

TRAILER PRE-START UP CHECKLIST

- Check Drawbar A-Frame for signs of cracking;
- Check Drawbar pivot points for wear, damage & tension;
- Check towing eye for wear;
- Visual check on trailer chassis for signs of cracks;
- Check for loose wheel nuts;
- Check tyre condition;
- Check for correct axle alignment (wheel spacing);

- Check all lights are working;
- Check for correct brake adjustment;
- Check for air leaks on air suspension & brake system;
- Carry out inspection as listed in Axle Service Maintenance where applicable; &
- Carry out inspection as listed in Suspension Service Maintenance where applicable.



If any problems should arise as per the checklist, the Trailer should not be operated & the problems need to be rectified immediately.

10 TON DRUM BRAKE AXLE SERVICE INTERVALS

After Break-In Period of 1 Week or 50km (whichever comes first) & thereafter Weekly:

- Check torque setting on all wheel nuts (425–465ft-lb, 570-630Nm); &
- Laser wheel-alignment must be carried out & documented.

After first 5,000km:

- Check all wheel bearings' end float & adjust as required.

Every 5,000km:

- Check & adjust brakes; &
- Check brake lining wear.

Every 25,000km:

Grease all grease nipples;
Inspect camshafts & related components for wear & damage;
Check torque settings on all camshaft related components; &

Every 25,000km (Continued):

- Lift axle ends & Check wheel bearing free play & adjust as required.
Replace bearings if noise is detected during rotation.

Every 100,000km:

- Inspect all wheel bearings for correct lubrication, repack if insufficient & replace if contaminated;
- Inspect all wheel bearings' end float & adjust as required;
- Inspect wheel seals & replace if worn or damaged;
- Check axle nuts for correct torque setting;
- Check for sufficient grease at hub ends & adjust as required;
- Check axle & brake components for wear, repair or replace as required; &
- Check brake system is functional & all brake system related valves operates correctly.

REFER TO ABS TRAILQUIP MANUAL FOR ALL TORQUE SETTINGS AND ANY ADDITIONAL INFORMATION

10 TON MECHANICAL SUSPENSION SERVICE INTERVALS

After Break-In Period of 1 Week or 50km (whichever comes first):

- Check all torque settings & re-torque; &
 - *Standard Spring Plate U-bolts (500-550Nm)*
 - *U-Shaped Spring Retainer Plate U-bolts (325-375Nm)*
 - *Torque arm bolt nuts (150-200Nm)*

Laser wheel-alignment must be carried out & documented.

Every 5,000 km or every 3 weeks.

- Check all torque settings (Especially U-bolt & torque arm bolt nut);

Every 50,000 km or every 6 months.

- Check all torque settings as for 5,000 km service;
- Check the torque arm bushes & equaliser shaft bushes for wear or deterioration & replace as necessary;
- Check the leaf springs for wear, cracks or corrosion & replace as necessary;
- Inspect the remainder of the suspension for wear or deterioration & replace any suspect parts as necessary; &
- Check tyre wear & adjust the axle alignment as necessary.

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10 TON AIR SUSPENSION SERVICE INTERVALS

After Break-In Period of 1 Week or 50km (whichever comes first):

- Check torque settings on all fasteners (Especially the following);
 - *U-bolts (445-480ft-lb, 600-650Nm)*
 - *Shock absorber bolt nuts (295-310ft-lb, 400-420Nm)*
 - *Spring eye bolts - Cast arm (535-595ft-lb, 720-800Nm)*
 - *Spring eye bolts - Parabolic arm (410-445ft-lb, 550-600Nm)*

• Check suspension ride height & adjust to manufacturer's ride height specification as required; &

• Laser wheel-alignment must be carried out & documented.

Every 25,000km or Quarterly:

- Check torque settings on all fasteners;
- Check suspension ride height & adjust to manufacturer's ride height specification as required; &
- Visual inspection of suspension components, including suspension bushes, trailing arms, suspension hangers, suspension air bags & shock absorbers for wear, damage & cracking. Repair & replace as required.

Every 100,000km or Yearly:

- Check torque settings on all fasteners;
- Check suspension ride height & adjust to manufacturer's ride height specification as required;
- Thorough inspection of all suspension components. Repair & replace as required;
- Check suspension bushes for wear & excessive movement. Repair & replace as required;
- Check trailing arms for wear & damage. Repair & replace as required;
- Check suspension hangers for wear & damage. Repair & replace as required;
- Check suspension air bags for leaks & wear. Repair & replace as required;
- Check shock absorbers & shock absorber bushes for leaks, wear & excessive movement. Repair & replace as required; &
- Check axle alignment & adjust as required.

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Loose suspension fasteners & worn parts may cause vehicle instability resulting in loss of control & damage.

Over-torquing can result in fastener failure. **Always use a torque wrench, never a rattle gun when tightening fasteners.**

Depending on the suspension service application, shorter service intervals may be required to maintain trailer suspension in working order. In extreme service conditions, weekly or daily service inspections may be required.

Axle alignment must be done when severe kerb contact or accidental damage occurs. Suspension bushes must be checked for damage. Replace if required.

Failure to maintain & document the trailer as per the running gear specifications will void any warranty.

If in doubt, please contact ABS Trailquip at sales@abstrailquip.com.