Trailer Pre- and Post-Trip Inspections



Trailer components often fail more frequently than vehicle components because:

- Organizations often keep trailers longer, so they have more wear and fatigue.
- External storage leads to moisture problems: corrosion, electrical connections, etc.
- Empty trailers bounce around more, causing additional stress on components.



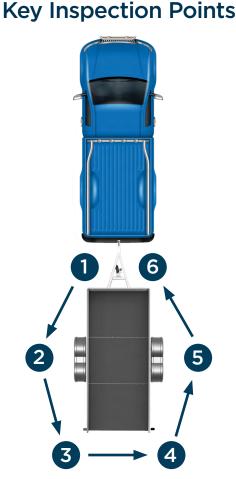
Trailer/Truck Attachment
Tongue
Coupler, ball/ring/pintle
Safety chains and hooks

□ Breakaway devices



Tires/Wheels/Brakes

- □ Tread depth
- □ Wear, cracks
- □ Lugnuts secure
- □ Spare tire



Lights

BrakesSignals

□ Reflectors

Striping



Other

Suspension

- Trailer floor
- □ Gate/Ramps
- □ Jack stand

Develop a consistent inspection routine. For example, follow path 1-6

Federal Motor Carrier Safety Regulations (DOT)

- Formal annual inspection
 - Completed by qualified individual
 - Copy in vehicle or sticker on trailer
- Post-trip inspection required; documentation required if defects identified
- Pre-trip
 - Must validate (sign-off) that defects identifies in prior post-trip have been corrected
 - Must ensure vehicle is in safe operating condition
- **Enroute** cargo must be checked within first 50 miles, then every 150 miles or three hours thereafter; whichever comes first

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□ Correct # of tie-downs

- Correct Working Load Limits (WLL)
- □ Tie-down condition
- \Box Trailer connection points