

ENCLOSED

TRAILER BUYING GUIDE

How to choose the trailer that's right for you





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.

How do I get out, once inside?

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 into a typical trailer. Many trailer manufacturers offer an escape door on the drivers side of the trailer



which allows the car to be loaded into the trailer and the driver to "escape" out the side. The escape door is rarely in the precise location for an easy escape, especially if you have a low or large car. Most often the fender well is still in the way, so opening your car door is virtually impossible. Another option is to winch your car into the trailer. Neither of these options are very easy or fun. A more optimal solution is a door that opens up virtually half the side of the trailer, with a fender that removes allowing the ease of driving in and stepping out.

Trailer 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 the car you plan to put inside, gear you want to carry, 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 inside the trailer, so you will need to know the overall length. You will need to consider some space in the front of the car and



behind the car to tie down. 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 weight and the more stuff you can put inside.

All Your Gear

Figure out the gear you will need to take along with you. Everything from show car materials/displays, tools/equipment,



additional wheels/tires, and golf carts/bikes. Take a look at how to best organize the gear. Cabinets may be the best option to help keep your gear organized, but remember most cabinets are between 12" and 24" deep which take up additional floor space.

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 trailer manufacturers offer a lengthened tongue, others provide a 4' tongue as standard equipment.

Carrying 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. Next figure out the weight of your car as well as any additional gear and supplies we mentioned previously. Trailer owners soon realize that everything weighs more than they initially anticipate. When looking for a car

trailer be especially careful, many enclosed car trailers are built as a cargo trailer and adapted by the manufacturer to haul cars. Most car trailers start with a GVWR of 7000 pounds. A typical enclosed trailer weights between 3000-4000 pounds, and your car might weight another 4000 pounds. This leads to being overloaded even before you leave your driveway and can lead to unnecessary trouble when out on the road.

Suspension Types

There are basically 3 types of trailer suspensions; leaf springs suspension, torsion suspension, or air-ride suspension.

Leaf Springs

Leaf springs are the oldest of these technologies and tend to offer the noisiest and roughest ride of the 3 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 put into 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.



Air-Ride

Air Ride suspension uses air bags connected to a valve that allows the user to adjust the air pressure for the perfect ride. This is the latest technology offered for lighter duty trailers (10,000 - 16,000 pounds) and provides the

smoothest ride, but it is also the most expensive and only available from higher end trailer manufacturers.

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 electric brakes is they can lose effectiveness in extreme braking 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.

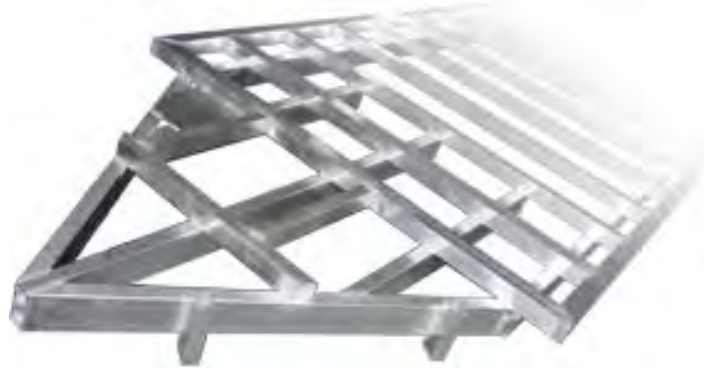


Disc brakes are available in both electric and hydraulic surge, they offer superior stopping power when it's needed most. They are a bit more expensive but the added expense can keep you out of trouble, especially if you drive in heavy traffic or hilly conditions.

Frames: Steel vs Aluminum

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

Steel frames 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.

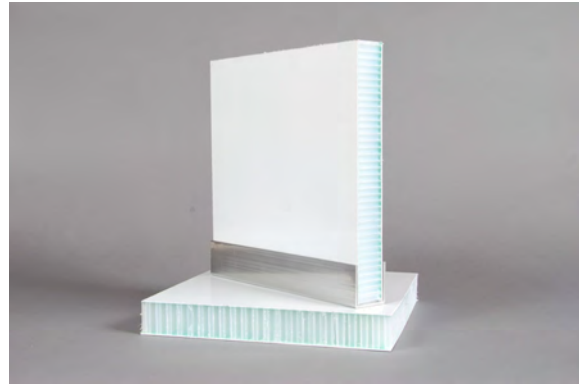


Aluminum frames are the only way to go in the minds of many car enthusiasts. Aluminum is lightweight and virtually corrosion resistant, which helps them stay looking new longer and hold their resale value better. As with everything there are different qualities of aluminum used in trailer manufacturing, 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.

Enclosure: Aluminum vs Composite?

Virtually all enclosed trailers today are built using an interior skeleton with an aluminum skin secured to the exterior. There are a few cons to this method with the first being aesthetics, or how the trailer looks. These wavy panels also have visible seams, joints and/or rivets down each side of the exterior. The second con is the way the aluminum skin radiates the outside heat/cold and traps it inside. The trailer's skin is only providing a thin layer of protection from the outside world. The all new lightweight single piece

composite construction offers a seamless clean-skin exterior, built much like newer high end motorcoaches. Since the sides, top, and bottom are each built from an individual piece there are no seams, joints, or rivets to distract



from the sleek appearance. A few more benefits of this revolutionary material include the clean-skin finished interior (the same as the exterior); it's also insulated to provide an extra layer of protection that protects your car from the extreme heat and cold of the outside environment, not just precipitation and vandalism.

Tie-Down System

Next to getting out of your car after getting it inside the trailer, the toughest part is tying it down. The most common way is with a D-Ring at each corner of the trailer. This tends to be a pain in the neck if you buy the trailer for one of your "bigger" cars and then haul a small car. You will need some tie-



down straps the length of a whale rope to secure your car. It can be a frustrating experience. An easier way to secure your car is using a tie-down system specifically designed for cars, a versa-track system or v-track for short. This is a track system that is installed on

the trailer floor which allows you to move adjustable rings anywhere on the track to make tying down easier and more secure. The best solution, if you tend to use the trailer for only 1 car or type of car, is to have a v-track system installed specifically for you. This is where you have the v-track installed on the floor of the trailer so it sits in the center of each tire allowing you to use a strap over each tire. This allows the car to be held in place without securing any tie-downs to the frame of your car. It's a great alternative if you have a low car, or a frame you don't want to scratch.

One of the most common mistakes to avoid when securing your car in a trailer is crossing the ratchet straps to form an "X" in the front and back. This is rarely recommended simply because if one strap comes loose the remaining strap will pull your car in the opposite direction which may be into the side of the trailer leading to damage. The suggested way to secure your car is to pull straight forward with the front straps and pull straight back with the rear straps.

Tires and Wheels

If there is one single area where 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.

Ramp Door vs Ramps

One of the most frustrating things about any trailer, whether it's open or enclosed, is the use of ramps. Most enclosed car trailers today are built with a rear ramp door that, when open, acts as a ramp, but when closed acts as

the rear door. There are some enclosed trailers out there that still use ramps to get your car into the trailer. It may work for some cars, but if you



have a low car, it can be a challenge. A few additional items to check if you are the owner of a low car and in need of a trailer is to make sure the trailer has a rear dove tail. This is a design where the back several feet of the trailer has a gradual slope which will help prevent your car from “high centering” on the rear threshold when you load it. Secondly, check the loading height. This will be the height at the rear of the trailer from the ground to the top of the floor. This number is easy to manipulate by jacking up the front of the trailer, so make sure it is level in order to compare trailers. If you need a lesser angle, jacking up the front of the trailer is a viable option. Keep in mind you will need to also jack up the rear of your tow vehicle since, in most cases, you will need to be connected to your tow vehicle in order to load your car into the trailer.

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. Complaints that include an easier way to get out of the trailer once you drive my car inside, or an easier and more secure

way to tie my car down. We created this user friendly trailer experience while offering one of the most innovative and lightest enclosed car trailers on the market.

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 enclosed car trailer that shows the same dedication for excellence. Each JIMGLO Trailer 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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