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## Big rig tow trucks for sale

Your bumper isn't the only thing to consider when carrying a heavy load. Another important factor is the power of the truck. While many trucks have the ability to pull a trailer, some have a special tow/tail mode to help you tow heavier objects safely. The towing/tail mode changes the vehicle's transfer change patterns. Pulling a heavy load requires a lot of power. Towing/tail mode reduces shift cycles. Depending on the truck, it can also increase torque and engage an engine braking mode to help drivers maintain control while driving up and down slopes. In general, towing/tail mode changes shift points to higher RPM limits. This helps you keep moving when you pull the trailer. When you go down hills, you may notice that the transfer will change earlier than normal. This allows the transmission to help you slow down and saves wear on the brakes as well. Many manufacturers design towing/tail mode to loosen the car's overdrive function. Changing often can cause overdrive to burn out. Check the user guide to see if the truck has a tow/tail mode. If it does, consider engaging it when you need to tail a heavy load. It will help you maintain control of your vehicle and trailer and cause less stress in your truck's transmission over a long period of time. In addition to difficulties in stopping and being dragged into the sea, it can also lead to swaying vehicles' towing capacity. This happens when the towed load begins to move from side to side, regardless of the direction in which it is towed by the carriage. It is a dangerous situation, and one that can occur even when you are towing within the vehicle capacity. Even if you have a history of happiness and manage to do it from point A to point B without disasters, when you exceed the towing capacity, the hubris will eventually catch up in the form of mechanical problems. You put the truck's transmission at risk when you exceed the vehicle tow limit. Transmissions are designed to work hard enough to move the vehicle they operate, as well as any additional weight up to the limits set by the manufacturer. Exceeding the recommended towing capacity causes the transmission to work harder than it is intended to, creating more heat energy. This heat breaks down the transfer liquid that lubricates the moving parts of the transfer. Without proper lubrication, the transfer can interfere and cause major damage. So how can you protect yourself from physical and mechanical problems from exceeding towing capacity? While it may seem appropriate, upgrading to the towing hitch will not increase the vehicle's towing capacity - it will upgrade the towing capacity of the towing hitch. However, you can purchase a weight-distributing hitch, which will increase the vehicle's ability to tow due to the weight distributed between vehicle wheels. Vehicles have a weight distributed tow rating - the tow weight assessment - and it should not be exceeded either. You will encounter the same problems. One way to prevent damage to the vehicle is to install a transmission oil cooler. You can install this aftermarket product in front of the radiator to give the factory installed cooler a little extra help. In most models, transfer fluid is sent through the additional cooler before travelling on to the transfer. This additional step greatly reduces the fluid temperature and protects the transfer during towing. Of course, the easiest way to avoid problems is not to exceed your towing capacity. You can determine the weight of the loaded trailer (the gross trailer weight) by weighing the trailer on a scale. You should probably avoid using the bathroom scale, as it would certainly be crushed under the weight. Instead, a fast internet search will provide all sorts of public and private locations that will give you an accurate measure of how much the trailer weighs. As long as you do not exceed the vehicle towing capacity, you should be able to tow to the contents of the heart. For more information about towing and other related topics, go to the next page. Page 2 Moving heavy, bulky loads down the road, whether it's a motorhome, a boat trailer or anything else attached to the back of a tow truck, can be a difficult process. Driving a car with a different set of wheels attached behind it is much different than driving a car by itself, so there are several problems you need to keep in mind while towing. Small overlooked details will make your ride bumpy and uncomfortable and potentially shift or damage any load you are towing; larger, more important cases can lead to serious situations such as jackknifing or flipping, incidents that cause accidents and injury to you and other drivers on the road. While it may look like an elaborate setup, there are several simple steps to take to ensure a safe and secure tow. Some involve doing fast, regular checks on equipment, while others only involve being aware of the vehicle's specific towing capabilities. How much weight can the car or truck tow? Is there any extra equipment you need to buy before you go out? How should you adjust your driving technique to make your drive safer? For 10 simple tips that make towing more efficient and effective, read on. Contents Before you start carrying an infinite amount of cargo into a trailer or attaching up an 18-foot-long boat, it's best to know the towing capacity of your car, truck, SUV or recreational vehicle. Towing too much weight can cause a myriad of problems, no matter how big and powerful the engine is. The first thing to do is refer to the user manual for your vehicle, which should give you specific numbers about how much weight you can tow. There are some definitions you should keep in mind: Base curb weight - this is, in simplest terms, the actual weight of the whole vehicle, including all liquids (that is, a full tank of gas, engine oil, coolant, transfer fluid and others) and additional equipment. Load weight - load weight includes the weight of the passengers, the load and possibly optional equipment (it wants a sunroof). Allowed payload - this is the maximum amount of weight, including cargo and passengers, a vehicle can carry. Knowing how much weight your vehicle can tow will keep your ride safe and help you prepare better for loading. Once you know how much load you can carry, though, exactly how to place that load is another problem; read about the correct deployment on the next page. If you've ever had to move to another house or apartment, you've probably had to deal with moving all your things, packing things away in a moving truck. Most likely, you moved the larger objects like furniture and TV first, perhaps tying them down with ropes to keep them in place. Then you took in the smaller objects as boxes, and placed them around the larger objects. You probably haven't built high columns out of your belongings, knowing that the slightest turn could send everything overturned. The same problems must be taken into account when towing, since it is almost the same as moving heavy objects in a moving truck. Keeping tabs on the correct weight distribution is an easy way to make a towing job much smoother and safer. Ad It's always best to start loading the heaviest load first, tying it down with rope or bungee cords so that it doesn't change while the vehicle is moving. Smaller loads should follow and fill the spaces in between. The load's center of gravity should be low, and about 60 percent of the weight should be towards the front. You should also balance the sides of the trailer to reduce the chance of it turning. When you have everything in the right place, the next step involves being able to look behind you. Read the next page to see the correct mirror usage. If you've ever driven a larger truck or a vehicle without a rear view mirror, you can understand the importance of the right side mirrors. Without the ability to see the cars behind you by simply looking up, switching lanes become a much more dangerous maneuver. Page mirrors are usually delivered in two types: Regular Page View and Extended Page View. Regular mirrors with side views are much like the ones you'll find in any car or truck - they help you see traffic in the lanes right next to yours. Extended side mirrors, on the other hand, let drivers see both rear and side-approaching traffic. They are usually larger and taller than regular mirrors with side views, and they are necessary if the tow truck pulls in a trailer that blocks Sight. Ad Need to see the light? Read the next page for another illuminating fan tip. When driving at night, it is a given that you must have all the lights in order. A busted headlight or a brake light can put other drivers or pedestrians at risk, and if the police take notice, they can pull you over and sign you a ticket. Not only is it doubly important to have work lights when towing; you also need to double the lights. Laws in many states require that a towed vehicle, whether it's a car trailer, a boat trailer or a caravan, must have operable lights, including brake lights, tail lights and turn signals. All these lights must also be synchronized with the vehicle you are driving, so that the moment you step on the brakes, both sets of brake lights light up at the exact same moment. Ad Your brake lights won't do you much good if your tyres aren't roadworthy - read about the right tyre maintenance on the next page. Checking your tires is a smart thing to do in any situation. Like other car components, the tyres wear down and need continuous maintenance and replacement. Ignoring tires is especially dangerous since a flat can either leave you stranded or cause an accident. It is equally important, if not more, to closely monitor the tires when towing - apart from worrying about the tow truck itself, you also need to keep in mind the extra sets of wheels belonging to the rope vehicle. You should keep your tyres properly inflated, according to the manufacturer's guidelines. Tyres that are above or underinflated will create trailer sway, so make sure you add the right amount of air pressure. It's also a good idea to check your lugnutters to make sure they're safe. Ad Proper tyre inflation will help you stop safely when applying the brakes, which brings us to our next tow tip. Don't stop now, read on to the next page. Just as the lighting systems on both the tow truck and the trailer must operate simultaneously, so do the braking systems. First, most state laws require towed vehicles to have separate braking systems. This prevents the tow truck from having to do all the work when it's time to put on the brakes. Of course, it's also good to make sure the brakes are working properly. Poorly functioning brakes can spell disaster on the road, and if they ever failed, the extra weight from the load would only make a collision so much more dangerous. Give yourself plenty of extra room for braking. Avoiding heavy braking will reduce the most wear - applying the foot gently on the brake is the best method. Ad Another way to reduce the risk of an accident is to see your speed. To read about speed considerations during towing, see the next page. Sometimes we all feel the need for speed. Pressing your foot down on the accelerator and feeling accelerate can give us a natural rush. Those of us who have ridden in fast, powerful sports cars probably remember the feeling. When it comes to towing, however, excess speed is the last thing you need to feel. With the extra weight and length of a towed vehicle, the faster you travel, the more dangerous it will be. Increasing the speed will increase the amount of trailer sway behind you and make it much harder to stop quickly without the risk of fishtailing or even flipping. Speed also makes it harder to maneuver in traffic. Being careful and attentive is the best way to ensure a safe ride while towing - so, slower! Ad Sting is one of the most important elements of towing, and choosing the right counter. See the next page to read about hitches and towing. Some tow trucks come with factory-mounted hitches, but for all the others who give the driver the opportunity to choose, finding the right fastener is a very important step to take. There are basically two types of hitches: Weight-bearing hitches and weight-distributing hitches. Weight-bearing hitches are recommended for trips when the combined weight of the trailer and load is 1588 kilograms or less. Weight-perdividing hitches, on the other hand, are recommended for heavier loads. When there is too much weight in a trailer, the heavyweight - the downward pressure that the tongue exerts on the fixing ball - can become too high. This causes the tow truck and trailer to sink, which can make the entire setup look like a very wide V. A weight distribution attachment redistributes the weight of the tongue to the axles of the towing vehicle and trailer, which keeps both vehicles level, or parallel to the ground. Ad Everything on the outside of the tow truck is important, but the inside is just as so. To learn more about staying cool while towing, read the next page. By placing more weight on the vehicle when towing, you make the drivetrain do a lot of extra work. Extra weight leads to extra heat under the hood, which can put strain on the transmission and wear it out too quickly. Adding a gearbox cooler, especially if the tow truck is an automatic, will reduce the temperature of the oil circulating through the vehicle's transmission. Also, simply adding a higher capacity radiator or installing an additional cooling fan will help save you money in the long run on expensive repairs to worn-out systems. Ad What's one of the top tips to consider before you go on a tow? As the old saying goes, practice makes perfect. To read about early precautions to take and ways to improve your towing skills, see the next page. Before you head out onto the road and surround yourself with angry drivers and tractor-trailer trucks, the best thing you can do to ensure a safe towing ride is practice driving. Select a range far away from the traffic, like an empty parking lot, and perform simple driving tasks with everything hitched up. Try backing up and using your mirrors and pay attention to your car's turning radius. Learn to accelerate and slow down on longer stretches of road - remember, the more weight you carry, the longer it's going to take to slow down. When you have the perfect tow vehicle and all the right equipment, sticking to these few simple tips can turn a bumpy ride into an easy one. To learn more about towing and towing essentials, see the next page. A gear ratio and tyre size chart are essential to make your vehicle efficient. Check out this comprehensive gear ratio and tyre size chart from HowStuffWorks. Caravan and Camping South Australia. Towing tips and hints. (September 15, 2008) . Common weight distribution and Sway control questions. (September 29, 2008) . Tips on how tow a trailer. (September 15, 2008) . Towing tips. Universal Trailer Corporation. (September 15, 2008) Volvo Owners Club. Towing tips. (September 15, 2008) RV Lifestyle. Ten towing tips. (September 15, 2008)

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