

Recommended Trailer Repairs



Manitoba
Public Insurance

Industry Standard

“Industry Standard” – Means installation, modification, or repair methods described in industry-accepted recommended practices as published by:

- The Society of Automotive Engineers (SAE)
- Technology and Maintenance Council (TMC)
- American Trucking Associations
- Canadian Standards Association (CSA)

Recommended Inspection & Repair Procedures

The following recommended inspection and repair procedures developed by the Technology & Maintenance Council (TMC)

When discrepancy arises between TMC and Original Equipment Manufacture (OEM), the OEM repair procedure will be followed

Van Trailer Skin Repair

1. Patch must be one inch larger than the damaged area per side.
2. Patch with .019 pre painted steel or .050 pre-painted aluminum.
3. On 1.5 inch centres and a minimum 0.5 inch distance from the edge, drill holes, remove shavings and insert ¼ inch solid aluminum buck rivets.

Lower Side Rail Inspection Guidelines

1. Minor dents, bows or distortions less than 1/2" from original position do not require repairs.
2. Minor cracks in rails must be repaired.
3. Major dents, bows, or distortions that cannot be repaired must be either sectioned or replaced.
4. One section per rail is allowable.
5. Three piece rails are not recommended.
6. If there is damage to more than 30 percent of the rail, the entire rail must be replaced.

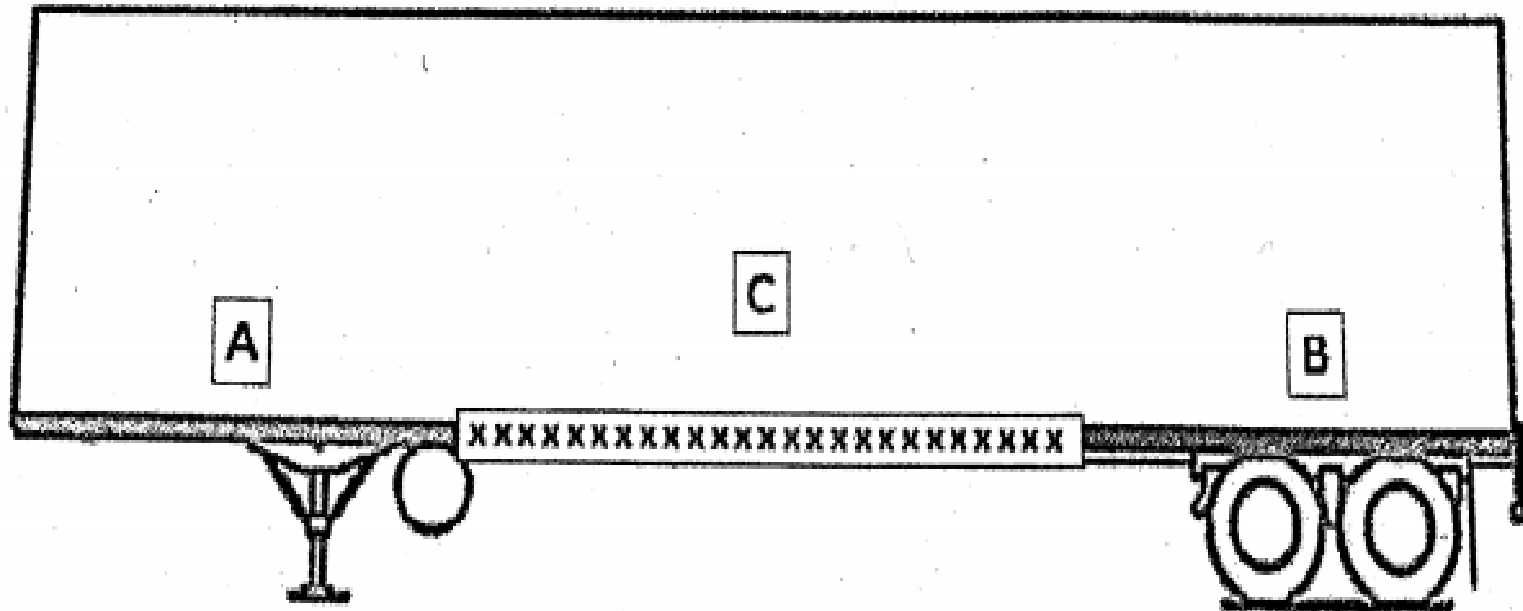
Repair Guidelines

1. Minor distortions exceeding 1/2" in a 12ft section can be repaired without the use of heat.
2. Trailer rails are heat treated aluminum extrusions that can lose 50 percent of the rail's original strength when heat is applied.

Side Rail Cracks

1. Drill stop holes (max 3/16" diameter) on either side of the crack.
2. Remove all side rail fasteners 24" on either side of the cracked area.
3. Install reinforcement splice and refasten to lower rail using the OEM pattern.

Section Repair Lower Rail



Section Repair Lower Rail

1. Bottom rail section repairs must add adequate strength, and will be of the same material used by the manufacturer.
2. Rail sectioning shall not extend over 25% of total length of trailer (for example, 53ft trailer max rail section 13' 3"). Can be installed from either front (A) or rear of trailer (B) only.
3. The bottom rail that is in the area between the front section(A) and rear sections(B) **cannot** be sectioned(C).
4. Splice plate is required between original and replacement rail, and will span over a minimum of three cross members.

Upper Rail Repair

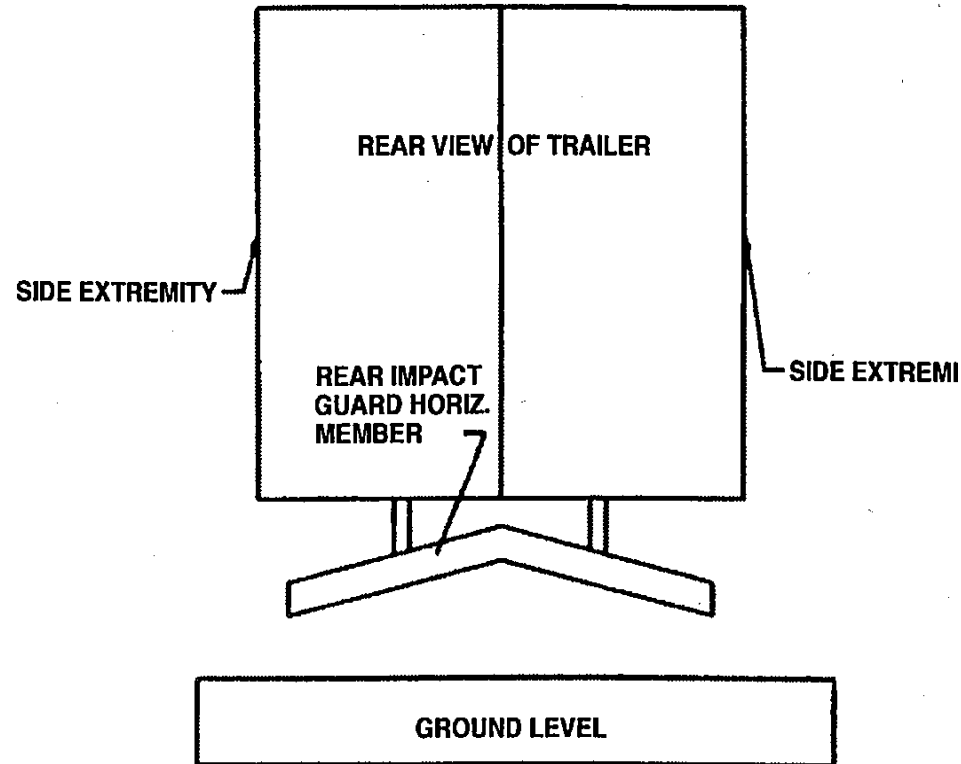
1. If the roof to upper rail is damaged and it is not cracked or distorted up to ½" in a 12" area, then no repair is needed.
2. If damage is beyond ½" or water is entering the trailer, splice and section in the damaged area.
3. Rail sections that are less than ¼ or more than ½ of the original undamaged rail length is not recommended.
4. Any rails found with unauthorized repairs should be treated as a sectioned member, and reinforced with splice members and fasteners.

Rear Impact Guard

Inspection Guidelines

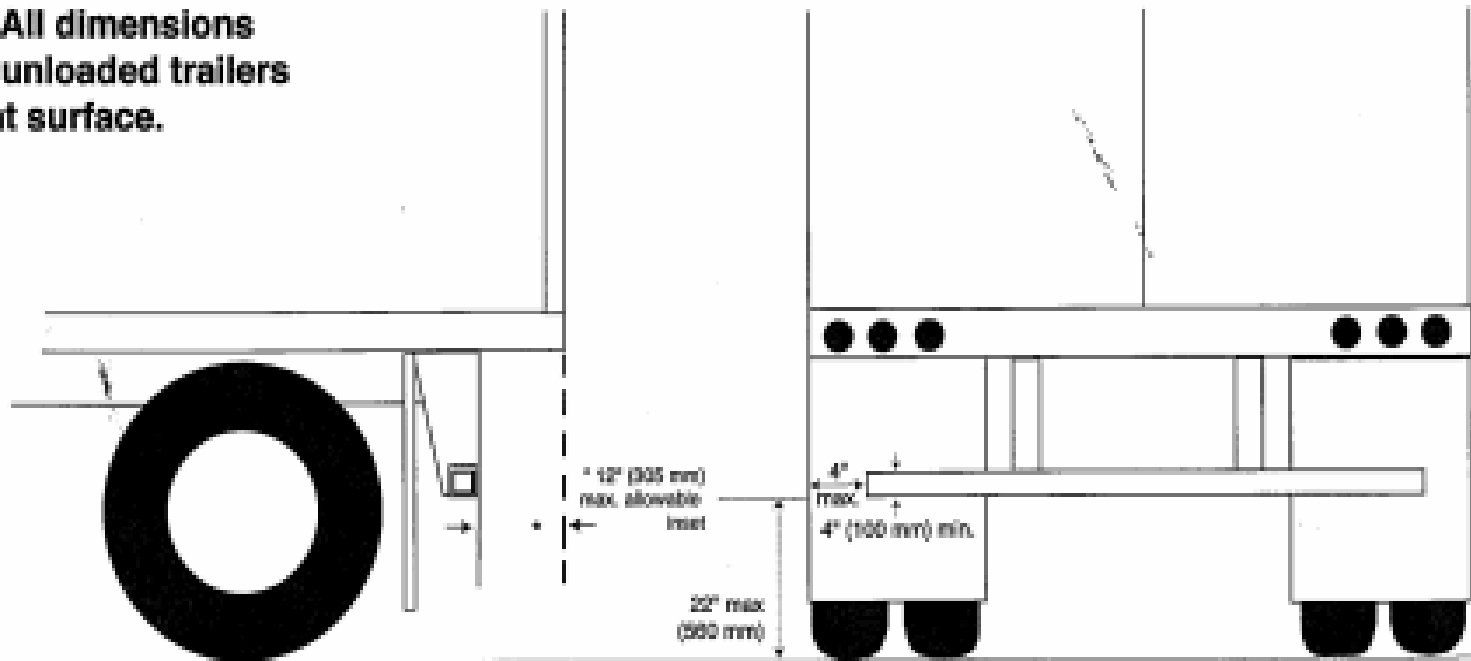
- › Cracked welds
- › Vertical members including added bracing from OEM for cracks or fractures
- › Fasteners that hold the RIG together, and that hold the unit to rear sill for looseness or cracking
- › Bends in any member
- › Corrosion, cuts, punctures, and tears in any RIG member
- › Proper attachment to the trailer sill
- › Rear trailer cross members, trailer sill, and at least the six feet of floor
- › Dimensional and over all integrity of the RIG

Common Rig Damage



Rear Impact Guard (RIG)

NOTE: All dimensions are for unloaded trailers on a flat surface.



Recommended Rig Repair Procedure

1. Cracked welded areas must be repaired by welding.
2. Any corrosion, cuts, punctures, excessive wear, and any bent RIG component over 3" must be replaced as per OEM's recommended procedure and parts.
3. Damaged sill and flooring within a 6 foot area must be repaired or replaced as per OEM's recommendations.
4. Cracked or loose fasteners joining any RIG components must be replaced with OEM's approved replacement parts.
5. If there is damage that affects the structural integrity, or dimensional measurements to the RIG. Replacement of the RIG is required.

Recommended Rig Repair Procedure

6. Any replaceable horizontal components must meet OEM's recommendations.
7. All repairs must be performed to ensure RIG conforms to CMVSS and FMVSS requirements