

TRAILER MAINTENANCE CHART

Live Bottom Trailers

Proper maintenance is key to increase the longevity of your trailer. By following the procedures covered below, you are helping to safeguard yourself from defects that, if go unchecked, could cost you both time and money. Due to the diversity of the our product line, not all maintenance procedures will apply to your particular trailer model.

MAINTENANCE PROCEDURE	INITIAL	DAILY 1,600 KM	WEEKLY 5,000 KM	MONTHLY 16,000 KM	3 MONTHS 40,000 KM	6 MONTHS 80,000 KM	YEARLY 120,000 KM
Visual inspection of main frame structure		●					
Inspect king pin and plate assembly				●			
Visually inspect all chain cross members to check for damages <i>NOTE: Bent cross members need to be removed immediately & replaced</i> <i>NOTE: cross members bending as a result of material impact from the top is a wear and tear item and is part of regular maintenance on a live bottom</i>				●			
Inspect belt torsioning bolt & adjust belt if necessary			●				
Inspect and adjust sealing rubber on sides, front and tailgate by removing bolts and pulling rubber down or out and replacing bolts				●			
Inspect & adjust tailgate lock linkage		*	●				
Grease tailgate hinge			●				
Clean and grease fifth wheel plate			●				
Grease landing gear & inspect mounts			●				
Check truck hydraulic oil level		●					
Check for hydraulic leaks on trailer		●					
Inspect hydraulic valves, hoses, and quick couplers	*	●					
Check air system and components for: rubbing/abrading, cracked hoses, perform leak-down test					●		

* Initial break-in period

● Regular maintenance shown in maintenance chart is to be followed after the initial break in period checks and adjustments are complete.



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Check play inside pins & protection boots							●
Visual inspection of brake pads & disc Replace as required					●		
Check wheel bearing adjustment (adjust if necessary)	*		*	●			
Check wheel bearing for wear							●
Check oil level in wheel hubs		●					
Drain and replace oil in wheel hubs		*					●
Check brake adjustment & push rod travel		●					
Lubricate automatic slack adjusters & camshaft bushings			●				
Drain air from reservoir tanks			●				
Clean gladhand screens					●		
Torque all suspension bolts/nuts to recommended specs		*		●			
Torque all axle U-bolts to recommended specs		*		●			
Check all rubber bushings in suspension system					●		
Check and/or adjust wheel alignment				*			●
Torque wheel studs/nuts to recommended spec				●			
Inspect tires for damage & uneven wear patterns		●					
Check & adjust air pressure in tires	*	●					
Visual inspection of all lights		●					
Inspect electrical system components for: binding, rubbing/abrasion, looseness/dangling, cracks/tears in harness						●	
Apply light coat of grease to electrical connectors			●				

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New Trailer Brake-In Period

Suspension

After the first 800 kilometers, all bolts should be re-torqued to specs. Take special note that bolt torque values for air ride suspensions are different than walking beam or spring suspension bolt torque values.

If suspension is air ride, check shocks for leaks; inspect air springs for damage that may lead to rupture and all air fittings for leaks. Tighten if required.

On a spring suspension visually inspect each spring for broken leaves prior to each trip.

Axles

1. Check bearing adjustment, after the initial 40 kms, by placing hand on wheel hub. If excessive heat is detected then check bearing adjustment
2. Check tire inflation after the initial trip.
3. Check torque on wheel nuts to spec after initial 100 kms.
4. Change hub oil after first 1,600 kms.

Brakes

New brake linings must be properly burnished before full brake performance can be obtained. Failure to burnish new linings will cause premature wear and glazing of lining and drums resulting in expensive repairs.

During the first 160-320 kms brake application pressures should be reduced to 50% of normal, gradually increasing to normal over the 1600 km brake in period.

This procedure is particularly important on log trailers as they usually have to descend long grades fully loaded from first use. Use lower than normal downhill speeds during break in period to avoid overheating brakes.

Paint

For the first 30 days of operation, do not use high-pressure sprayers, strong cleaning agents, detergents, abrasives or brushes. Wash trailer only with water and a soft sponge.



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