MAINTENANCE – DAILY CHECKS PRIOR TO USE

Coupling head	Ensure positive locking onto ball and wear indicator acceptable
Lighting	Secure plug and check lights are operational
Tyres/Wheels	Check correctly inflated, sidewalls for damage, tread for wear, wheel nuts secure.
Noseweight	Ensure positive noseweight not exceeding maximum recommendations.
Towing height	Ensure trailer is “towing” horizontal to ground
Load	Ensure load is safe and secure and does not exceed maximum weight capacity
Tow vehicle	Ensure that trailer is within tow vehicle manufacturers weight range
Legal obligations	Ensure driver has licence category for the trailer. Tachograph regulations and duty hours to be observed if applicable

Coupling head	Oil moving parts and pivots Clean and lubricate coupling head Check coupling head for positive locking onto tow ball
Coupling assembly	Check bellows for damage and apply grease to the two grease nipples on the coupling body and check drawtube for play Carry out a damper reaction test. Pull the handbrake lever as far as possible. Push the ball coupling as far back into the overrunning hitch. This requires force to compress and should extend smoothly when released Check the handbrake lever including auto reverse. Braked: check break-away cable for damage, fraying and security of the fittings Unbraked: check secondary coupling (cable, chain) for damage and security of the fittings The use of a break-away cable or secondary coupling is a legal requirement. Always use a compatible cable from the original manufacturer
Wheelbrake / brake rod mechanism	After 500 miles and then every 3000 miles (or annually) adjust the wheel brakes at the backplate and re-check the mechanism. Note it is important that the brake wear is taken up by adjusting the brake hubs and not by adjusting the linkage to compensate for mis-adjusted hubs. Ensure that cables/rods are not pre-tensioned prior to adjusting the wheel brake
Rubber torsion axle	Check ride height Check wheel bearings
Jockey Wheel	Dismantle and lubricate

MAINTENANCE – FAULT FINDING

Fault	Cause	Solution
Braking too weak	Too much play in the brake system	Re-adjust
	Brake linings not run in	Drive with caution and re-check
	Brake linings oiled or damaged	Replace shoes and clean drum and brake components
	Over-run hitch stiff in operation	Lubricate and check for free movement
	Brake rod bent	Inspect and replace
	Brake cables rusty, frayed, buckled or damaged	Inspect and replace
Jerky braking	Too much play in the brake system	Re-adjust
	Defective coupling damper	Replace damper
	Auto-reverse brake shoe binding in carrier	Clean, check for wear and lubricate or replace
Trailer slews under braking	Wheel brakes working one side	Check system, replace as necessary, adjust
	Brake linings oiled or damaged in one or more hubs	Replace shoes and clean drum and brake components
Trailer brakes when tow vehicle throttle released but brakes not applied	Defective coupling damper	Replace damper
Difficulty reversing (brakes lock)	Brake system too tightly adjusted	Re-adjust hubs and cables do not overtighten
	Pre-tension in cables	Check hubs, cables and links for adjustment
Handbrake too weak	Too much play in the brake system	Re-adjust
	Brake rod bent	Inspect and replace
	Brake cables rusty, frayed, buckled or damaged	Inspect and replace
Wheel brakes get hot	Possible normal operation	Request opinion of service centre
	Brake system too tightly adjusted	Re-adjust system taking care not to overtighten
	Pre-tension in cables	Check hubs, cables and links for adjustment
	Overloaded trailer	Ensure that heating is not simply due to high duty
Ball coupling does not locate	Inside of coupling head dirty	Clean and lubricate
	Incorrect tow vehicle ball hitch	Ensure that hitch is ISO 50 mm (49.61/50.0 diameter)
Ball coupling does not locate	Wear in head or ball	Inspect and replace
	Faulty head	Replace head

MAINTENANCE – "MOT" STYLE ANNUAL CHECK

Test	Method	Go/no-go
Check drawtube for play	Grasp and feel play vertically and horizontally	Max 1 - 2 mm play at the head
Check damper operation	Force inwards and allow to extend	Requires force to compress and extends smoothly
Check coupling head "fit onto" tow ball	Trial fit to tow ball	Head indicators should show acceptable
Check coupling head and coupling assembly for loose, worn or broken parts. Particularly the bellows for damage	Inspection and check moving parts	All parts move freely, no damage or wear
Check rubber suspension for soundness	Visual inspection and measurement	Ride height at the same height on both sides
Check coupling assembly and suspension mounting points (axle pads) for security	Use spanner to check critical fasteners (coupling or delta plate plus axle pad bolts)	All secure
Look at tyre treads for any clues to misalignment or possible suspension failure	Inspection	Tyres must be legal, have the correct load rating and any unusual treadwear investigated further
Check wheel bearings	Raise trailer, rock wheel	No/minimal play
Check the handbrake lever including brakes in auto-reverse.	Apply handbrake, push rearwards and observe lever	Brakes should re-lock as handbrake lever travels further overcentre
With trailer handbrake on check adjustment	Apply handbrake	Check that compensator remains parallel.
With trailer handbrake on check function of compensator	Raise trailer, turn each wheel backwards until it locks	Wheels should lock one at a time, compensator must articulate and return to a parallel position when all wheels are locked
Check that the trailer holds securely on the handbrake	Apply handbrake and attempt to tow forwards with vehicle	Braking effect should be felt plus likelihood of skidding wheels on poor terrain
Inspect linkage, cables and compensator for security and corrosion	Inspection	All secure and minimal corrosion

MAINTENANCE – BOLT TORQUES

Fastener	Torque lb. ft.	Torque Nm
Wheel nut M12 Wheel nut M14	65 81	88 110
M10 grade 8.8 M10 grade 10.9	33 - - -	45 - - -
M12 grade 8.8 M12 grade 10.9 M12 grade 10.9 head/eye	59 74 - - -	80 100 70
M14 grade 8.8 M14 grade 10.9 M14 grade 10.9 head/eye	- - - 125 - - -	- - - 170 125
M16 grade 8.8 M16 grade 10.9	- - - 207	- - - 280