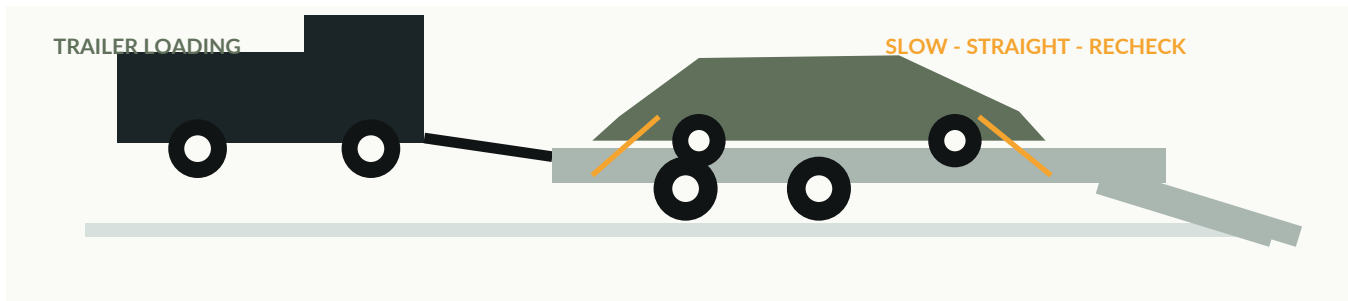


TEJ DRIVES ROAD DOC

Trailer Loading Checklist

A printable checklist for loading a low sports car on a car trailer with less stress, fewer surprises, and cleaner rechecks before the highway.



What this is

A practical loading doc for drivers towing a Porsche or other low car to a road trip, mountain drive, track day, shop visit, or weekend event. It helps you slow the process down: inspect the trailer, set the ramps, load straight, secure the car, and recheck before speed and distance amplify small mistakes.

Best for

Low sports cars, lowered cars, front-lip cars, rental trailers, open car haulers, and first-time or occasional towing days.

Core idea

Do the hard thinking before the car moves. Once loading starts, the job is slow, straight, visible, and calm.

Use it for

Pre-load setup, ramp/board planning, spotter roles, tie-down checks, first-mile recheck, and post-arrival unload notes.

Not a shortcut

This does not replace the trailer manual, tow-rating checks, strap ratings, safe driving judgement, or local towing rules.

Version 1.0 | Built by Tej Drives | tejdrives.com

Quick Method

Trailer loading goes wrong when people rush the boring parts: hitch setup, ramp angle, wheel alignment, strap routing, and the first recheck. Use this sequence every time so the process becomes repeatable.

Simple rule

If you feel rushed, stop. Loading is not the place to save two minutes. Reset the ramps, ask for a spotter, or start over before the car climbs the trailer.

1. Inspect the trailer	Check hitch connection, coupler lock, chains, lights, brake connection if equipped, tire condition, ramps, deck, fenders, and tie-down points.
2. Stage the car	Confirm tire pressure, remove loose items, know the lowest point, open windows if needed, and position the car straight behind the trailer.
3. Build the approach	Set ramps and loading boards before moving. Make the approach longer and shallower for low front lips and splitters.
4. Load slowly	Use a spotter. Keep wheels centered. Pause before the front lip, before the trailer breakover, and before final wheel placement.
5. Secure all wheels	Use rated straps or baskets correctly. Avoid rubbing on brake lines, suspension edges, exhaust, and bodywork. Lock loose strap tails.
6. Recheck early	Stop after a short drive. Recheck straps, ramps, boards, chains, lights, and load position before committing to highway miles.

The Tej Drives posture

<input type="checkbox"/> Slow beats confident and careless.	<input type="checkbox"/> Straight approach beats fixing alignment halfway up.
<input type="checkbox"/> A spotter is cheaper than a front bumper.	<input type="checkbox"/> The first recheck matters more than the last look in the driveway.
<input type="checkbox"/> Do not tow with mystery straps or weak anchor points.	<input type="checkbox"/> Do not let GPS pressure turn loading into chaos.

Gear & Setup Checklist

Lay everything out before the car moves. Searching for straps while the car is halfway loaded is how simple jobs get messy.

Before you start

Confirm the tow vehicle rating, trailer rating, tongue/load guidance, car weight, strap rating, and coupler size. The trailer should be on stable, mostly level ground with enough straight room behind it.

<p>Required basics</p> <p>Trailer, correct hitch ball/receiver, safety chains, working lights, brake controller if needed, wheel straps or tire baskets, and locking pins.</p>	<p>Low-car helpers</p> <p>Long boards, ramp extensions, Race Ramps-style aids, painter tape for temporary lip marks, gloves, flashlight, and a small kneeling pad.</p>
<p>Useful tools</p> <p>Tire pressure gauge, portable inflator, torque wrench, jump pack, microfiber towel, small socket set, zip ties, and a knife/scissors for strap tails if needed.</p>	<p>Human setup</p> <p>One driver and one spotter is ideal. Agree on hand signals before loading: stop, left, right, slow, forward, reverse, and hold.</p>

Pre-load setup checks

<input type="checkbox"/> Trailer parked straight and stable.	<input type="checkbox"/> Tow vehicle in park with parking brake set.
<input type="checkbox"/> Coupler fully seated and locked.	<input type="checkbox"/> Safety chains crossed and secured.
<input type="checkbox"/> Trailer lights checked: brake, turn, hazards, running lights.	<input type="checkbox"/> Ramps locked/pinned into the trailer.
<input type="checkbox"/> Deck clear of tools, rocks, straps, loose boards, and debris.	<input type="checkbox"/> Tie-down points visible and reachable.
<input type="checkbox"/> Car centered behind trailer before loading.	<input type="checkbox"/> Spotter positioned where driver can see them.
<input type="checkbox"/> Windows down enough for communication.	<input type="checkbox"/> Phone/camera mounts not blocking visibility.

Ramp & Board Planning

Low cars need approach-angle planning. Your goal is to reduce the angle between the ground, ramp, and trailer deck so the front lip, undertray, exhaust, and jack points do not become the loading test.

Approach angle rule

Longer and shallower is usually better. If the lip looks close before the front wheels reach the ramp, stop and rebuild the approach before contact happens.

Ground condition	Avoid loose gravel, potholes, steep driveways, soft grass, and uneven shoulders. You want a flat, predictable surface.
Ramp seating	Confirm ramps are fully seated, pinned, and not able to slide as the car climbs.
Board width	Boards should be wide enough for the tire and stable enough not to twist. Do not use cracked or narrow boards.
Board placement	Keep boards straight with the tire path. Staggered boards can help soften the angle if they are stable and do not slide.
Front-lip watch point	The spotter should watch the lowest front point first, not the driver's face, camera, or rear wheels.
Breakover point	After the front clears, watch the center underside as the car transitions onto the trailer deck.
Final deck angle	If the trailer has a front chock or raised stop, check front bumper clearance before pulling all the way forward.

Ramp/board checklist

<input type="checkbox"/> Ramps fully locked or pinned.	<input type="checkbox"/> Boards straight, stable, and not cracked.
<input type="checkbox"/> Approach path clear and centered.	<input type="checkbox"/> Spotter assigned to watch front lip first.
<input type="checkbox"/> Driver knows exact stop points.	<input type="checkbox"/> No one stands directly behind or in front of the car.
<input type="checkbox"/> No throttle stabs - use small, controlled inputs.	<input type="checkbox"/> Stop immediately if a board shifts or ramp moves.

Loading Flow: Step by Step

Use this as the live loading page. Do not skip ahead. The car should move only when the trailer, ramps, spotter, and driver are all set.

Step 1 - Final walkaround	Check ramps, boards, hitch, chains, lights, tie-downs, and deck. Confirm no tools or loose items are on the trailer path.
Step 2 - Line up straight	Center the car with the ramps. Adjust before climbing. Do not try to correct a bad starting angle halfway up.
Step 3 - First climb	Ease forward slowly. Spotter watches the front lip and ramp edges. Stop if clearance is questionable.
Step 4 - Front wheels on	Pause once the front wheels are safely on the ramps/deck. Confirm boards did not move and the car is still centered.
Step 5 - Breakover	Continue slowly while spotter watches the middle underside and rear clearance.
Step 6 - Final position	Stop when the car is centered and weight is positioned correctly for the trailer. Follow trailer guidance for load placement.
Step 7 - Park and secure	Set parking brake if appropriate, put transmission in park/gear, shut car off, and begin tie-down process.
Step 8 - Do not rush away	Take a breath. The job is not done until straps, ramps, boards, lights, and loose items are secured.

Driver/spotter communication

Agree before moving: one person gives commands. If anyone says stop, the car stops. Do not rely on guessing, yelling over engine noise, or hand signals the driver cannot see.

Tie-Down Strategy

The goal is not just making the car feel tight in the driveway. The goal is keeping the car secure after bumps, turns, braking, weather, and the first strap-settling miles.

Use rated equipment

Use tie-downs, hooks, axle straps, or wheel baskets rated for the load. Inspect for cuts, frays, bent hooks, weak ratchets, and damaged stitching before use.

<p>Best general approach</p> <p>Use four secure tie-down points. Tire baskets or wheel straps are often the cleanest option because the car can ride on its suspension while the wheels remain restrained.</p>	<p>Avoid rubbing</p> <p>Do not let straps rub brake lines, sharp suspension edges, exhaust, body panels, splitter edges, or tire sidewalls in a way that can cut the strap.</p>
<p>Strap angle</p> <p>Keep angles clean and balanced left/right. Extreme side pull or crossed tension can move the car or loosen as the trailer moves.</p>	<p>Loose tails</p> <p>Roll, tie, or secure strap tails so they do not flap, drag, wrap around a wheel, or damage paint.</p>
<p>Parking brake note</p> <p>Follow trailer/vehicle guidance. Many drivers set the brake and leave the car in gear/park, but the straps should be doing the real securing work.</p>	<p>Recheck mindset</p> <p>Straps can settle after the first few miles. The early stop is part of the loading process, not an optional extra.</p>

Tie-down checklist

<input type="checkbox"/> Front left secured.	<input type="checkbox"/> Front right secured.
<input type="checkbox"/> Rear left secured.	<input type="checkbox"/> Rear right secured.
<input type="checkbox"/> All ratchets locked.	<input type="checkbox"/> Straps routed away from sharp edges.
<input type="checkbox"/> No strap rubbing brake lines or exhaust.	<input type="checkbox"/> Loose strap tails secured.
<input type="checkbox"/> Car centered on trailer.	<input type="checkbox"/> Trailer ramps stored and pinned.
<input type="checkbox"/> Boards stored safely.	<input type="checkbox"/> Final walkaround complete.

Before You Leave & First-Mile Recheck

Most tow problems show themselves early: a loose strap tail, a light issue, a shifted board, a ramp pin not seated, or a load that settles after the first few bumps.

Before leaving	Walk around the entire setup slowly. Touch the hitch latch, chains, light plug, straps, ramp pins, and loose gear. Do not just look from a distance.
First short roll	Drive slowly around the lot or street. Listen for clunks, dragging straps, bouncing boards, or unusual trailer movement.
First stop	Stop after 5-15 minutes or a few miles in a safe place. Recheck all straps, hitch, chains, lights, ramps, boards, and car position.
After fuel/food	Treat every stop like a mini recheck. Walk the trailer before pulling back into traffic.
After rough roads	If you hit a bad bump, steep driveway, or rough construction, pull over safely and recheck.
Arrival	Unload only when parked on stable ground with a clean path. Do not rush unloading because the destination feels like the finish line.

Before highway checklist

<input type="checkbox"/> Hitch locked and pinned.	<input type="checkbox"/> Safety chains crossed and secure.
<input type="checkbox"/> Light plug seated.	<input type="checkbox"/> Brake/turn/running lights working.
<input type="checkbox"/> All four wheel straps tight.	<input type="checkbox"/> Ratchets locked.
<input type="checkbox"/> Ramps secured.	<input type="checkbox"/> Boards stored and unable to slide.
<input type="checkbox"/> Trailer jack fully raised.	<input type="checkbox"/> No loose tools on trailer or truck bed.
<input type="checkbox"/> Mirrors/cameras checked.	<input type="checkbox"/> First recheck stop planned.

Towing Notes for Low-Car Trips

Once the car is loaded, the job changes. The goal is boring miles: stable speed, longer braking distance, calm lane changes, and no last-second route decisions.

Route discipline

Avoid routes that force tight switchbacks, steep driveways, rough gravel, low clearance entrances, or famous driving roads while the car is still on the trailer. The fun road starts after unloading.

<p>Speed</p> <p>Stay within trailer and legal limits. Leave more space than normal. A loaded trailer changes braking, lane changes, and emergency reactions.</p>	<p>Downhill</p> <p>Use controlled speed and engine braking where appropriate. Do not ride the brakes down long grades.</p>
<p>Fuel stops</p> <p>Choose large stations with easy entry/exit. Do not pull into tight lots where you may have to reverse under pressure.</p>	<p>Parking</p> <p>Park where you can leave forward. Avoid crowded lots, steep curbs, and places where the trailer blocks traffic.</p>
<p>Weather</p> <p>Rain changes braking and ramp grip. Wind changes trailer stability. Darkness hides strap issues and makes unloading harder.</p>	<p>Fatigue</p> <p>Loading, towing, driving, filming, and unloading add up. If the day is long, simplify the route before fatigue makes decisions for you.</p>

Tow-day rules

<input type="checkbox"/> No aggressive lane changes.	<input type="checkbox"/> No tailgating.
<input type="checkbox"/> No towing the trailer across technical driving roads unless unavoidable and safe.	<input type="checkbox"/> No reversing into tight areas without a spotter.
<input type="checkbox"/> No ignoring strap noise, dragging sounds, or trailer sway.	<input type="checkbox"/> No unloading on steep, uneven, or blind-roadside locations.

Printable Loading Worksheet

Fill this out for each trip. It turns the loading process into a repeatable routine instead of a memory test.

Vehicle	-----
Trailer type	-----
Tow vehicle	-----
Lowest clearance point	-----
Ramp/board setup	-----
Tie-down method	-----
First recheck stop	-----
Destination unload area	-----
Special notes	-----

Live checklist

<input type="checkbox"/> Tow vehicle/trailer rating confirmed.	<input type="checkbox"/> Trailer lights tested.
<input type="checkbox"/> Hitch/coupler locked.	<input type="checkbox"/> Safety chains crossed.
<input type="checkbox"/> Ramps pinned.	<input type="checkbox"/> Boards staged.
<input type="checkbox"/> Spotter ready.	<input type="checkbox"/> Car lined up straight.
<input type="checkbox"/> Front lip cleared.	<input type="checkbox"/> Car centered on deck.
<input type="checkbox"/> All four tie-downs secured.	<input type="checkbox"/> Strap tails secured.
<input type="checkbox"/> Ramps/boards stored.	<input type="checkbox"/> First recheck completed.

