



Trailer Repair Standards



Palmer Leasing – Trailer Repair Standards

Lights & Reflectors

The same quality lights and reflectors must be present and in good working order.

Brakes & Brake System

Replacement brakes need to be same quality as those installed on the unit at lease inception. Palmer Leasing replaces breaks where at approximately $\frac{1}{4}$ " brake lining remaining. If brakes are run below $\frac{1}{4}$ " break shoe remaining, damage from exposed brake shoe rivets may occur. If brake drums are damaged due to lack of regular maintenance you may incur unnecessary costs associated with replacing break drums.

We encourage you to contact Palmer Leasing to schedule a service appointment when brakes are approaching $\frac{1}{4}$ " of brake lining. This service provided under the terms of your lease.

Tires

Replacement tires should be of the comparable quality, tread pattern and depth to those installed on the unit at lease inception. If a tire is a fist line tire (virgin casing), it needs to be replaced with a first line tire, if the trailer has re-caps, then a recap is acceptable.

Should a first run tire be replaced with a re-cap, the original first run casings must be returned. If the original first run casings are not returned, there will be a charge for missing casings.

As part of our maintenance program, Palmer Leasing replaces tires on road and cartage units when they reach $\frac{4}{32}$ " tread depth. If tires are run below $\frac{2}{32}$ " of tread remaining, a fee to recover any damage to the casing may apply.

Please inform Palmer Leasing when tires are approaching $\frac{4}{32}$ " tread depth to schedule an appointment for tire replacement. This service provided under the terms of your lease.

Wheels & Rims

Replacement wheels/rims need to be of comparable quality, color and finish to the components installed at lease inception.

Frame

Cross members can be straightened as long as:

- They are not severely bowed (more than $\frac{1}{4}$ ");
- The flange is not separated from the floor;
- And the metal is not torn, or kinked.

When installing cross members, end clips must be welded and Mylar tape must be used between any dissimilar metals.

ICC Bumpers and Rear Under ride Guards

Minor bends may be straightened. Any other damaged pieces must be replaced. All replacement parts should be painted to match and reflective tape replaced.

Undercarriage and Mud Flaps

Mud flaps with tears, cuts, holes, or cracks must be replaced with anti sail flaps. Bent mud flap brackets must be straightened or replaced.

Landing Gear

Bent or damaged legs need to be replaced with the same type of leg. Minor bends in braces can be straightened, however braces that have a kink must be replaced. Wing and support plates must be welded to the cross members.

Suspension

All suspension areas must be straightened or replaced as necessary to be in good working order. Axles must be replaced if they are bent or have spindle damage or groves. No spindles are to be replaced. Worn bushings must be replaced.

Body

Floor

Minor scrapes/gouges in the floor are considered normal wear and tear. Should these scrapes/gouges substantially weaken the floor a floor repair is required.

Section repairs/patches in trailer floors/decks are acceptable when;

- The same hardwood (species, thickness and quality) as the rest of the floor is used;
- The repair/patch covers at least three (3) cross members;
- The repair/patch is the full width of the floor board/plank.

Roof

Aluminum roofs:

We allow for roof patches as long as the size of the patches does not exceed 3' x 3'. Patches need for aluminum roofs need to be of the same material and affixed to the roof with buck rivets at 1" spacing along the perimeter of the repair. Roof sealer must be used to cover the sectioned area.

Fiberglass roofs:

Aluminum roof sections - If the hole requires a patch that exceeds 3' x 3' or should there be more than two patches in a 6' section of their roof, a roof section is required. A roof section must start from the front or rear of the trailer and cover less than 50% of the length of the trailer. Sections for aluminum roofs need to be of the same material and affixed to the roof with buck rivets at 1" spacing along the perimeter of the repair. Appropriate caulking and roof sealer should also be applied to ensure the roof is watertight.

Fiberglass roof sections - If the hole requires a patch that exceeds 3' x 3' or should there be more than two patches in a 6' section of their roof, a roof section is required. A roof section must start from the front or rear of the trailer and cover less than 50% of the length of the trailer. Sections for fiberglass roofs need to be of the same material with aluminum framing at the joints affixed with buck rivets at 1" spacing along the perimeter of the repair. Appropriate caulking and roof sealer should also be applied to ensure the roof is watertight.

In all cases, should over 50% of the roof require repair, then the whole roof needs to be replaced.

Roof Bows

Straightening roof bows is acceptable if:

- Their original shape can be restored;
- They are free of cuts and metal burrs.

If the roof bows cannot be repaired under these terms, they need to be replaced.

Side Panels

Sectioning the complete width of the panel and buck riveting with hard buck rivets must repair holes in side panels. A section must start from the top or bottom of the panel, be less than 50% of the panel, and only one section per panel. If these conditions cannot be met, the panel must be replaced. Caulking or sealant should be put between the panel pieces prior to assembly; not bordering around the section after assembly. Only buck rivets will be accepted, no pull rivets of any kind.

No more than three panels on the side of a trailer can be sectioned. If more than three panels require repair then the entire panel(s) must be replaced.

Posts must be straightened to their original shape and be free of cuts, otherwise they must be replaced.

Rails

Rail sections are acceptable as long as the section starts from the front or rear of the trailer. Only one section per rail is allowed; sections on opposing rails or two rails on the same side are not allowed. If two rails are sectioned the section must be staggered at least 6 foot. All sections must be reinforced. Bottom rail reinforcements must be at least 4" x 1/8" flat stock iron extending three cross members on each side of the splice. Top rail reinforcements must be at least 3" x 3/16" flat stock aluminum extending 18" on each side of the splice.

Dents and bends in rails should be straightened. If the rail has been bent 1/2" or more in either direction it must also be reinforced. Reinforcements must be at least 4" x 1/8" flat stock iron extending two cross members beyond each side of the damaged area. Mylar tape must be used between any dissimilar metals.

Body panel, post, and rail damage on trailers less than one year old may be required to be returned to like-new condition.

Doors

Door molding must be repaired if it is cut, broken, if the door core is exposed, or if the door does not fully seal. Door molding can be sectioned as long as the door core is watertight and the splice fully seals when the door is closed.

Minor cuts less than 2" in the door skin can be sealed with white silicone. Any damage where the door core is broken or is no longer watertight, require door replacement. No door sections will be accepted.

Plywood

- Replace sheets of plywood lining with
- Holes larger than 3" x 3" in diameter;
- Cuts that are greater than 25% of the height or width;
- Expose a post;
- Or are excessively splintered.

Scuff Liner

- Scuff liner maybe sectioned with the same type of material;
- Scuff must be riveted or screwed to a post and the section must begin and end at a post;
- Metal scuff liner must be attached with rivets, welded at sections and have no sharp edges;
- Broken oak scuff must be replaced.

Trailer Finish

All customer paint, affixed signs and decals including decal adhesive must be removed and the trailer restored to like condition. Overspray or other materials that affix to the trailer must be removed and the trailer returned to like condition.

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