

Rental Agreement

This rental agreement shall form the sole basis as an agreement between Johan de Bruin (780-905-4367) / Kevin St. Pierre (780-418-0025), hereafter called the 'Owners', and _____, hereafter called the 'Customer' for a 17ft vehicle / utility trailer, hereafter called the 'Vehicle'.

- See Vehicle Description and Condition

This agreement shall be in effect from _____ to _____, Customer returning it on the prescribed date excepted. Late returns shall be governed as per the Terms and Conditions.

Customer Details:

Name _____

Address _____

Postal Code _____

Contact Home _____ Office _____ Cell _____

Term and Conditions

- i. Vehicle is rented out on a daily basis, or part thereof for the fee of \$_____ / day. A minimum charge of 2 (two) days shall apply, irrespective of the rental period being less than 2 days or part thereof.
- ii. **Late returns shall be charged at the rate of \$150.00 per day or part thereof.** Customer shall notify Owners immediately when a late return is anticipated, at which time Owners may waive the late return fee at their discretion. Returns can be made from 6AM to 10PM 7 days a week at the same location that Vehicle was picked up.
- ii. Customer hereby accepts the Vehicle in the condition as outlined below.
 - See Vehicle Description and Condition
- iii. Customer agrees to **accept responsibility for any and all** damages, including results of insufficient clearance (height and width), done to the Vehicle, as a result of his own or a 3rd party's actions, directly or indirectly. The Customer agrees to repair and / or replace any and all damages at the prescribed rate of Triple HHH Hitches, located in Edmonton, Alberta.
- iv. Customer agrees to **replace the Vehicle** with one of a similar kind and of similar features at 'current market rates' in the event that the Vehicle is damaged beyond repair, at the prescribed rate of Triple HHH Hitches, located in Edmonton, Alberta.
- v. Customer agrees to **accept any and all LIABILITY for the Vehicle in the event of an accident, damage or loss caused by the Vehicle** to / with any 3rd party, regardless if the incident is caused by the Customer or a 3rd party. Owner's responsibility for loss or damage, including loss of use, is LIMITED to \$1.

Initial _____

- vi. Customer shall return the Vehicle to Owners in the same condition as received, ordinary wear and tear excepted.
- vii. Vehicle shall not be operated by any other person except Customer and the following Authorized Operators who must be 21 or more years of age, duly qualified and validly licensed to operate a Motor Vehicle, and have Customer's permission. Authorized Operators are the employer, partner, executive officer, or regular employee(s) of Customer, or additional authorized operator(s) approved by Owners in WRITING.
- viii. Customer will not surrender the use of Vehicle to anyone other than the previously described operator(s).
- ix. Deposit will not be refunded in full unless all amounts due under this Agreement including ANY physical damage are paid and all equipment rented by Owners returned to owners at the time the Vehicle is checked in.
- x. All charges are subject to a final audit. This means if we discover a mistake on our part we retain the right to address and rectify it.
- xi. Owners make no warranties, express, implied or statutory, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose. **Customer represents that he/she has fully inspected the Vehicle described herein and that same is in good condition and / or repair.**
- xii. **Customer is liable for all parking and traffic violation, stationary or otherwise,** and must immediately report any to Owners.
- xiii. Vehicle is supplied with safety rails. **No chain, rope, strap or tie-down may be tied onto the safety rail in a load carrying capacity.** Tie-down points are provided and located on the 4 corners of Vehicle.
- xiv. Owners provide Customer with a Vehicle lock for convenience, as well as a 6 foot galvanized chain, padlock and key.
- xv. Additional Equipment Supplied:
 _x2 5ft loading ramps_____

Vehicle Description and Condition

17ft car hauler/trailer

82" rail width

Dual axles

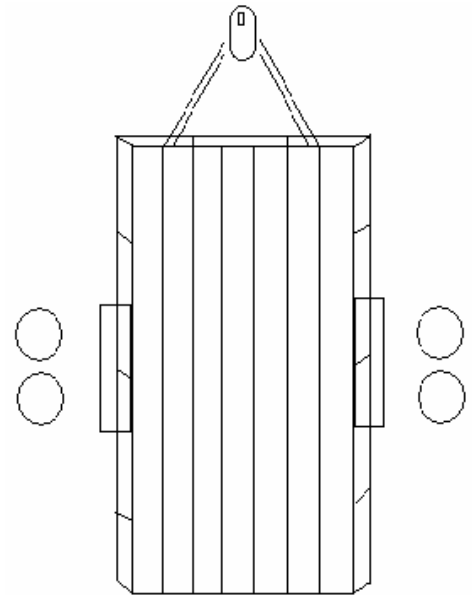
1 axle electric brake

7-way plug, flat 4 adaptable

2" coupler

Wooden floor boards (some warped)

- Damage as Indicated
- No Damage



Vehicle is limited to a 7000lbs all axle GAWR rating. This means you may NOT load a weight in excess of 6000lbs, as the trailer weighs 1000 lbs.

By Signing this Rental Agreement, Customer agrees that he/she has read, understands, and agrees with all of the Terms and Conditions of the Rental Agreement.

Signature _____

Date _____

General Towing Guidelines:

Hitching Up Your Trailer

Hitching up a trailer to your tow vehicle is usually a one-person job, but it is easier when someone helps you.

Here are a few basic steps:

- Back your tow vehicle as close as possible to the trailer. It is easier and safer to do this than to pick up and pull the trailer to your car or truck.
- Release the coupler locking device.
- Raise the front end of the trailer. Place the coupler directly over the hitch ball, then lower it until it is seated on the hitch ball, covering it completely.
- Check under the coupling to ensure the ball clamp is below the ball and not riding on top of it.
- Latch the coupler to the hitch ball. Make sure it is locked in place by lifting up the trailer tongue. If the coupler comes loose from the ball, unlatch it and go back a few Steps
- Insert a pin, bolt or lock through the coupler latch.
- Make sure the jack is fully raised.
- If your trailer has a brake breakaway cable or chain, attach the cable or chain **CROSSED** to your tow vehicle, allowing enough slack for you to make tight turns.
- Connect the trailer wiring harness to the lighting system of your tow vehicle and check its operation.

Trailer Tactics

With a trailer in tow, you're operating a vehicle combination that is longer, heavier and sometimes wider and taller than you're used to. So you'll have to make some compensating adjustments in your normal driving practices. Here is some helpful advice in trailering tactics:

- Take a "Shakedown Cruise". At least one short trial run before your first trip will help familiarize you with your trailer's operating characteristics. It will also allow you to check the trailer's lights, brakes, hitch, etc. and let you know they are all working properly.
- Slow down. Moderate to slower driving speeds put less strain on your tow vehicle and trailer and make for safer traveling.
- Allow extra time and space between your rig and traffic. You will need both when passing and stopping, especially if your trailer is not equipped with brakes.
- Check rear view mirrors. Doing this frequently will let you know that your trailer is riding properly. We recommend outside rear view mirrors on both sides of your tow vehicle.
- Swing wider. You need to make wider swings (turns) at curves and corners because your trailer's wheels are generally closer to the inside of a turn than the wheels on your tow vehicle.
- Pass with extra care and caution. It takes more time and distance to get around slower moving vehicles and to get to the correct lane when you've got a trailer in tow.
- Watch the wind direction and speed. To avoid swaying, be prepared for sudden changes in air pressure and wind buffering when larger vehicles pass from either direction. Slow down a bit and keep a firm hold on your steering wheel. Aim straight down your lane.
- Conserve fuel. You'll go farther on a tank of gas at moderate speeds. Higher speeds increase wind resistance against the trailer and reduce fuel mileage.
- Avoid sudden stops and starts. This can cause skidding, sliding or jackknifing, even if your trailer has brakes. Avoid quick stops when turning. Smooth, gradual starts and stops will improve your gas mileage.
- Signal your intentions. Let surrounding vehicles know what your intended to so well in advance before your stop, turn, change lanes or pass.
- Shift to a lower gear. A lower gear will help ease the load on the transmission and engine when going over steep hills, sand, gravel or dirt roads. If your tow vehicle has an overdrive gear, shifting out of overdrive to a lower gear may improve your gas mileage.
- Always be courteous. Make it as easy as possible for faster moving vehicles to pass you. Keep to the right of the road and prepare to slow down if passing vehicles need extra time to return to their proper lane.
- Don't tailgate. Allow at least one car and trailer length between you and the vehicle ahead for each 10 mph on your speedometer. Three seconds should be the minimum distance.
- If a problem occurs, don't panic. Stay calm and cool. Say you experience a sudden bumping or fishtailing. It may indicate a flat tire. Don't jam on the brakes or mash the accelerator in an attempt to drive out of it. Instead, come to a stop slowly as you keep driving in as straight a line as possible. If conditions permit, coast to a very slow speed and try to avoid braking, except when your wheels are straight ahead and your tow vehicle and trailer are in line with each other.
- If your trailer begins to fishtail as you accelerate to highway speed, back off the accelerator a bit. This should stop the fishtailing. If it begins again as you increase speed, stop and check your load. It probably isn't distributed evenly from side to side or it is too far back to put a sufficient load on the hitch ball. It is recommended that 10% of the trailer load be on the hitch. Redistribute the load as necessity dictates before continuing on the highway.

DISCLAIMER

The guidelines given are general guidelines and cannot cover every possible combination of vehicle, hitch and trailer or every loading situation. There are handling problems that cannot always be solved by proper trailer loading. You are solely responsible for the safe loading and operation of your vehicle and trailer.