

TRAILER MAINTENANCE CHART

Log 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 Structure		●					
Inspect King Pin and Plate Assembly				●			
Clean and Grease Fifth Wheel Plate			●				
Inspect Bunk & Stakes for Cracks (repair as required)		●					
Torque all Bunk Fasteners to Recommended Spec of Bolt Size	*			●			
Inspect Log Ropes (replace as required)	*	●					
Inspect Landing Gear			●				
Lubricate Automatic Slack Adjusters & Camshaft Bushings					●		
Check Wheel Bearing Adjustment (adjust if necessary)	*		*	●			
Check Wheel Bearing & Check Wear							●
Check Oil Level in Wheel Hubs		●					
Drain and Replace Oil in Wheel Hubs		*					●
Check brake adjustment & push rod travel		●					
Torque Wheel Studs/Nuts to Recommended Spec				●			
Check & Adjust Air Pressure in Tires	*	●					
Check &/or Adjust Wheel Alignment				*			●

* 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 All Rubber Bushings in Suspension System					●		
Torque all Suspension Bolts/Nuts to Recommended Spec		*		●			
Torque all Axle U-Bolts to Recommended Spec		*		●			
Inspect tires for damage & uneven wear patterns		●					
Drain air from Reservoir Tanks			●				
Check Complete Air Brake System for Air Leaks		●					
Apply Light Coat of Grease to Electrical Connectors			●				
Visual Inspection of all Lights		●					
Visual Inspection of Brake Pads & Disc Change if required					●		
Check Brake Pads or Discs						●	
Check Play Inside Pins & Protection Boots							●

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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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