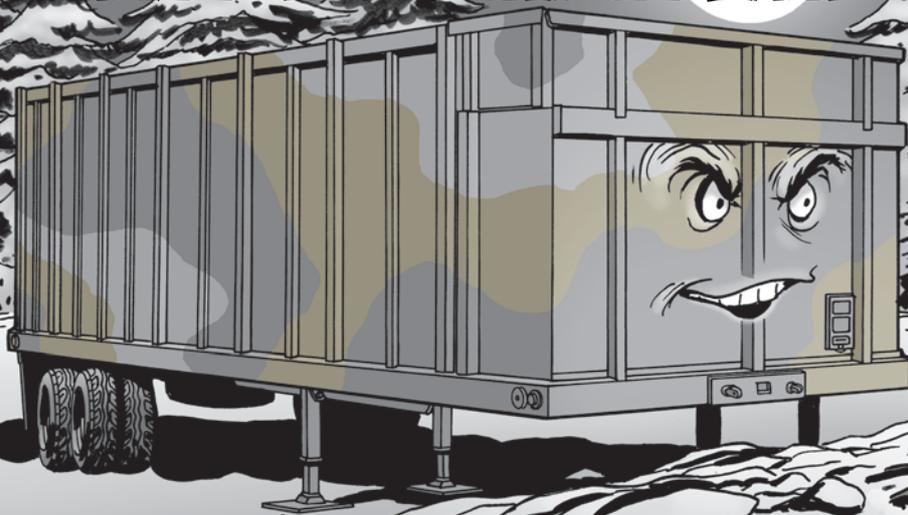


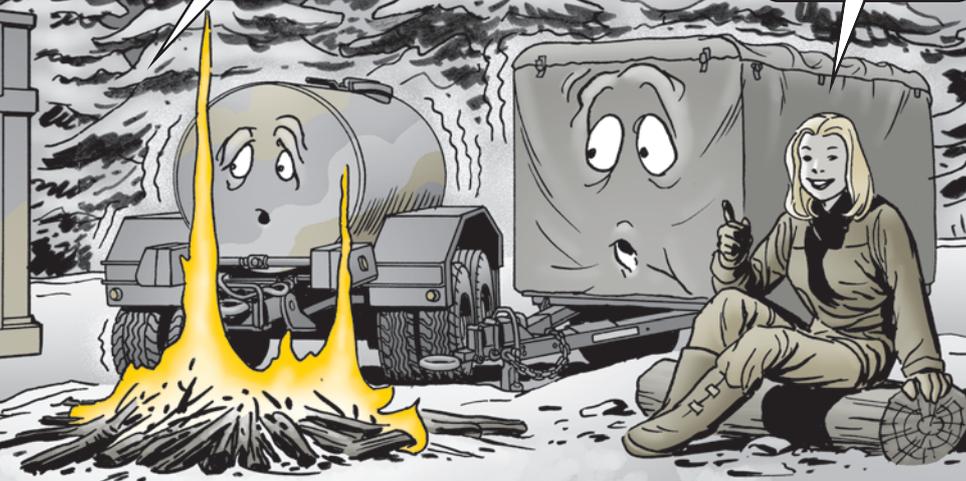
COLD WEATHER ADVICE



...AND THERE TOMMY THE TRAILER WAS, LEFT ALL ALONE IN THE BLIZZARD DUE TO POOR PM ON HIS TOWING LUNETTE.

A VICIOUS PACK OF WOLVES BEGAN TO CIRCLE HIM...

IF YOUR TRAILERS COULD TALK, IT MIGHT BE A LITTLE SCARY.



BUT THEY'D PROBABLY GIVE YOU GOOD ADVICE ON HOW TO CARE FOR THEM IN COLD WEATHER.

THAT'S WHEN SNOW AND ICE MAKE OPERATIONS *ROUGH*.

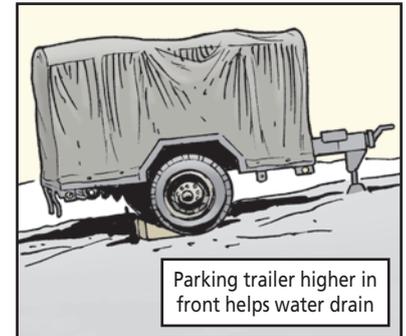
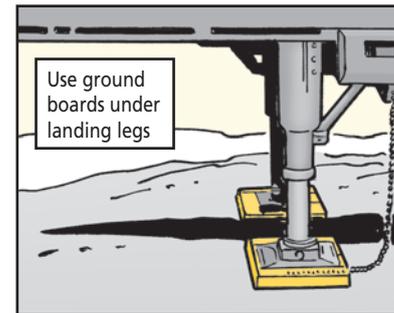
MAKE LIFE EASIER FOR YOU *AND* YOUR TRAILERS BY PAYING ATTENTION TO THE FOLLOWING *WINTER MAINTENANCE TIPS*.

Maintenance

- Drain the air system to keep water from freezing in the air lines.
- When possible, flush out road chemicals from underneath the trailer and the axle ends to stop corrosion on frames, air chambers, brake systems, rails, fittings and lines. Use clean, low-pressure water.
- Use dielectric grease, NSN 6850-01-525-0776, on all electrical connectors.

Parking

- If your trailer's not parked on hardstand, put dunnage under the tires to keep them from sinking and freezing into the ground.
- Place ground boards, NSN 2510-00-741-7585, underneath the landing legs when you park. Use dunnage if you don't have ground boards.
- Park the trailer so the front end sits a little higher than the rear to help water drain.

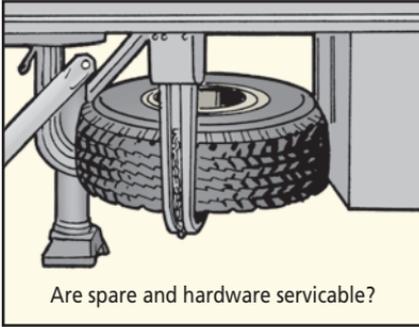


- Place a tarp over the side panels and storage areas of bulkheads. That'll stop ice from freezing stakes, panels and retaining hardware to the bulkhead.

Wheels

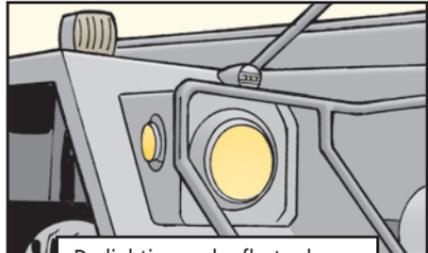
- Clean, prime, and paint all rusted areas, including wheels. Don't forget the spare tire.
- Check for serviceable spare tire carriers and retaining hardware.
- Maintain proper tire pressure on all of the tires using your trailer's TM for guidance.

Keep tires properly inflated



Additional Advice

- Make sure bolster plate holes and all drain holes are open and clear of grease and debris to allow water to drain. Keep storage box drain holes open, too.
- Keep lighting and reflector lenses clean so you're visible to others while operating.
- Ensure gladhands and seals are serviceable and protected when not in use by using dummy gladhands. For swing-away type gladhands, make sure there is a good seal against the protective cup. Keep swing-aways lubed so the arms move freely. Color-code or tag them properly.
- Protect the BII/AAL by properly storing and tagging it. Keep it in serviceable condition.
- Make sure oil can points are lubed, such as landing gear foot axles, deck tie-downs, BII box hinges, lift points, crank handles and the manifest box hinge.



Do lighting and reflector lenses give good visibility?



FINALLY, USE **COMMON SENSE** WHEN VISUALLY INSPECTING THE TRAILER AND PROTECT OTHER AREAS THAT NEED IT. PERFORM SCHEDULED SERVICES AND PLAN AHEAD TO KEEP YOUR TRAILER MISSION READY.