

TILTBED

TRAILER BUYING GUIDE

How to choose the trailer that's right for you





OPEN CAR TRAILER BUYERS GUIDE

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All too often we make a purchase and then realize what we would have done differently had we only known. A car trailer purchase is no different and this buyers guide is designed to educate. First and foremost what you plan to use the trailer for will dictate most of what you will be looking for in a car trailer. Being an informed consumer will help you figure out what you want and need, whether it's your first trailer or an upgrade to a new model.

Ramps vs No Ramps

One of the biggest challenges with an open car trailer is how to get your car onto the trailer. There are several different options available. The most common car trailers use ramps to load the car. These ramp trailers tend to be readily available and the least expensive trailers to haul a car. Often they are utility trailers adapted to haul cars. The major downside of ramp trailers is loading the car. If you have a low car its often a frustrating experience to load your car; everything from jacking up the front of the trailer, to using extra long ramps or even boards to make the ramps even longer. If you have ever used a trailer with ramps you have experienced first hand the issues many car enthusiasts face.



A tiltbed trailer has eliminated the need for ramps. Tiltbed trailers have been designed to eliminate the hassles of a typical car trailer. They offer a simplistic approach to loading and towing your car. Basically you tilt the bed to the ground, and drive on. As the weight transfers from the back of

the trailer bed to the front, it levels and locks into place. Much like as a child when you would walk up one side of a teeter tooter, when the weight shifted then it would start to level out. And just like as a child the slower you walked up one side, the slower it will tilt over. And if you can remember you could actually balance the teeter tooter, the same holds true with a tiltbed as you drive on and control your speed.

How do I get out, once loaded?

Do I have to crawl out my window? As a car enthusiast this should be the first question you ask if you have ever loaded a car onto a typical trailer.

Exiting your car is usually an unfriendly experience. In most cases removable fenders allow you to simply open your door and step out.

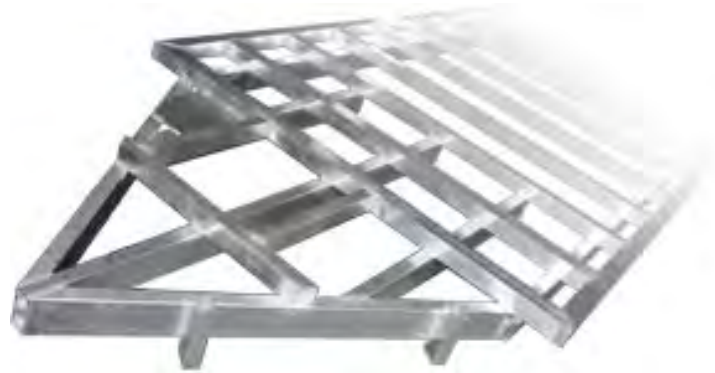


Aluminum vs Steel

There are basically 2 materials with which to build a trailer frame - aluminum or steel.

Steel trailers certainly have their place. The strength of steel is unsurpassed, but it does have drawbacks. Some manufacturers do not prep or paint their trailers underneath which leave them unprotected from the outside elements and leads to corrosion. Another drawback of steel trailers is the weight. Steel trailers tend to weigh more, which may require a larger tow vehicle as well as more fuel from point A to B.

Aluminum trailers are the only way to go in the minds of many car enthusiasts. Aluminum is lightweight and virtually corrosion resistant, which helps them stay looking new longer and hold their resale value better. As with everything their are different qualities of aluminum used in trailer manufacturing, and even the properties of the welding wire come into play. Aircraft grade aluminum provides some of the best anti-fatigue properties which are less susceptible to cracking over the long haul.



Braking

Trailer brakes are available in 2 varieties; electric and hydraulic surge.

Electric drum brakes are the most popular braking system available on car trailers. They have proven to be inexpensive yet reliable. The downside with drum brakes is they can loose effectiveness in extreme breaking conditions, such as descending hills or in heavy traffic. Electric brakes also require a controller to be installed in your tow vehicle, which sends a signal from your brake pedal which also engages the brakes on the trailer.

Hydraulic surge brakes are a completely independent system that does not require any hardware to be installed in your tow vehicle. The trailer has an actuator as part of the coupler which forces hydraulic fluid to the brakes. There are both pros and cons with hydraulic surge brakes. The pros include the ability to tow your trailer with any tow vehicle regardless if you have a controller installed. This is great if you plan to tow your trailer with a number of different vehicles and don't want to install a brake controller in each one. The cons include not having control of the trailer brakes without applying the brake pedal in your tow vehicle.

Disc brakes are available in both electric and hydraulic surge, they offer superior stopping power when it's needed most. They are a bit more expensive but the added expense can keep you out of trouble especially if you drive in heavy traffic or hilly conditions.

Capacity

The overall capacity of the trailer is known as the Gross Vehicle Weight Rating (GVWR). First figure out the towing capacity of your tow vehicle. Often this will help determine how much you will want your trailer to carry. When looking for an open car trailer be especially careful, many open car trailer are built as a utility trailer and adapted by the manufacturer to haul cars.



Length

There will be a number of items to consider when making a decision as to the length of your trailer. Everything from the size of your car you plan to haul on the trailer, the length of the place you plan to store the trailer when not in use, and if there are any overall length constraints that may dictate the combined overall maximum length of your tow vehicle and trailer. You may need to work forward or backward when thinking through the length dilemma, but let's look at the major considerations and how they come into play.

Size of Your Car

Your car will need to fit on the trailer, so you will need to know the overall length. You will also need to know the wheelbase of your car you plan to haul. This will help dictate the bed length of the trailer. Some enthusiasts

want to have a little extra room, but some want to keep the trailer as short as possible to help reduce weight in order to tow with your light duty truck or SUV. Remember the longer the trailer, the more it will weigh.

Storing Your Trailer

Just a thought and something else to consider. Some of us live in neighborhoods with an HOA. Those HOA's may have rules that restrict where your trailer can be stored, or parked for an extended period of time. Finding out the rules prior to your purchase can make for less of a headache later.



Maximum Overall Length

This often comes into play when pulling your trailer with a motorcoach or toterhome. Some states have a maximum overall length for your tow vehicle and trailer. Some states have set the maximum at 65' and some are unlimited.

Tongue Length

Another consideration when pulling a trailer with a motorcoach is to look at the length of the tongue. When a sharp turn is necessary, one would hope that the back corner of the motorcoach does not come in contact with the front corner of the trailer. Some trailers manufacturers offer a lengthened tongue, others provide a 4' tongue as standard equipment.

Protection and Storage

You have made an investment in your car, and want to protect that investment. One of the best ways to protect your car from rock chips and road debris is with a rock guard or air dam on the front of your trailer. Its a

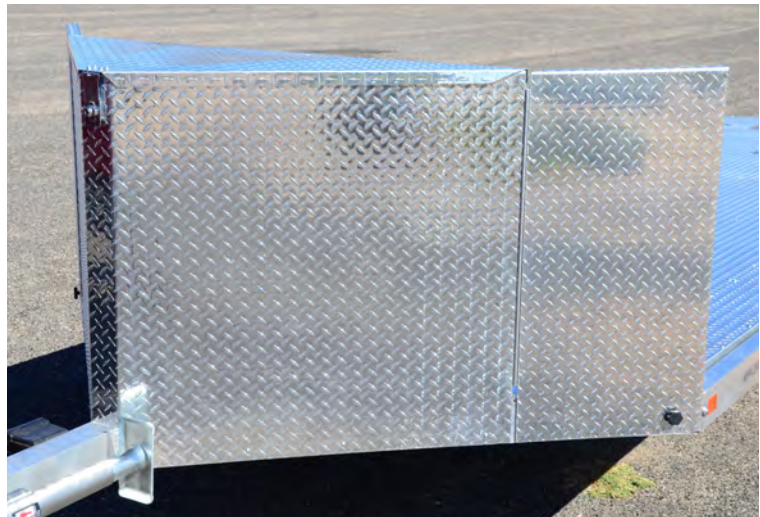
simple solution that makes total sense, but why not use that same air dam to create a storage box for items that commonly stay with your trailer, like your tie down straps or a spare tire.

Suspension Types

There are basically 2 types of trailer suspensions for open car trailers; leaf springs suspension, and torsion suspension.

Leaf springs

Leaf Springs are the oldest of these technologies and tend to offer the noisiest and roughest ride with a number of moving parts. Another downside of the leaf springs are that the loading height of the trailer is typically higher than torsion suspension. Loading height is an issue when you have an extremely low car to load on the trailer.



Torsion Suspension

Torsion suspension is basically a steel bar housed in rubber, which is completely self contained within the axle. This system has very few moving parts and offers a smooth, safe, reliable, and secure ride.

Tires and Wheels

If there is one single area trailer manufacturers tend to cut corners, it is in the tire department. The first thing to check is to see that the tire has an ST designation. This will tell you the tires are specifically designed for trailer use. Also make sure to check out the load rating of the tires. All too often they are not rated to handle the GVWR of the trailer. Next check how many plies are in the tires, the more plies the more mileage you should get out of the tires. While you are checking out the tires also check out the wheels. There are numerous options when it comes to wheels with most manufacturers' standard wheels being a painted steel variety.



about JIMGLO Trailers

Make sure to compare apples to apples when making comparisons from one trailer to another. JIMGLO Trailers builds a specialized line of trailers, all of which are designed from the ground up to haul cars and solve the trailer complaints of car enthusiasts. We created a user friendly trailer experience with the elimination of ramps, and an extremely low loading angle. It truly is the quickest, simplest loading trailer ever. In the words of Street Rodder Magazine, the JIMGLO Ego - TiltBed Trailer "couldn't be any easier to load".

Lets face it none of us created our automotive masterpieces to blend in. Every one of us have invested countless hours of time and money to express ourselves and stand out from the crowd. You deserve an open car trailer that shows the same dedication for excellence. Each JIMGLO Ego is hand

crafted using top quality materials, the latest innovation, and years of experience. All this combined with our engineering know-how makes the line of JIMGLO Trailers truly extraordinary.

Find out for yourself why JIMGLO Trailers has been called the Rolls Royce of trailers, and why you will rarely find a used one for sale on the open market. Check out the JIMGLO line of car trailers in action via our YouTube videos at www.JIMGLO.com while you are there you can request pricing and specs. We can be reached toll free at (888) 5-JIMGLO to answer any questions and help create a trailer that meets your needs perfectly.

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