

Owner's Manual

BLUE LINE

BLUE LINE



BLUE LINE
UK TRAILER MANUFACTURER



For All of Your Trailer and Towing Needs, visit our website www.blueline-trailers.co.uk

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Introduction

Firstly, we would like to take this opportunity to welcome you as a customer and thank you for purchasing a Blue Line Trailer.

This manual provides information on the use, adjustment and servicing of trailers produced by Blue Line Trailers.

Following the advice on the correct maintenance and servicing procedures will ensure maximum performance and the long service life of your trailer.

Failure to carry out maintenance work correctly, or incorrect operation will result in poor trailer efficiency and a loss of valuable time and in some cases, money.

By ensuring the correct operation, and by carrying out maintenance and service work with care, you will be able to make full use of the technical knowledge and the experience with which your trailer was originally designed.

The Blue Line range of trailers covered in this manual are category O1 & O2 vehicles designed and constructed for the sole purpose of transporting loads whilst being towed behind a suitable motor vehicle.

This is their intended use.

Use of the machine in any other way is considered by the manufacturer to be contrary to the intended use. Consequently the manufacturer does not accept any liability for such use and the user therefore accepts all risks arising from such use.

If selling the trailer, give this manual to the owner. It belongs to the trailer.



Product Warranty

Your Blue Line Trailer is guaranteed against faulty Workmanship or Parts for a period of 12 months from date of purchase providing that it is serviced in accordance with the Maintenance Schedule in this Handbook.

In the unlikely event of a Warranty Claim, contact Blue Line (*or your agent*) in the first instance for advice. Blue Line Trailers will authorise a repair to be undertaken by an approved repairer or supply the replacement parts if the claim is justified.

Any repairs undertaken by any company or person not recognised by Blue Line Trailers must first be agreed by them in writing.

Claims resulting from overloading, misuse, and abuse, or failing to carry out the specified maintenance as per this manual, will invalidate this warranty.

Items which are subject to normal wear and tear such as tyres, and brake shoes are also excluded.

Modifications to the trailer not agreed in writing with Blue Line Trailers will also invalidate this warranty.

Blue Line Trailers will not be liable on any occasion to pay compensation for any loss or damage consequential or otherwise sustained by the purchaser or the trailer user for any breakdown howsoever caused.

Safety First

Here you will find important safety information and notes about the safe operation and use of your Blue Line Trailer.

Before Using Your Blue Line Trailer

- Check that the trailer is roadworthy and safe to operate every time it is used
- Make yourself familiar with all equipment and controls and their functions before starting work as it will be too late once you have set off
- Observe the maximum permissible axle loads and total weights
- Do not exceed the maximum load on the trailer drawbar

General Hazards

- When using public roads observe all traffic regulations
- Support equipment correctly before you do any work or maintenance from beneath that equipment
- Unless instructed otherwise, never attempt to do adjustments whilst the vehicle is moving
- When handling cables, always wear protective gloves. Never use kinked or frayed cables
- Pressurised air or water for cleaning purposes must not exceed the following maximum operating pressures: Air - 205 kPa (30 psi) Water - 275 kPa (40 psi).
- Operators using pressurised air or water for cleaning purposes must wear the correct protective equipment. This includes protective clothing, shoes/boots and goggles or face shield

Using Your Blue Line Trailer

Covered in this chapter:

- Trailer Identification
- Who Can Tow?
- Connecting your trailer to the towing vehicle
- Loading
- Towing
- Driving and reversing

Trailer Identification

All trailers manufactured in accordance with the European Whole Vehicle Type approval Directive (2007/46/EC) are marked with a 17 digit VIN (*Vehicle Identification Number*).

Please ensure you record this number and use it whenever you contact Blue Line Trailers.

This plate is located on the Left side of the drawbar, record the number from your trailer now and enter it into the line marked VIN.

If the plate above is missing or damaged you can obtain a replacement from Blue Line by producing satisfactory proof of ownership. The VIN number is also punched into the drawbar on the left hand side.

<i>Blue Line Trailers</i>	
www.blueline-trailers.co.uk	EC Type-approval No. <input type="text"/>
	V.I.N. <input type="text"/>
	Max Gross Weight <input type="text"/> KG
	Max Load Axle 1 <input type="text"/> KG
	Max Load Axle 2 <input type="text"/> KG
	Max Load Axle 3 <input type="text"/> KG
	Unladen Weight <input type="text"/> KG

Who Can Tow?

The ability to tow a trailer will depend on the driving licence you hold. The category entitlement on your driving licence and the MAM (see *below**) of the trailer will determine the type you can tow.

Legislation differs between countries within the EU and is subject to change, the information given below is for car driving licences and should only be considered as a guide.

Always check with the legislative authority before towing a trailer.

Car Driving licences held before 1 January 1997

Drivers who passed a car test before 1 January 1997 are entitled to tow trailers until their licence expires. This means they are generally entitled to drive a vehicle and trailer combination up to 8.25 tonnes MAM. They also have entitlement to drive a minibus with a trailer over 750kgs MAM.

Car driving licence first obtained since 1 January 1997

Drivers who passed a car test on or after 1 January 1997 are required to pass an additional driving test in order to gain entitlement to category B+E. This regulation has now been amended please check with the DVLA.

*This should be taken to mean the permissible maximum weight, also known as Gross Vehicle Weight (GVW).

Operators Licence

The rules have changed for users of vehicles working for Hire or Reward. Note: the following does not apply to dual purpose vehicles when towing trailers (see *below**).

From 4 December 2011, if you are using a vehicle with a Gross Vehicle Weight of less than 3,500kg (3.5 tonnes) and are towing a small trailer with an unladen weight of less than 1,020kg the following will apply in respect of the requirement to obtain a Standard Operators Licence:

You will be exempt from operator licensing unless you are operating for hire or reward (see description below). This is referred to as operating on your own account.

You will require a Standard Goods Vehicle Operators Licence where you are carrying other people's goods for hire or reward (e.g. *working as a courier, removal firm or other freight transport business*) when the vehicle and trailer combination exceeds 3500kgs (3.5 tonnes) Maximum Authorised Mass. The reason is that from the 4 December the weight calculation must include any trailer attached (*irrespective of the trailer's weight*).

For those operating such vehicles towing heavier trailers (more than 1020kg unladen weight) or goods vehicles with Maximum Authorised Mass greater than 3500kgs the scope of requirements for needing an operator's licence remain as before the 4th December 2011.

* **“Dual purpose”** vehicles Under Schedule 3 (2) of the goods Vehicles (Licensing of Operators) Regulations 1995 "a dual purpose vehicle and any trailer drawn by it" is identified as exempt from goods vehicle operator licensing.

The dual purpose category generally includes cars, estates, pickups (with a second row of seats (crew cab) only), and domestic 4x4 vehicles such as Land Rovers, Jeeps, and other similar vehicles below 2040kgs unladen weight.

What is not Hire or Reward?

You are NOT usually operating for Hire or Reward when you carry goods your own or goods you have used or will use in the course of your business.

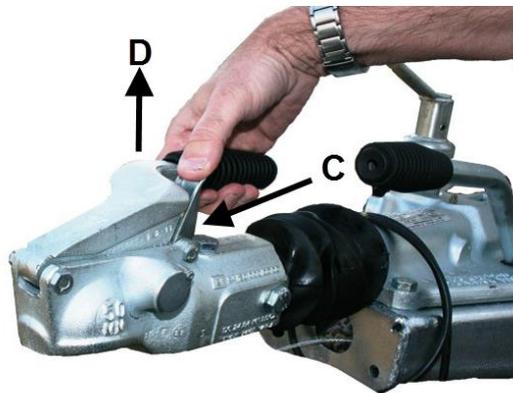
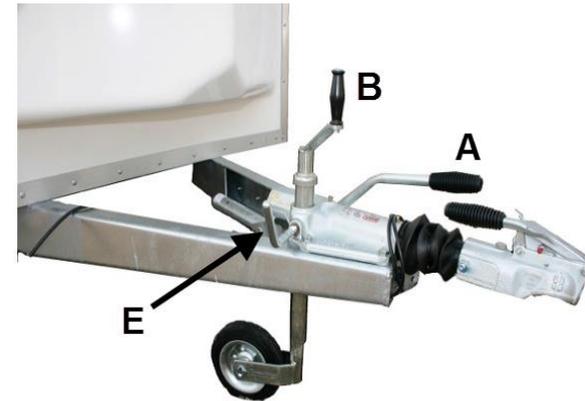
Ref VOSA communiqué 23/12/11

Connecting Your Trailer to the Towing Vehicle

Apply the parking brake by raising the lever **[A]**.

Manoeuvre the towing vehicle so that the coupling head is positioned directly over the tow ball on your towing vehicle.

Turn the handle of the telescopic jockey wheel **[B]** in a clockwise direction, this will lower the Trailer onto the ball.



Pull back the latch **[C]** and simultaneously raise lever **[D]**, the lever will latch into position, and the coupling head can now be lowered onto the tow ball.

Turn the handle of the telescopic jockey wheel **[B]** and lower the coupling onto the ball.

When fully engaged the latch will release and the lever will return to the normal position.

Continue turning the handle of the jockey wheel to fully retract it, failure to do this can cause damage to the Jockey wheel assembly when raising it for road use.



Only attempt to couple and uncouple the trailer on level ground. If in doubt about the trailer stability apply the brake and use the towing vehicle to manoeuvre.

Release the clamp handle **[E]** and fully raise jockey wheel. Position the jockey wheel between the drawbar and the coupling, make sure it is retracted as far as possible, and does not foul the brake linkage.

Tighten the clamp handle **[E]** to ensure that the jockey wheel will not lower whilst towing.

Attach the breakaway cable around the ball bracket via the loop on the drawbar and onto the towing vehicle. If the trailer should become detached from the towing vehicle this cable is designed to apply the handbrake and then detach ensuring the Trailer will come to a halt.

Insert the electrical connection into the towing vehicle socket.



Make sure the cable length is sufficient to avoid excessive tension while cornering but also short enough to stay clear of the ground and any moving parts while towing.

Check the function of trailer lights and the towing vehicle. Pay particular attention to the operation of the audible/visual warning device for the indicators.

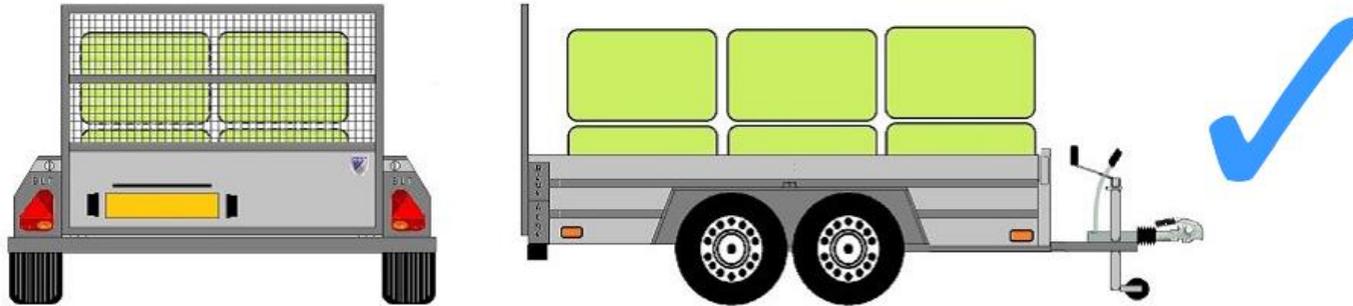
Uncoupling is the reverse of this procedure.

Release the Parking Brake **[A]** before moving away.

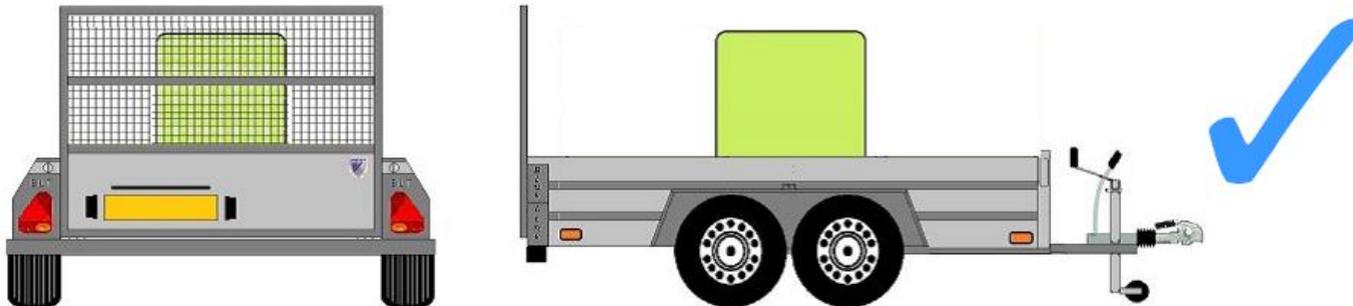
Loading

Loading issues account for most instability and control concerns when towing trailers.

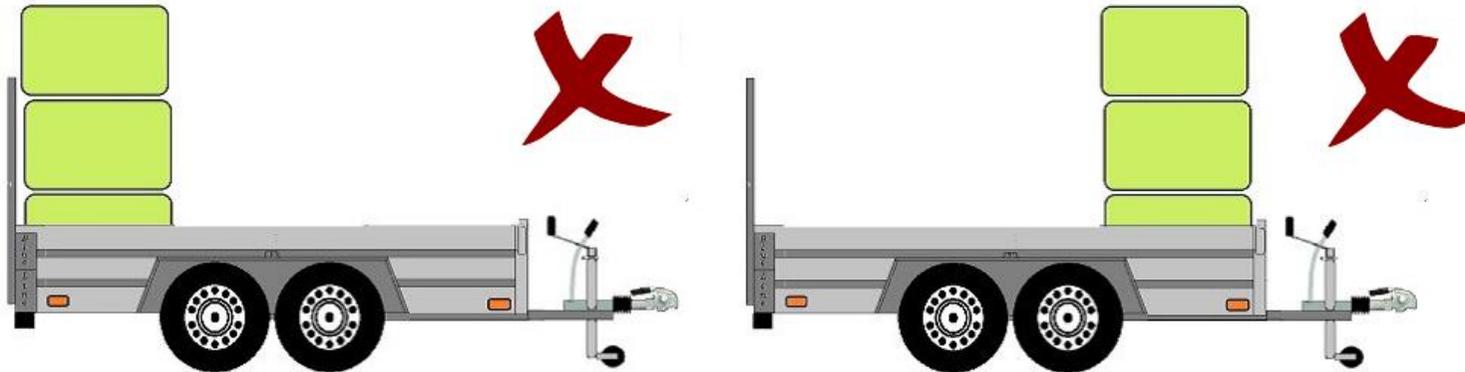
Where possible loads should be distributed equally within the trailer.



Where equal distribution is not possible the load should be placed as centrally as possible over the axle, and restrained sufficiently to prevent its movement whilst in transit.



Loading towards the front or rear of the trailer should be avoided, if making deliveries or collections redistribute the load periodically.

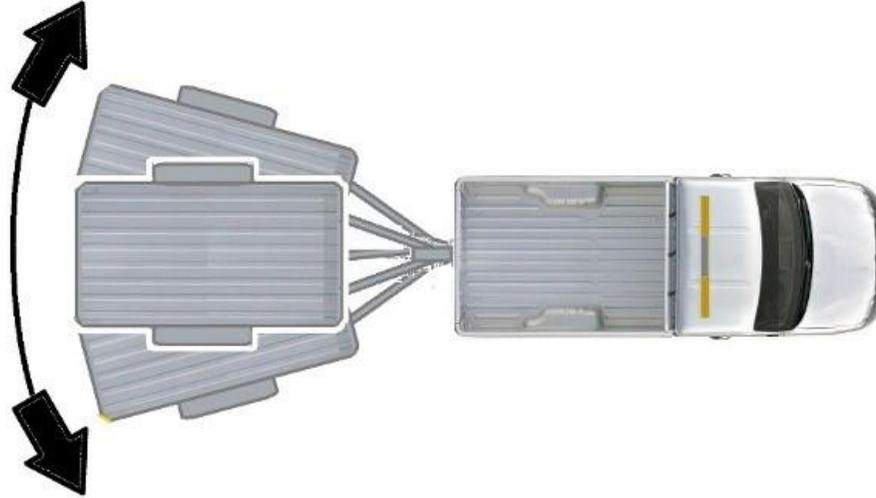


Towing

Although Blue Line Trailers have been designed for optimum towing stability, when in use, a condition known as snaking can occur.

This condition appears as a violent swaying from side to side whilst travelling, and can be caused by a number of factors;

- Excessive trailer weight.
- Inadequate towing vehicle weight.
- Excessive speed.
- Cross winds.
- Insufficient load on the coupling.
- Excessive load on the coupling.
- Poor loading and weight distribution.



Snaking generally occurs on level roads or downhill, it never occurs up hill.

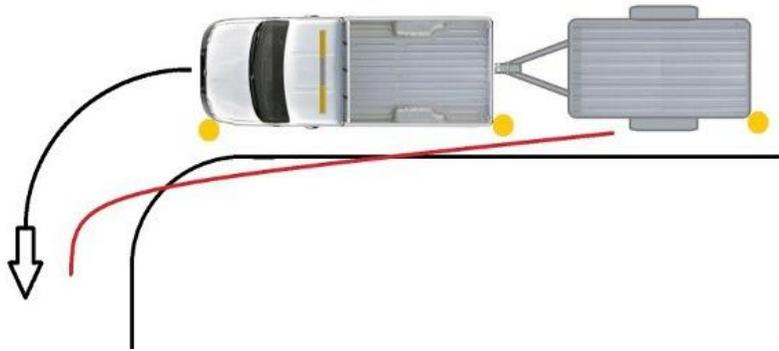
If snaking occurs it can be controlled by gradually reducing the towing vehicle speed, Avoid heavy braking as this increases the oscillation, when the snaking reduces then gently use the brakes to reduce the speed further.



If 'snaking' occurs STOP. Identify the problem and take action to correct it. If necessary, contact Blue Line Trailers for advice and/or consider fitting a stabiliser device.

Driving and Reversing

Adding a trailer lengthens the effective wheelbase of the towing vehicle, it may also impair the rearward visibility and make cornering and reversing more challenging.



When cornering it is important to remember that the trailer does not take the same route as the towing vehicle.

For example if you are positioned too close to the curb or do not allow sufficient additional distance when turning the trailer will cut across the corner.

This will inevitably damage the trailer and possibly the load, but more seriously it could cause injury to a pedestrian or cyclist.

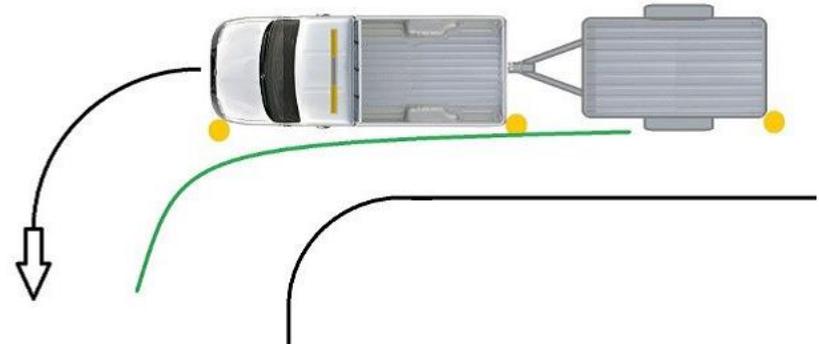
Slow down and check the nearside mirror for pedestrians etc and to observe the trailer position.

Look into the junction, to avoid any conflicting traffic, and make your turn slightly later than if you were driving without a trailer, this widens the turning circle, allowing the trailer to clear the curb.

Reversing a trailer requires additional skills, and observation.

Position the towing vehicle parallel to the curb and if conditions allow approximately 1 to 1.5m from it. Allow at least one trailer length from the rear of the trailer to the junction if possible.

Start the manoeuvre by reversing slowly straight back.

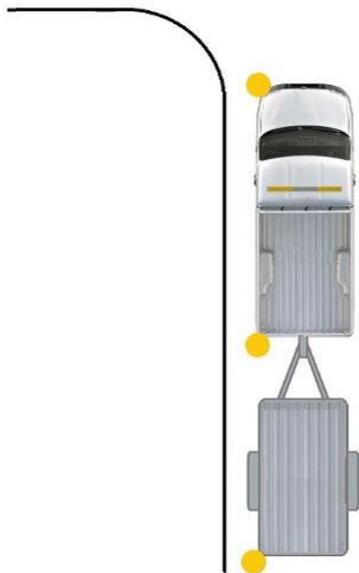
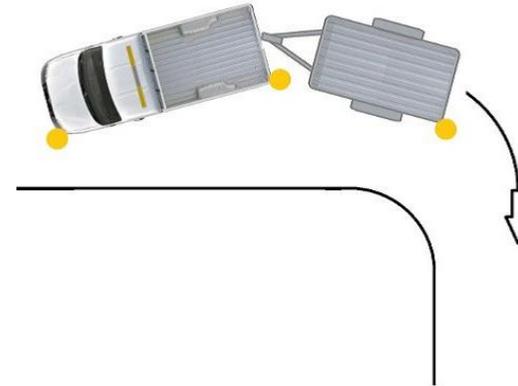


Always check the rear of the trailer before reversing. If necessary, have someone guide you. Also note that the closer the trailer wheels are to the towing vehicle, the more difficult the manoeuvre.

Whilst reversing slowly turn the steering opposite to the direction of the turn.

As the rear of the towing vehicle turns away from the curb, watch the rear of the trailer and it will start to turn into the junction.

As the trailer starts to turn, steer the towing vehicle into the normal lock for the curve. Follow the trailer into the junction.



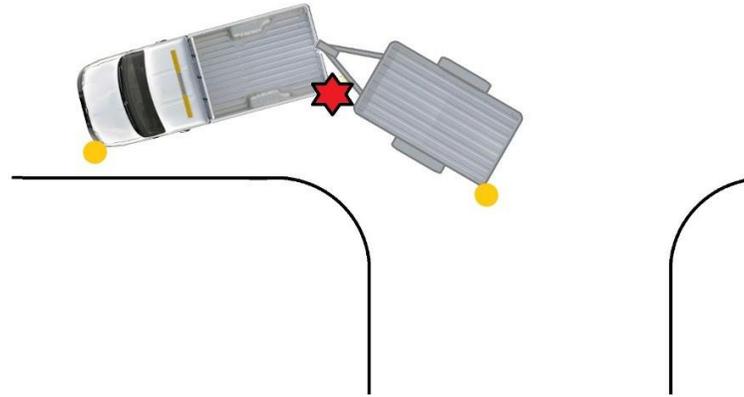
When fully into the junction correct the steering and straighten up the Towing vehicle and trailer.

If you lose control whilst reversing the most likely effect will be to jack knife. This is where the trailer turning circle decreases quickly and the towing vehicle cannot steer to correct it.

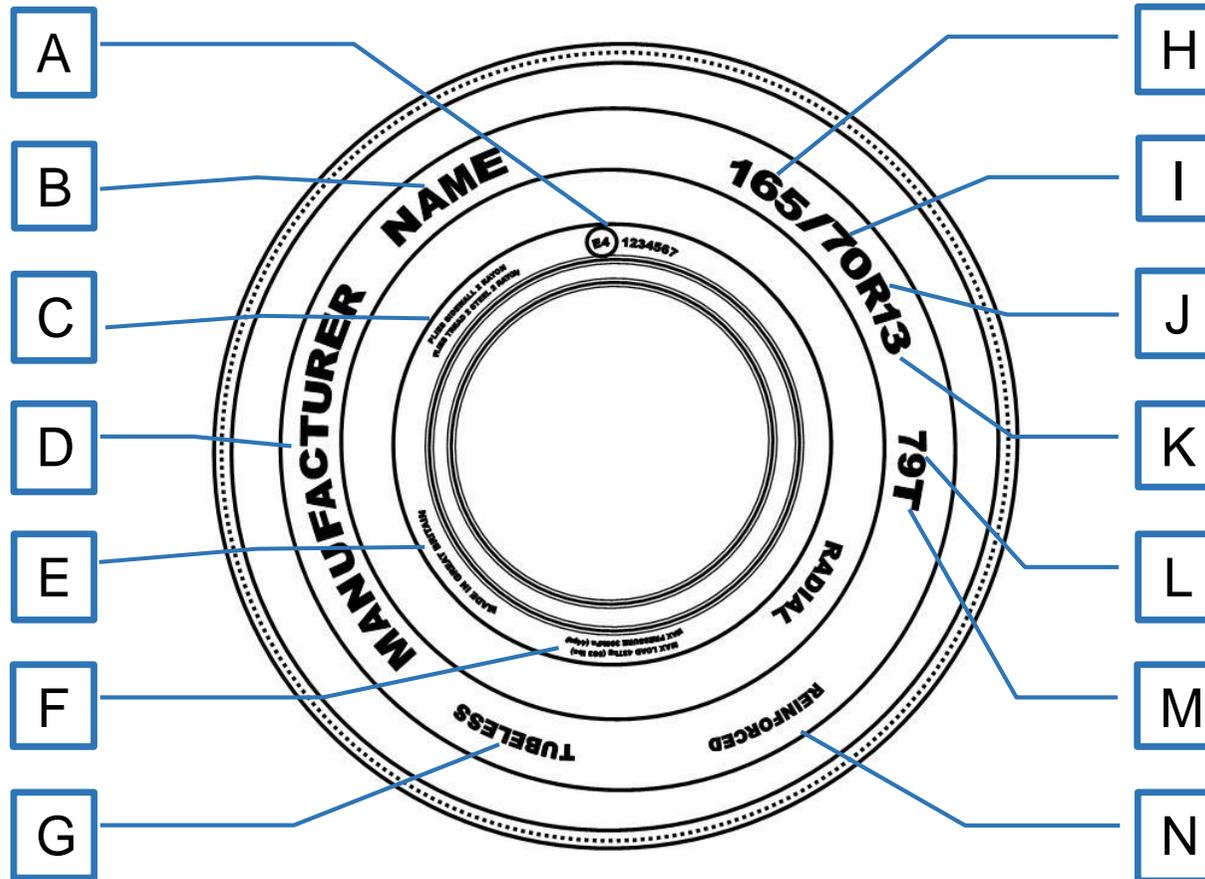
In this condition the only method of correction is to pull forwards and then start the reversing procedure again.

Jack knifing the trailer can cause damage to the trailer and to the towing vehicle. It can also cause instability.

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Wheel and Tyre Care



A	EC Type Approval Mark(s)
B	Brand or Commercial Name
C	Tyre Construction Details
D	Manufacturer / Trade Name
E	Place of Manufacturer
F	Load and Pressure Data
G	Tubeless or Tubed Type

H	Size (<i>Nominal section width in mm</i>)
I	Aspect Ratio (<i>Height as a % of width</i>)
J	Type of Construction (<i>i.e. Radial</i>)
K	Rim Diameter in Inches
L	Load Index
M	Speed Symbol
N	Type of Reinforcement (<i>If applicable</i>)

Trailer tyres are treated under EU Road traffic laws in exactly the same way as those fitted to the Towing vehicle, however the absence of a yearly check they often get overlooked.

The minimum tread depth required by law in the UK is 1.6 millimetres, across the central $\frac{3}{4}$ of the tread around the complete circumference of the tyre.

This may differ in other countries, always check applicable legislation.

Important Notes

- Check the tyre tread depth and inflation pressure before use (*Construction & Use Regulation 27b*).
- Check the condition of the tyre tread and sidewalls for cuts, splits or deformities before use (*Construction & Use regulation 27d*).
- Only replace with a tyre with the correct Speed & Load rating. Re-grooved tyres are not permitted.
- Do not mix tyres of a different type or construction.
- Check the Wheel rim for damage and deformity before use.
- Information is for guidance only and no responsibility is accepted for any errors or inaccuracies contained within, as legislation and specifications are changing constantly.

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Model (From VIN plate) SA9...	Tyre Size	Maximum Pressure
V75064	155/80R13	65 psi (450kpa)
V13074	165R13	65 psi (450kpa)
V15074	145 R10	65 psi (450kpa)
V20074	145 R10	65 psi (450kpa)
V13085	165R13	65 psi (450kpa)
V17085	155/80R13	65 psi (450kpa)
V13105	165R13	65 psi (450kpa)
V26105	165R13	65 psi (450kpa)
V13106	165R13	65 psi (450kpa)
V26106	165R13	65 psi (450kpa)
V26126	165R13	65 psi (450kpa)
V35126	185R14	65 psi (450kpa)
V26146	165R13	65 psi (450kpa)
V26166	165R13	65 psi (450kpa)
V35146	185R14	65 psi (450kpa)
V35166	185R14	65 psi (450kpa)
V35186	185R14	65 psi (450kpa)
V35206	185R14	65 psi (450kpa)
V35226	185R14	65 psi (450kpa)
G75064	155/80R13	65 psi (450kpa)
G75084	155/80R13	65 psi (450kpa)
G13084	165R13	65 psi (450kpa)
G20084	155/80R13	65 psi (450kpa)
G26105	165R13	65 psi (450kpa)
P20085	145 R10	65 psi (450kpa)
P26106	195/50 R 13C	94 psi (650kpa)
P35126	185/70 R13	87 psi (600kpa)
P35146	185/70 R13	87 psi (600kpa)
B26126	195/50 R 13C	94 psi (650kpa)
B35166	185/70 R13	87 psi (600kpa)



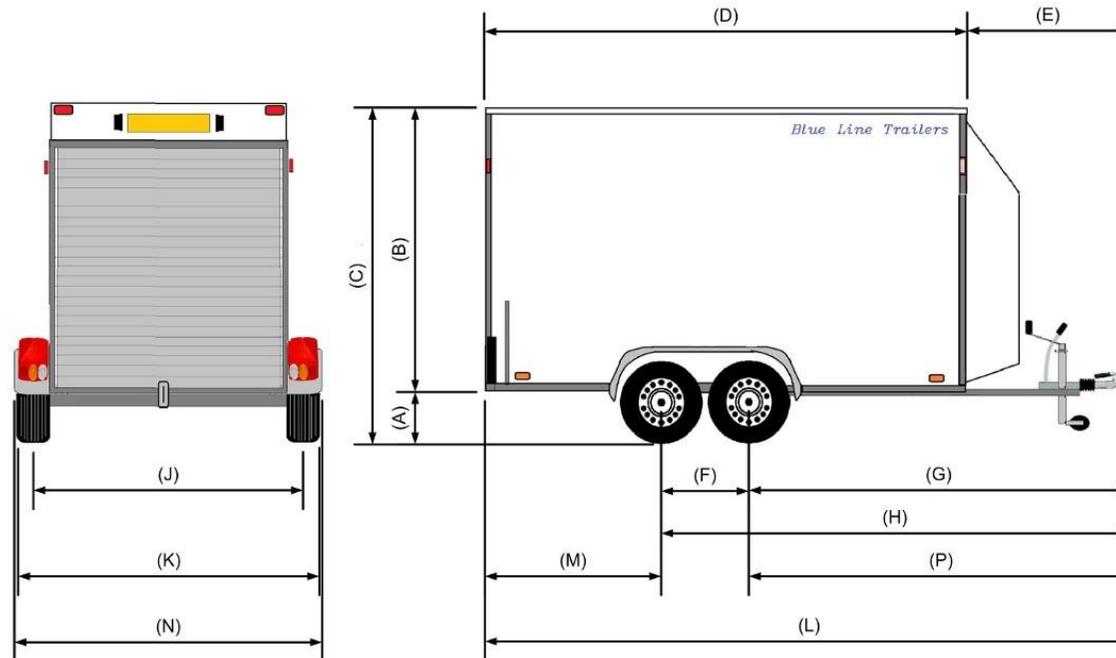
Always use a suitable airline and adaptor when inflating tyres. Never stand directly in front of a tyre whilst inflating. Tyre pressures given are maximum. Certain conditions may allow running at a lower pressure. Always check with the manufacturer.

Allowable speeds for Towing differ for each country, and are also governed by the Speed and load ratings of the tyre. The maximum allowable speed in the UK for Motorways and Dual Carriageways is 60 mph (100Km/h) and for all other roads 50 mph (80 km/h), assuming a lower speed limit is not in force. Always check before use.

Technical Specifications

In this section you will find the trailer dimensions and lighting specifications and technical drawings.

Box Van Trailer Dimensions

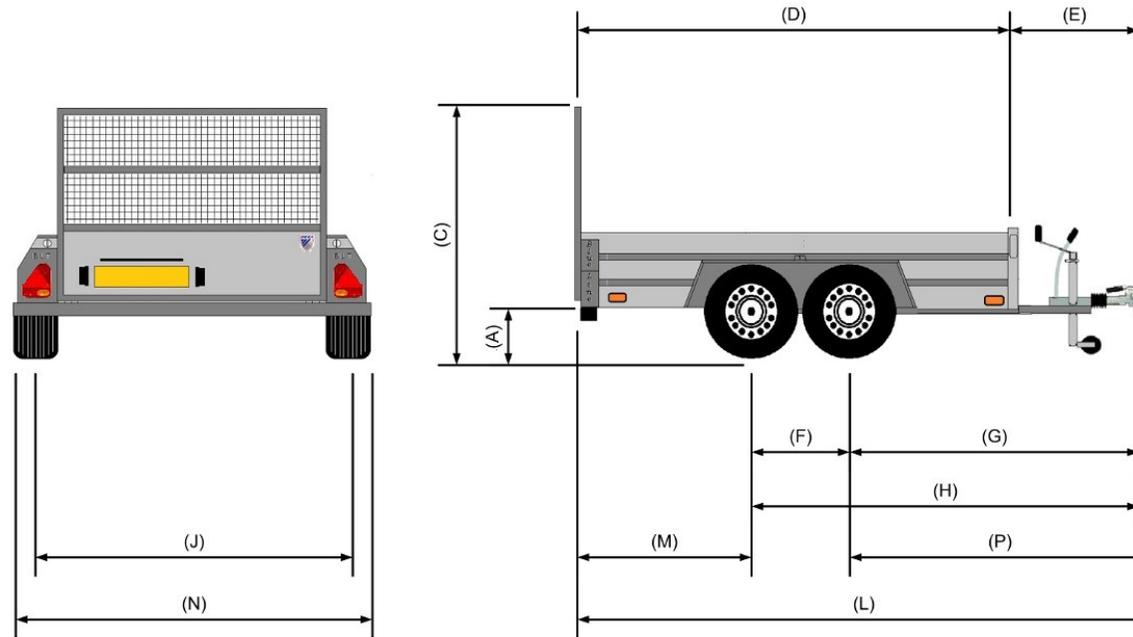


	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Weight KG	MAM KG
VANS																
V75064	TBA	TBA	1890	1860	830		1070		1480	1650	2740		1670	1120	220	750
V13074	TBA	TBA	1930	2250	1180		2385		1540	1710	3480		1750	2435	350	1300
V15074	TBA	TBA	1945	2250	1180	580	2130	2710	1570	1710	3480	700	1735	2180	390	1500

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V20074	TBA	TBA	1945	2250	1180	580	2130	2710	1570	1710	3480	700	1735	2180	390	2000
V13085	TBA	TBA	2345	2480	1240		2545		1840	2010	3770		2040	2595	380	1300
V17085	TBA	TBA	2345	2480	1240	640	2300	2940	1830	1990	3770	780	2010	2350	470	1700
V13105	TBA	TBA	2345	3150	1240		2905		1840	2010	4440		2040	2955	480	1300
V26105	TBA	TBA	2345	3150	1240	710	2505	3215	1840	2010	4440	1150	2040	2555	570	2600
V13106	TBA	TBA	2345	3150	1400		2905		2110	2280	4600		2310	2955	530	1300
V26106	TBA	TBA	2345	3150	1400	710	2645	3355	2110	2280	4600	1150	2310	2695	630	2600
V26126	TBA	TBA	2480	3710	1400	710	2970	3680	2110	2280	5160	1430	2310	3020	700	2600
V26146	TBA	TBA	2480	4320	1400	710	3275	3985	2210	2280	5770	1735	2310	3325	770	2600
V26166	TBA	TBA	2480	4930	1400	710	3580	4290	2110	2280	6380	2040	2310	3630	840	2600
V35126	TBA	TBA	2520	3710	1370	760	2935	3695	2070	2255	5130	1455	2320	2985	800	3500
V35146	TBA	TBA	2520	4320	1370	760	3240	4000	2070	2255	5740	1670	2320	3290	850	3500
V35166	TBA	TBA	2520	4930	1370	760	3545	4305	2070	2255	6350	1975	2320	3595	880	3500
V35186	TBA	TBA	2520	5540	1370	760	3850	4610	2070	2255	6960	2280	2320	3900	900	3500
V35206	TBA	TBA	2520	6150	1370	760	4155	4915	2070	2255	7570	2585	2320	4205	950	3500
V35226	TBA	TBA	2520	6760	1370	760	4460	5220	2070	2255	8180	2890	2320	4510	1100	3500
DANISH 4	TBA	TBA	2500	3150	1240	710	2505	3215	1840	2010	4440	1150	2040	2555	650	2600
DANISH 6	TBA	TBA	2630	3150	1400	710	2645	3355	2110	2280	4600	1150	2310	2695	720	2600
DANISH 7	TBA	TBA	2670	3710	1370	760	2935	3695	2070	2255	5130	1455	2320	2985	800	3500
DANISH 9	TBA	TBA	2670	4320	1370	760	3240	4000	2070	2255	5740	1670	2320	3290	980	3500

General Purpose, Platform and Beavertail Trailer Dimensions



	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Weight	MAM
GEN PURPOSE															KG	KG
G75064	420		1400	2080	830		2080		1550	1715	2980		1740	2130	200	750
G75084	420		1400	2550	830		2240		1550	1715	3420		1740	2290	220	750
G13084	420		800	2550	1190		2595		1570	1710	3840		1800	2645	315	1300
G20084	490		890	2550	1190	630	2240	2870	1500	1665	3840	930	1770	2290	370	2000
G26105	458		890	3080	1230	720	2400	3210	1860	2000	4470	1220	2000	2530	470	2600
PLATFORM																

P20085	580		945	2500	1060	660	2030	2690	1310	1460	3690	910	1620	2070	400	2000
P26106			990	3030	1250	720	2500	3220	1540	1720	4370	1130	1890	2550	600	2600
P35126	695		1050	3740	1400	770	2920	3690	1680	1880	5215	1475	2060	2970	750	3500
P35146	695		1050	4265	1400	770	3270	4440	1680	1860	5800	1700	2060	3310	810	3500
BEAVERTAIL																
B26126	580		1050	3740	1400	770	2920	3690	1680	1880	5215	1475	2060	2970	750	2600
B35166	580		860	5050	1400	770	3625	4395	1680	1880	6500	2030	2000	3675	750	3500

Lighting

All Blue Line trailers are equipped with lighting that ensures the vehicle conforms to the requirements of the European Whole Vehicle Type Approval. (EWVTA)

This means that the vehicle can be legally used in all Member states of the EU. It is always, however, worthwhile checking to ensure that no local legislative requirements exist in your territory before putting the vehicle into use.

Lights which become damaged or missing in service, should be replaced immediately with a genuine Blue Line spare part.

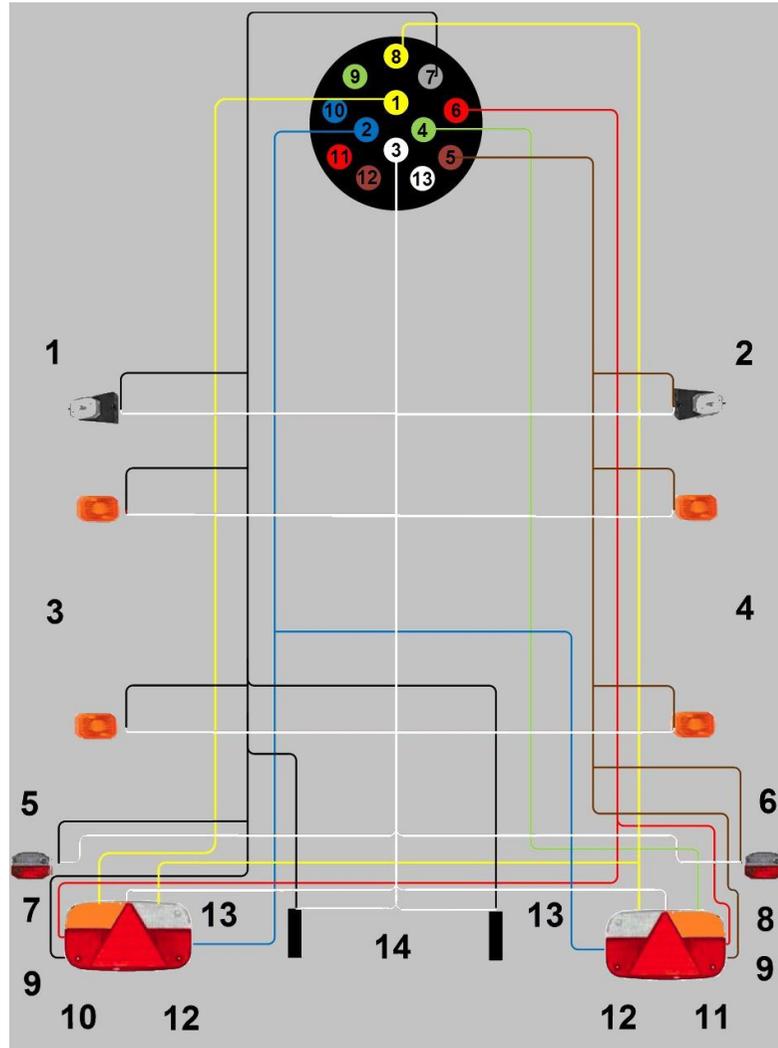
Do not add, change or modify any Light or Light signalling device on the vehicle.

The following pages show a typical electrical installation for a vehicle compliant with EWVTA and using a 13 Pin connector plug (*predominantly used on trailers with a MAM greater than 750kg*), and a 7 Pin connector system.



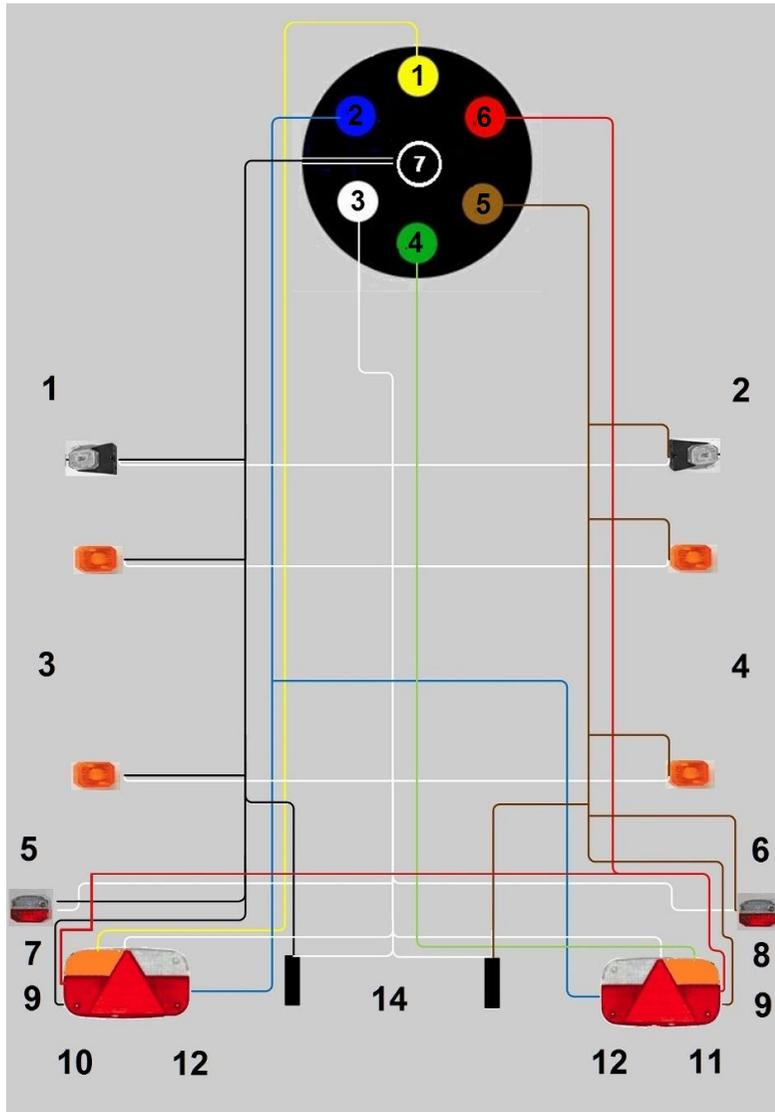
Always ensure the visual and Audible indicator tell tale of the towing vehicle is functioning before moving off.

13 Pin Connection Wiring



Pin No.	Colour	Function	Lamp No.
1	Yellow	Left Side Indicator	7
2	Blue	Left and Right Fog Light	12
3	White	Earth	All
4	Green	Right Side Indicator	8
5	Brown	Right Side Tail & Side marker Lights	2, 4, 6, 11, 14
6	Red	Break Lights	9
7	Black	Left Side Tail & Side marker Lights	1, 3, 5, 10, 14
8	Yellow	Reversing Lights	13
9	Green	Continuous 12v Supply	
10	Blue	Accessories	
11	Red	Accessory Earth	
12	Brown	Spare	
13	White	Earth for Pin 9	

7 Pin Connection Wiring (Typical)



Pin No.	Colour	Function	Lamp No.
1	Yellow	Left Side Indicator	7
2	Blue	Left and Right Fog Light	12
3	White	Earth	All
4	Green	Right Side Indicator	8
5	Brown	Right Side Tail & Side marker Lights	2, 4, 6, 11, 14
6	Red	Break Lights	9
7	Black	Left Side Tail & Side marker Lights	1, 3, 5, 10, 14

For All of Your Trailer and Towing Needs, visit our website www.blueline-trailers.co.uk



Produced by
Blue Line Trailers
Main Road
Sutterton
Boston
Lincolnshire
PE20 2BE

Call Us: 01205 460777 / 01205 460 346

Email Us: sales@blueline-trailers.co.uk

Visit Our Website: www.blueline-trailers.co.uk

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