

<b>BGA Airworthiness and Maintenance Procedure</b>	<b>AMP 1-8</b>
<b>TRAILER MAINTENANCE</b>	

<b>Version 2</b>	<b>5<sup>th</sup> January 2024</b>
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**General**

In most cases, the primary use of a glider trailer is to store the glider in a ventilated, dry and rodent proof environment. Many gliders have been damaged beyond economical repair due to poor quality storage. High humidity in a trailer promotes fungal growth and rot in both the trailer and, more importantly, in the glider.

This leaflet provides guidance on the maintenance to provide suitable storage conditions for and safe transport of a glider. See BGA Laws and Rules for information on the legal issues regarding trailers and towing.

The suggested maintenance schedule is for average usage. If the trailer is used often or very infrequently then the schedule should be revised accordingly. Where in high use, service items such as brakes and tyre wear will require more attention. Where there is less use, moving parts will have to be checked for seizing up or rusting. At present, in the UK there is no requirement for an ‘MOT’ for private trailers. All trailers must, however, comply with the law with regards to roadworthiness.

**7 pin Socket (12N)**

All trailers and tow vehicles in the UK should be wired to a common code. (The ‘Grey’ 12S caravan socket is not covered in this leaflet) By using this code will ensure that if you tow another trailer or someone else uses your trailer the lights will work correctly.

Service	Pin code on 12N plug and socket	Wire colour on 7 core cable
Indicator Left	L	Yellow
Rear fog lamp	54G	Blue
Earth	31	White
Indicator Right	R	Green
Tail light Right	58R	Brown
Stop lights	54	Red
Tail light left & No Plate	58L	Black

Advice should be sought from the manufacturer on wiring the trailer electrics as some have bulb failure detection systems, multiplex wiring, etc and tapping into an inappropriate point may cause irreparable damage or problems. Some car manufacturers supply ‘plug in’ wiring kits that save cutting into the vehicles main wiring. These cost a little more but save work on installation and protect the cars warranty if applicable.

**Tyres**

**Tyre condition:** Tyres are made of rubber and rubber deteriorates with age. It is rare to wear out a trailer tyre – the condition of the rubber dictates its serviceability. Six years is a reasonable maximum life for a trailer tyre.

**Tyre pressure:** As specified by the trailer manufacturer. For information, 165R13 to 185R13 tyre pressure is 34 psi (2.3 bar) for trailer weights up to approx.1000 kg.

## Trailer Maintenance Schedule

Service Item	First 100 Miles	Every 1000 Miles or Pre tow	Every 2000 Miles or Annually	Completed
Trailer for cleanness. Wash if required		X	X	
Tyres. Check condition and pressure. 1.6 mm is the minimum tread depth. No cuts or bulges.		X	X	
Check spare wheel		X	X	
Wheel nuts for tightness	X	X	X	
Tow Coupling & drawbar bolts for tightness	X		X	
Coupling Lubrication. (on some continental friction couplings the ball coupling must be dry)		X	X	
Tow ball for wear			X	
Jockey wheel inspection		X	X	
Jockey wheel bolts for tightness			X	
Jockey wheel and jack lubrication			X	
Check condition of breakaway cable		X	X	
Lights function - tail, no. plate, side & front markers and internal.	X	X	X	
Check Lights for damage		X	X	
7 Pin socket and cable for damage and cleanness		X	X	
Wheel bearings "10-to-2" rocking - quick check		X		
Wheel bearings service and adjust			X	
Brakes service, adjust			X	
Brakes, check operation forward		X	X	
Brakes, check operation of auto reverse system		X	X	
Check operation of park brake		X	X	
Check suspension and shock absorbers, check leaf springs, rubber units depending on fitment			X	
Check condition of tow coupling			X	
Check condition of stabiliser (if fitted)			X	
Lubricate all moving fittings, hinges, locks, screws etc. as appropriate			X	
Body general inspection		X	X	
Body general condition. If wooden, check for signs of rot or vermin attack. Steel tubes may require painting			X	
Mud guards, support legs, ramps and ancillary equipment for damage and operation		X	X	
Underside of trailer for cleanness and condition			X	
Front and rear doors for security and condition			X	
Lift up top for security, condition and operation of hold open devices			X	
Main deck floor for condition			X	
Roof and sides for condition and water tightness			X	
Glider internal fittings and fixtures for operation, security and condition			X	
Air ventilation grilles and vents			X	

Miscellaneous equipment for condition and security			X	
Number plate for condition and correct!		X	X	
Required placards and notices			X	
Side and tail reflectors for condition			X	
Tow vehicle tow bar security and condition			X	
Tow vehicle lighting operation, warning light or buzzer and rear fog lamp cut off.			X	
Trailer security couplings and locks for condition, lubrication and operation. Remember to check the spare key!			X	
Cut the Grass in the trailer park		A/R	A/R	