



Daily Walk Round Checks

It's good practice to get into the habit of walking around your trailer every day and doing a visual check. Drivers of commercial vehicles are obliged to carry out daily inspections and record what they see, many of you are operating heavy, high speed tractors and trailers so it's a good routine for you to follow.

Daily visual checks:

- Look at the general condition of the trailer. Is it sitting squarely? Is the load evenly distributed?
- Check the hydraulic hoses and air lines for signs of wear or damage, listen for air leaks
- Is the hitch ring in good condition? Check the drawbar for rust, bends or cracks.
- Is the body in good condition? Back door? Bear in mind that flaking paint can be the sign of cracks developing and needs to be checked.
- Check the lights are all working. Are the reflectors clean?
- Are the wheels and tyres free from damage? Have you checked the tyre pressure recently?
- Check the brakes are working before setting off and make sure that the handbrake is functional.

If you find any faults report them and have them repaired or rectified by a qualified technician. Ideally you should record your daily checks, this is a sample check list:

Trailer Maintenance: Getting Started

Do not undertake any trailer maintenance or repairs unless you are qualified to do so.

Park the clean trailer on level ground with the parking brake on. All the maintenance on our tipping trailers can be carried out without raising the body. If you do tip the trailer body, use an appropriate body prop, do not ever work under an unsupported trailer body. A chunk of wood is not an appropriate prop, use a proper steel prop with brackets at both ends to prevent it slipping. You will need a grease gun, a torque wrench and a 19mm spanner.



STEWART TRAILER SAFETY DAILY VISUAL CHECKS

Check your trailer every day before use Pay particular attention to the following:	X	✓
General condition of trailer - no damage		
Trailer sitting squarely		
Ladder operational and secured		
Drawbar skid secured		
Hydraulic hoses for door, tipping etc in good condition		
Hitch ring in good condition, check for excessive wear		
Drawbar - bends or cracks (flaking paint)		
Body good condition, no rust, holes, bends, no cracks		
Back door in good condition, opens/closes, closes into latches		
Lights - brake, indicators and marker lights operational and clean		
Electrical coil in good condition		
Reflectors clean and good condition		
Brakes - connected to tractor, operational		
Handbrake - operational		
Hydraulic brake hoses good condition		
Air coils in good condition (if fitted)		
No leaks in air braking system		
Wheels in good condition and secure		
Tyres inflated to correct pressure, no damage		
Comments:		
Date:		
Name:		

REPORT OR REPAIR FAULTS If any faults are found these should be rectified by a qualified technician. The responsibility for the safety of the trailer lies with the operator and the owner.

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Trailer Maintenance: Wheel Nuts

Check regularly that the trailer wheel nuts are tight, use a torque bar and check the setting. The correct wheel nut torque settings are given in the Instruction Manual provided with your trailer. If the wheel nuts are allowed to run slack you run the risk of causing a lot of damage. The slack wheel causes damage to the spigots on the hub; the wheel can then no longer run centrally on the hub usually resulting in both the wheel and hub being damaged so badly that they will have to be replaced. It is recommended that you check the wheel nuts daily on a new trailer for the first week, then weekly thereafter.

Trailer Maintenance: Handbrakes.

If you use your trailer on public roads it is a legal requirement for a parking brake to be fitted, and it must be in good working order. We fit a ratchet style park brake to most of our trailers; the brake is operated by using the lever to ratchet the brake cable tight. It is a good idea to check regularly that the handbrake is in good working order. Our advice is to cover it in grease to protect it and keep the mechanism lubricated. Some models are supplied with wheel chocks instead of a handbrake; the chocks must be stored safely on the trailer at all times.

Trailer Maintenance: Brake adjustment

The majority of our tipping trailers and the larger flat trailers are fitted with commercial axles. Brake adjustment is made using the slack adjusters fitted to the cam shafts. To adjust the brakes, turn the slack adjuster nut in a clockwise direction until the shoes make contact with the drum, then turn the nut back to give clearance between the shoes and the brake drum. This is normally achieved by a half turn of the nut in an anti-clockwise direction. This clearance can be checked by jacking up the wheel and rotating it by hand, the wheel should move freely.

Trailer Maintenance: Hitch Ring

The condition of the hitch ring must be checked regularly, a new hitch ring is 40mm thick so check for wear using a vernier calliper. We position the hitch ring under the drawbar so it is a straightforward job to cut it off and weld on a new one. If the thickness of the hitch is wearing down to 30mm it's time for a change.





Trailer Maintenance: Tyre Pressure

Checking tyre pressure regularly is very important; operating tyres at the wrong pressure will result in wear and tear to the tyre, shorten its lifespan and in extreme cases cause damage to the wheel rim. Most tyre failures occur because the tyre has been under inflated, an under inflated tyre is more difficult to pull on the road and therefore also incurs the cost of extra fuel being used.

Our trailers are supplied with a tyre specification sheet; refer to these figures to select the appropriate operating pressure for the tyres. As the pressure decreases so does the carrying capacity of the tyre, an increase in speed also decreases the load carrying capacity. Check tyre pressures regularly; you need to use a gauge to accurately monitor tyre inflation pressure for safety and cost saving.

Trailer Maintenance: Grease

The moving parts on the trailer need to be greased regularly, the grease points are located:

3 on each camshaft

1 on each spring eye & one at centre of the balance beam on agricultural suspension

1 at each end of the back door rams

1 each side of the door pivot pins

1 at each end of the tipping rams

1 on underside of handbrake

1 at each side of hinge pin on tipping trailers

1 on each side at the front of the sprung drawbar and one on each side at the rear of the drawbar

All of these parts should be greased at least monthly.

Your trailer might be fitted with optional extra items that require grease too, for example hydraulic catwalk, toolbox lid, hydraulic low loader ramps.

Once a year the hubs should be removed by a qualified technician and the bearings re packed with grease.

This is a brief guide only; all maintenance and repairs must be carried out by a qualified technician. The safety of the trailer is the responsibility of the owner and the operator.

Please also refer to the enclosed where relevant

Granning Axle and Suspension Manuals

ADR Axle and Suspension Manual

Haldex Manual

If you would like any help or advice regarding the maintenance or safe operation of your Stewart Trailer then please do not hesitate to contact us.



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