



## Trailer Maintenance Checklist

### BEFORE EVERY TRIP

#### Coupler & Hitch

- Coupler seated fully on ball and latched
- Safety pin or lock installed
- Mounting bolts and hardware snug, no cracks

#### Safety Chains

- Chains crossed under coupler
- Hooks clipped and secure
- No links bent, worn, or dragged flat

#### Lights & Electrical

- Plug fully seated and secure
- Brake lights, turns, running lights, and reverse lights working

#### Lug Nuts

- All lug nuts present
- No obvious looseness

#### Tires

- Correct PSI set (per tire sidewall / OEM)
- No cuts, bulges, cords, or odd wear
- No nails, screws, or debris in tread



## MONTHLY (OR EVERY 1–3 MONTHS)

### Grease Moving Parts

- All zerk fittings greased
- Jacks, hinges, door latches, ramps, and pins lubricated

### Suspension & Running Gear

- Equalizers and bushings checked for wear
- Leaf springs, hangers, and U-bolts inspected
- No cracked or broken suspension parts

### Hubs & Bearings (Quick Check)

- Grease inside caps looks clean (not milky or burnt)
- No grease leaking from seals

### Brakes & Breakaway

- Breakaway switch, cable, and battery checked
- Breakaway test: trailer brakes engage when pin is pulled
- Trailer brakes tested for smooth, even stopping

### Wash & Visual Inspection

- Undercarriage and frame rinsed (especially in salt areas)
- Rust, cracks, and loose hardware noted and addressed



## SEASONAL (3-4 TIMES PER YEAR)

### Suspension & Frame

- Leaf springs, shocks (if equipped), and mounts inspected
- Frame checked for bends, cracks, or impact damage

### Coupler, Hitch, and Safety Chains

- Coupler and hitch ball inspected for wear or pitting
- Safety chains checked for rust and damage
- Pintle/ring (if used) inspected and lubricated

### Electric / Hydraulic Brakes

- Electric brake function confirmed and adjusted if needed
- Hydraulic lines and fittings checked for leaks

### Rust & Coatings

- Rust spots sanded and treated
- Primer and paint touched up where needed



## ANNUAL (OR 12,000 MILES)

### Wheel Hubs & Bearings

- Hubs removed, cleaned, and inspected
- Bearings repacked with fresh grease
- Seals replaced
- Any bad bearings or races replaced

### Brakes (if applicable)

- Shoes/pads, drums/rotors, magnets checked for wear
- Worn or cracked parts replaced
- Brakes adjusted for proper contact

### Structure & Wiring

- Frame, crossmembers, and welds inspected
- Deck/floor checked for rot, cracks, or soft spots
- Wiring, junction boxes, and connectors checked and repaired as needed

### Rust Prevention

- Rust removed and treated
- Protective coating or paint applied

### TIRES & LOAD

- Tires replaced every 3–6 years (check DOT date)
- Tires rotated roughly every 5,000 miles
- Only load within trailer and axle rating
- Load distributed properly and secured



# MOMENTUM

## TRAILER-TYPE EXTRA STUFF

### Dump Trailers

- Hydraulic hoses, cylinders, fittings inspected for leaks
- Fluid level checked and correct oil used
- Bed pins, pivots, and hinges greased
- Gates and latches inspected and adjusted

### Equipment / Utility Trailers

- Wood deck inspected and damaged boards replaced
- Deck sealed or treated
- Stake pockets, D-rings, and ramps checked and tightened

### Enclosed Trailers

- Roof seams, vents, and door seals checked for leaks
- Interior cleaned; floor inspected and sealed
- Interior shelving/racks secured

You've already invested real money in your trailers. Maintenance is how you protect that investment—and your company.