



**TRUCKS & TRAILERS
RENTAL & LEASE**

TR GROUP LTD

**Making heavy vehicle fleet
management easy for you**

REAL Torque

August 2017

Contact maintenance for any questions on 0800 80 80 69

Reefer Bodies

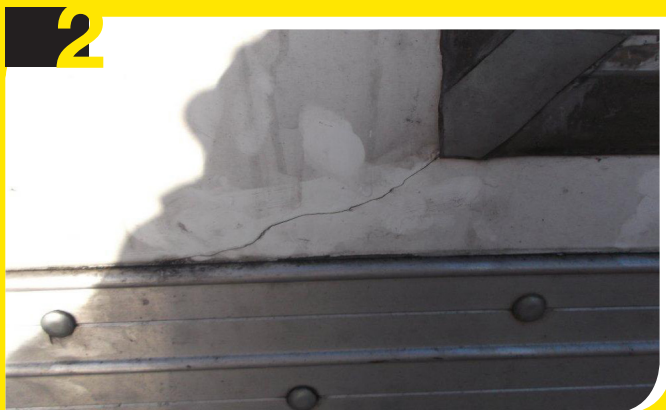
With winter upon us there's a lot of refrigerated gear in the yard. This is the perfect time to get our reefer fleet to a high operating standard and ready for the busy summer season.

So here are a few things to look out for when checking over our reefer fleet:

The best way to check over a trailer is to start at one corner and walk around it checking the condition of the following:



The light connection and airlines mounted to the front of the trailer need to be checked to make sure there is no damage, as this can result in crimped airlines and damaged EBS wiring which will compromise the safety of the trailer traveling down the road and can make connecting up to the truck hard for the driver.



The side doors (if fitted) need to be checked for cracks in the corners, both inside and out. The door needs to close securely.



The huck rail (the alloy plate that runs down the side of the trailer) is what holds the body to the chassis. Here we are looking for signs of movement or missing huck bolts. If there are missing bolts around the landing leg area have a look under the trailer for damaged cross members or signs that the trailer has been dropped. This needs to go to a workshop for repairs straight away.



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Look up and check the **top cant rail** for damage. This can cause water to enter into the body and cause the foam to break down, which will be a costly repair if left open to damp and wet weather conditions.

Door seals need to be checked to make sure they seal the cold air into the trailer. If outside air can get into the trailer it draws in warm moist air and causes the fridge unit to work harder to keep the trailer cold. Make sure that when the rear doors are locked there is no movement or wear in the doors.

When the doors are open have a look inside at the **full length of the floor** for straightness especially in the area where the landing legs are mounted. If the floor is not straight it may point to the trailer being dropped and further investigation may be required. Hop inside and check the condition of the floor by walking the full length of the trailer, moving from side to side looking for cracks in the floor's coating or soft spots in the floor.

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Chilly bungs are used to divide frozen and chilled loads, or to blank off the inside of the trailer to reduce the internal size. As the load is reduced the operator moves the chilly bungs up the trailer and this reduces the amount of capacity the fridge has to keep cool so we need to make sure these are in good condition.

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TR Tips

Tips and tricks

- ▶ Where possible, we use Transcold for Carrier units and Thermo King for Thermo King units nationwide.
- ▶ Between major services we generally carry out a preventative maintenance check (PMC). This usually happens at 100 hours for small fridge units and 250 hours for larger fridge units.
- ▶ If a refrigerated trailer has been parked up for a long period of time, start the fridge unit and let it run for an hour or so. This will stop the fridge compressor shaft seal from going hard and causing refrigerant to escape through the seal, it will also help keep the battery charged.
- ▶ Every so often leave the rear trailer doors open to atmosphere to dry out the interior. This will prevent the inside walls from going mouldy.
- ▶ If alarm codes are present on the control panel please call the appropriate service provider or our maintenance team.