

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

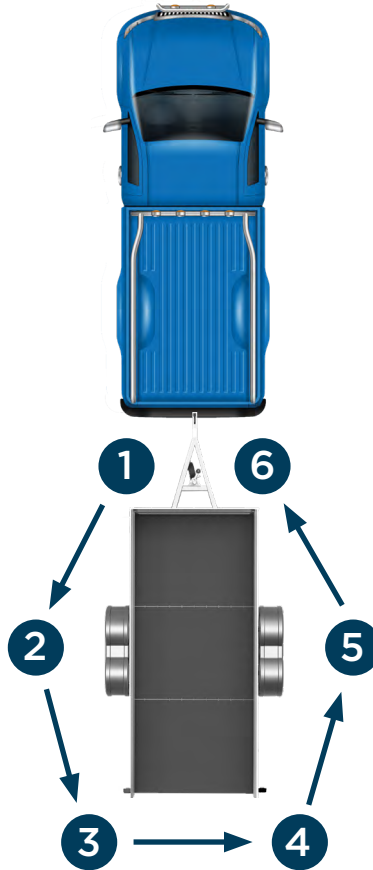
- Tongue
- Coupler, ball/ring/pintle
- Safety chains and hooks
- Breakaway devices



Tires/Wheels/Brakes

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

Key Inspection Points



Lights

- Brakes
- Signals
- 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 identified 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



Cargo Securement

- Correct # of tie-downs
- Correct Working Load Limits (WLL)
- Tie-down condition
- Trailer connection points