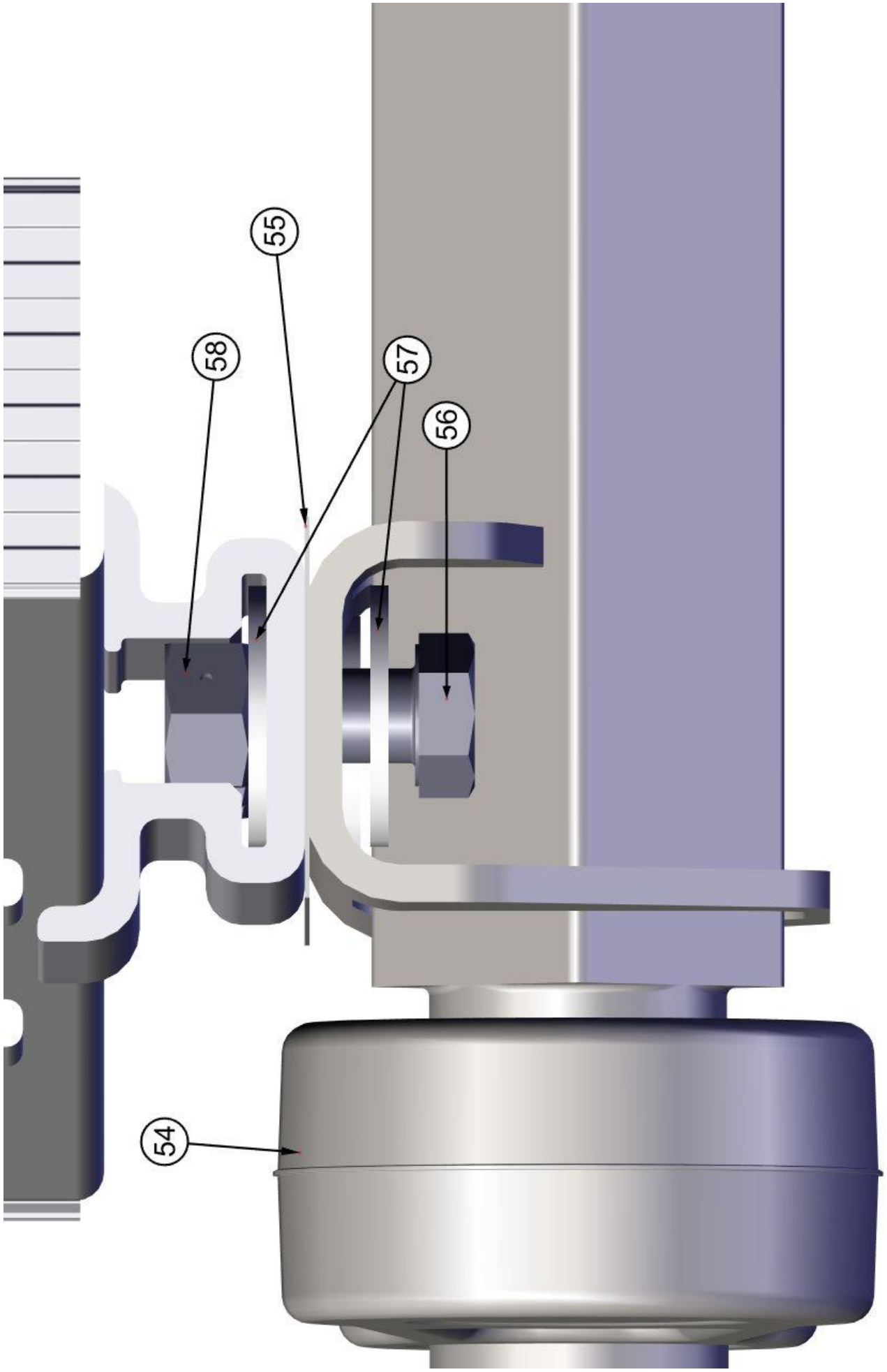
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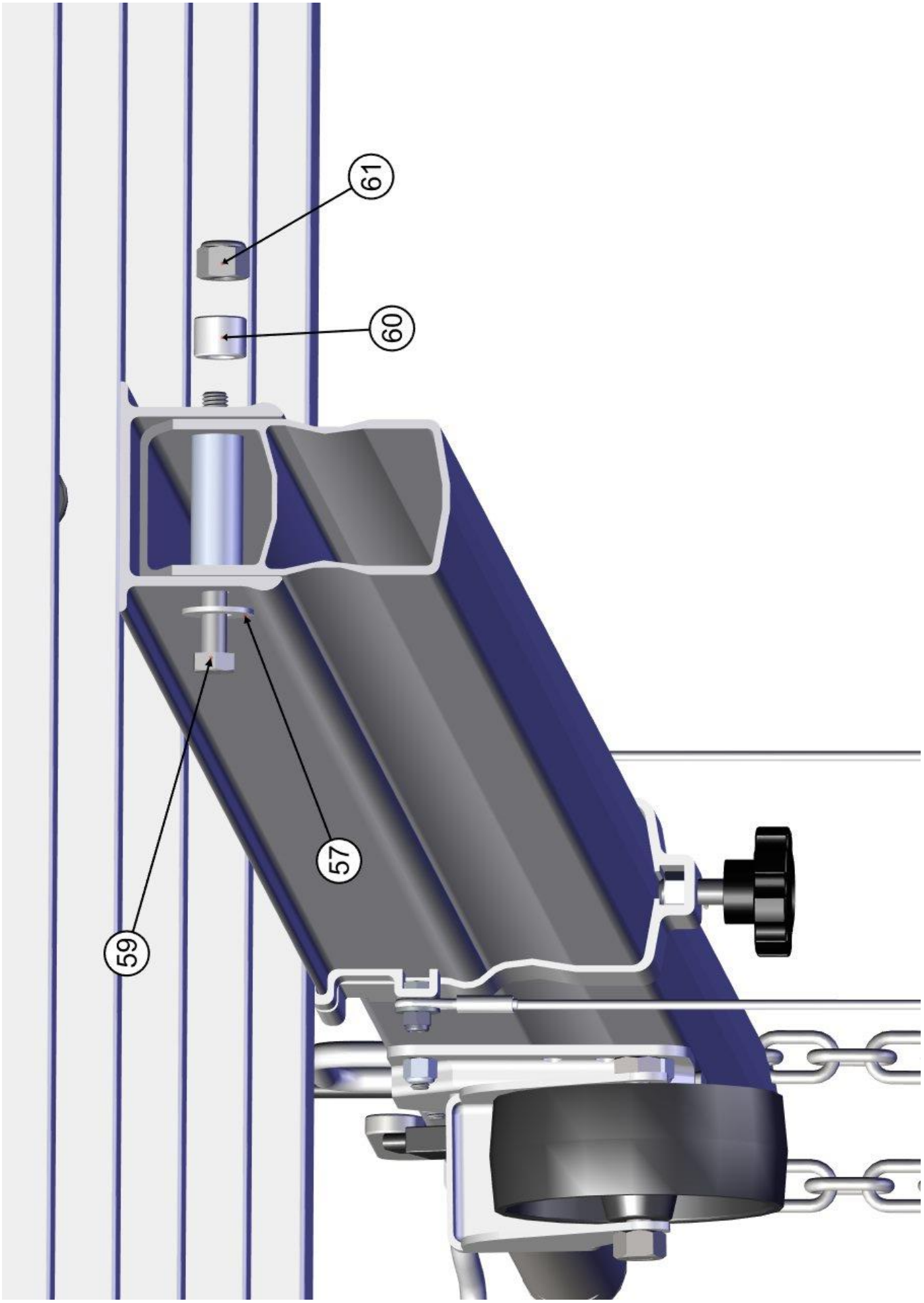
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Versa Max UT 10.5-79, 12.5-79, 14.5-79 Decals

SIDE DECALS		
QTY	PART NUMBER	DESCRIPTION
1	004-02001-00	DRIVER SIDE FRONT
1	004-02002-00	DRIVER SIDE REAR
1	004-02003-00	PASSENGER SIDE FRONT
1	004-02004-00	PASSENGER SIDE REAR
2	004-02005-00	CENTER STRIPE
2	004-02101-00 004-02102-00 004-02103-00	10.5-79 12.5-79 14.5-79

REAR CHANNEL DECALS		
QTY	PART NUMBER	DESCRIPTION
1	004-70015-00	FLOE
1	004-02104-00	VERSA MAX

RAMP DECALS		
QTY	PART NUMBER	DESCRIPTION
2	004-70018-00	WARNING

TONGUE DECALS		
QTY	PART NUMBER	DESCRIPTION
1	004-03500-00	NATM COMPLIANCE
1	004-70006-00	TONGUE CLAMP MAINTENANCE
1	004-71010-00	LOAD CAPACITY WARNING

FLOE INTERNATIONAL, INC. VERSA-MAX UT ™ TRAILER 10 YEAR LIMITED WARRANTY

FLOE VERSA-MAX UT™ WARRANTY POLICY

FLOE International warrants, to the original purchaser Versa-Max trailers to be free from original defects in materials and workmanship under the conditions and loads for which designed and from date of purchase as follows:

ALUMINUM TRAILER STRUCTURES, LIGHTING SYSTEM AND FORMED VERSA-MAX BED

FLOE INTERNATIONAL will repair or replace, at its option, any portion of the aluminum structure, formed trailer bed and lighting system (excluding L.E.D. bulbs and lenses,) which fails as a result of a defect in material or workmanship during the first year after purchase. Thereafter, FLOE INTERNATIONAL will repair or replace any portion of the aluminum structure or lighting system which fails as a result of a defect in material or workmanship at a cost to the purchaser of a proportion of the existing manufacturer's suggested retail price as follows:

YEARS OWNED	% TO YOU OF CURRENT RETAIL PRICE	YEARS OWNED	% TO YOU OF CURRENT RETAIL PRICE
0-1	0%	5-6	75%
1-2	55%	6-7	80%
2-3	60%	7-8	85%
3-4	65%	8-9	90%
4-5	70%	9-10	95%

AXLE AND HUB

Axle, hubs, drums, brakes, bearings and seals are covered for a period of one (1) year from the date of purchase when installed, used and maintained properly by the purchaser. Warranty service is provided and performed by the manufacturer "Tie Down Engineering". Tie Down can be reached for warranty service during normal business hours at 404-477-6899, ext 1538.

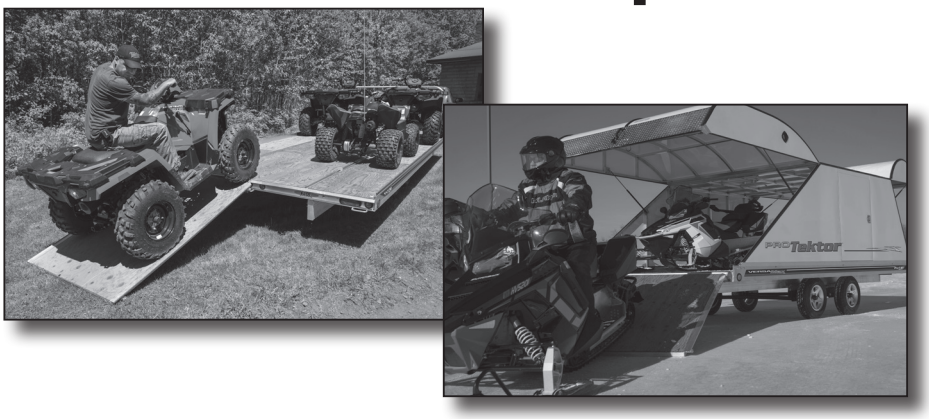
TIRES

Warranty is provided by the tire manufacturer Green Ball Corp. Green Ball can be reached for warranty service during normal business hours at 1-800-946-9412.

This warranty covers only the cost of replacement of materials due to defects in materials or workmanship and represents the only warranty authorized by us. In order to receive performance under this warranty, all warranty repairs must be authorized in advance by Floe International. Floe International will not be responsible for any costs incurred for unauthorized repairs! Unauthorized repairs may void the warranty on items repaired! This warranty does not cover deck replacement labor, nor any possible damages due to overloading of trailer, damage resulting from road hazards, damage caused by wear rods or traction products, jackknifing, misuse, or negligence. This warranty covers personal use and does not apply to commercial or rental uses. The manufacturer is not responsible for damage where repairs have been made or attempted by others. Items purchased by FLOE INTERNATIONAL are warranted by the original manufacturer and warranty is extended to the original purchaser. FLOE INTERNATIONAL reserves the right to inspect and perform rework at its main facility (F.O.B.) McGregor, Minnesota. Freight is the responsibility of the consumer. Specifications may change without notice or obligation. To receive performance under this warranty, contact your authorized Floe Dealer.

THERE ARE NO OTHER EXPRESSED WARRANTIES OR ANY IMPLIED WARRANTIES.
Our obligations under this warranty are limited to repair or replacement at our discretion,
AND WE SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND.
This warranty gives you specific legal rights and you may have other rights which may vary from state to state.

FLOE manufactures an extensive line of other products



FLOE open and enclosed trailers are available in many styles and sizes to accommodate your needs. FLOE trailers have an aluminum frame that resists corrosion and never rusts. Aluminum construction allows for a light trailer while still offering the strength you need.

The Cargo Max XRT Trailer is a world-class combination of style, durability and simplicity. The trailer is engineered with a high-strength extruded aluminum frame and an ultra-rugged high-density polyethylene trailer body. It can haul and be towed by ATVs, and is great for yard work, hunting, camping, cabin travel, construction, rental, shopping and almost any other use imaginable.

PWC, BOAT & PONTOON LIFTS (Featuring FLOE's exclusive Easy-Level™ leveling leg): With FLOE, you get a long-lasting, low-maintenance lift system. They are engineered with custom extruded aluminum components and stainless steel leveling cables. FLOE lifts are designed for easy installation and removal.

MODULAR SECTIONAL DOCKS – FLOE's Sectional Docks are a great value and ideal for lake lots with minimal space or hilly terrain where roll-in systems won't work. The docks sections break down in seconds with no tools for easy stacking storage.

Your authorized FLOE Dealer:

FLOE INTERNATIONAL, INC.
48473 STATE HIGHWAY 65 • McGREGOR, MN 55760
www.floeintl.com