

## Premier Trailer Leasing Turn-in Conditions and Acceptable Repairs

This is an outline of the accepted repair standards for Premier Trailer Leasing. As an outline, it does not cover every potential scenario. Please be sure to consult with your local Premier Trailer Leasing branch prior to work commencement to ensure repairs will be proper and accepted.

### **Floors and Cross Members**

Minor scrapes and gouges less than 1/2" are acceptable.

#### **All Trailers except storage**

Gouges 1/2" but less than 7/8" deep must be filled with epoxy crack filler or a floor restore kit. Gouges deeper than 7/8" require a floor board section. Floor boards can be sectioned as long as the section covers a minimum of three cross members the full width of the board. Sections next to each other must be staggered by one cross member at each end. Cuts and holes in aluminum flooring can be welded as long as the floor board has not been crushed. Metal plating is not acceptable.

Minor dents and or deflections on cross members are acceptable. Cross members can be straightened as long as the flange has not pulled away from the floor. Cuts and tears can be welded. Cross members that are pulled away from the floor or deflected (bowed downward) more than 1/2" must be replaced. Cross members over the landing gear must be replaced if they are crushed more than 1/4". If they are less than 1/4" and can be straightened, a brace must be added between it and the next crossmember over the wing bracket. Crossmembers over the slider rails can be sectioned. No more than 3 adjoining cross members can be sectioned and only one section per cross member. When replacing cross members, end clips must be welded and mylar tape must be used between any dissimilar metals.

#### **Storage trailers**

Metal plating is acceptable provided that the plate is secured with floor screws through the cross members. Floor screws used for floor plates need to be counter-sunk into the steel plate.

Cross members can have minor damage to them as long as it does not compromise the integrity of the floor. Cross members may also be repaired if the flange is pulled away from the floor or torn. If replacing cross members, the end clips must be welded and mylar tape must be used between dissimilar metals.

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**Roofs and Roof Bows**

Minor scratches, dents, and bulges at the front less than 2" high that do not pierce the roof sheet are acceptable.

**Trailers 9 years and newer**

Roof patches are acceptable as long as the patches are no more than 36 square feet (6'x6', 4'x9', 2'x18') and are buck riveted with soft buck rivets with no more than 1 1/2" spacing between rivets. The maximum overall length of any patch is 20'. If the hole will require a patch larger than 36 square feet or there will be more than two patches in a 6' length of roof, the roof must be sectioned. A section must start from the front or rear of the trailer. If these conditions can not be met, the roof must be replaced. Only soft buck rivets will be acceptable, no pull rivets of any kind. All translucent roof patches and sections must be installed using 2" wide .050 aluminum cap strips.

Damaged or missing roof bows must be straightened to their original shape and be free of cuts, otherwise they must be replaced.

**Trailers 10 years and older**

Same as above except no maximum patch length. Trailers may have 2 sections per trailer and they do not have to start from the front or rear. A section that doesn't start from the front or rear is counted as 2 sections. All translucent roof patches and sections must be installed using 2" wide .050 aluminum cap strips.

Damaged or missing roof bows must be straightened to their original shape and be free of cuts; otherwise they must be replaced.

**Storage trailers**

Same as above except roof patches are acceptable as long as the patches are buck riveted with soft buck rivets and properly sealed.

Roof bows need to be structurally sound and free of cuts that could cause the roof bow to break or bend: otherwise they must be replaced.

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### **Body Panels, Radius Panels, and Posts**

Minor scrapes, scratches, and dents that do not puncture the panel or skin are acceptable. Posts deflected less than 1/2" are acceptable.

#### **Trailers 9 years and Newer**

Holes or cuts in side panels can be repaired by patching the panel with a post to post panel patch that matches the existing panel and buck riveted with hard buck rivets. Plate vans can also be patched by overlaying the damaged area with a patch that matches the existing panel and buck riveted with hard buck rivets. The number of patches should not exceed 4 patches per panel. If the cut or hole goes completely through a plate panel and is less than 4" x 18" it can be sandwich patched with hard buck rivets. If the damage can't be patched it must be sectioned. 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 can not be met, the panel must be replaced. Caulking or sealant should be placed between the panel pieces prior to assembly; not bordering around the section after assembly. Only buck rivets will be acceptable, no pull rivets of any kind.

Reefer trailers can be repaired with the same standards above however on sections and patches stainless steel mono-bolts can be used anywhere the panel covers a rail or post. Either stainless steel mono-bolts or aluminum shaved head rivets can be used to attach to the panel. Full panel replacements must be installed with buck rivets.

Extruded radius panels can be welded and ground smooth or sectioned. Sections should be welded. No reinforcement is needed. Thin panel radius panels are to be treated the same as side panels.

Posts deflected more than 1/2" must be straightened to their original shape and be free of cuts, otherwise they must be replaced. Plate van panel dividers can be patched or sectioned with hard buck rivets.

#### **Trailers 10 years and older**

Same as above except there is no limit on the number of patches per panel. Patches on the nose panel can be installed with shaved rivets and must have sealant installed under the patch.

Posts deflected more than 1/2" must be straightened to their original shape and be free of cuts, otherwise they must be sectioned or replaced.

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### **Storage trailers**

Same as above except small cuts may be sealed with Silipreme if the caulk will effectively seal the cut. Also, patches can be installed with self-sealing pull rivets or monobolts.

Posts should be structurally sound and free of cuts that could cause the post to break or bend or it must be sectioned or replaced.

### **Rails**

Minor scrapes, scratches, dents that do not puncture the bottom rail, and inward deflection of the bottom rail that doesn't exceed 3/8<sup>th</sup> with no punctures or cracks are acceptable.

### **Trailers 9 years and newer**

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. If more than one rail is sectioned, the sections must be staggered at least 6 feet from one another. All sections should be welded and must be reinforced. However, bottom rail sections over the upper coupler area do not require reinforcement. Bottom rail reinforcements must be at least 4" x 1/8" flat stock iron extending two cross members on each side of the splice. Top rail reinforcements must be a manufacture specific splice plate. All dissimilar metals must be wrapped with mylar tape.

Welding of cuts on the rails is acceptable but **must** be approved by a Premier Trailer Leasing representative prior to work. All welds must be reinforced.

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. Cracks can be welded but must be reinforced below the welds.

Upper nose rails can be sectioned. A 1/4" x 3-4" x 6" or larger aluminum reinforcement must be used.

Lower nose bolsters can be welded or plated. No reinforcement is needed.

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### **Trailers 10 years and older**

Same as above except the bottom rails can have up to two sections per rail.

### **Storage trailers**

Same as above except damage that doesn't compromise the safety or the ability for the trailers to be used as a storage trailer may be left unrepaired. Any questions should be directed to your local Premier Trailer Leasing Branch.

### **Doors**

Minor scrapes, scratches, and dents are acceptable as long as they don't pierce the door skin.

### **Trailers 9 years and newer**

Door molding must be repaired if it is cut, broken, if the door core is exposed, or if the door does not seal. Door molding can be sectioned as long as the door core is water tight and the splice seals the door when closed. Minor cuts less than 2" in the door skin can be sealed with silapreme. Minor cuts less than 6" in the door skin can be patched with an aluminum patch and aluminum drive rivets. Any damage where the door core is broken or is no longer water tight, requires door replacement or a section. Sections must start from the top or bottom and not be more than 24". Sections can be a complete width section or a corner section and should be installed with buck rivets to insure they will not rust. Cracked or broken OHD panels must be replaced.

### **Trailers 10 years and older**

Same as above except Doors with excessive oxidation at the bottom can be skinned (overlaid) with white aluminum panels. Panels should be attached with aluminum drive rivets and sealed behind the panel, not around.

### **Storage trailers**

Doors must be in working order and water tight.

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**Plywood and Scuff**

Minor cuts and holes less than 3" x 3" that do not expose a post are acceptable.

**All trailer types expect storage**

Plywood lining with holes or cuts larger than 3" or that expose a post must be replaced. The full sheet must be replaced with BC grade or better plywood.

Scuff must be attached with no sharp edges. Scuff may be sectioned with the same type of scuff as long as steel splices are overlapped and welded, oak splices are butt joined on a post.

**Storage trailers**

Trailers can have damaged Plywood and/or Scuff as long as it doesn't impede the use of the trailer.

**Landing Support Gear**

**All Unit types**

Bent or damaged legs need to be replaced with the same type of leg having a minimum load capacity of 160,000lbs., a lift capacity of 55,000lbs., and a side load capacity of 29,000lbs. Minor bends in braces can be straightened, braces that have a kink must be replaced. Wing and support plates must be welded to the cross members.

**Undercarriage and Mud Flaps**

**All unit types except storage**

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. Bent mud flap brackets must be straightened or replaced. Mud flaps with tears, cuts, holes, or cracks must be replaced with matching DOT approved flaps.

**Storage trailers**

Trailers must be safe to be transported to and from the customer's location.

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**ICC Bumpers and Rear Underride Guards**

Minor scrapes and dents are acceptable as long as the deflection is less than 20 degrees or 2" and the uprights or tube are not twisted or cut.

**All trailers**

Minor bends may be cold straightened. Any other damaged pieces must be replaced. All replacement parts should be primed and painted to match. NOTE: On 1998 and newer trailers, all repairs and replacements must meet federal criteria including a decal showing such.

**Lights**

**Trailers 9 Years and Newer**

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

**Units 10 Years and older**

All lights and reflectors must be present and in working order.

**Storage trailers**

Storage trailers do not need all of the lights working as long as the cartage company uses a light bar and is compliant with all local laws while transporting the trailer.

**Decals and Graffiti**

**All Units**

All graffiti and customer decals and decal adhesive must be removed. All damage resulting from their removal should be repaired.

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**Tires**

**All units**

Trailers must be returned with the same type, size, and quality tires as were present when the trailers went on rent/lease.

All tire replacements require low rolling resistance tires to comply with the Greenhouse Gas regulation/ U.S. EPA verified technologies. Approved tires can be found at <https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire>

Customers will be responsible for replacement cost for tires not meeting this criteria at the time of termination.

Normal tire wear is a minimum of 12,000 miles per 1/32" of tread wear on all closed tandem applications. On spread axle applications it is 8000 miles per 1/32" of tread wear. Any excessive wear beyond the minimum will be the customer's responsibility. Any tires that were original at the outbound of the trailer must be returned with original tires. Any original tires that are replaced with recapped tires will be subject to casing and labor charges.

**Brakes**

**All units**

Brakes must be in good working order with no cracked brake shoes or air leaks. Replacement brake shoes must be "heavy duty premium" shoes of the same quality. Worn or heat checked drums must be replaced with the same quality drums.

Normal brake wear is a minimum 20,000 miles per 1/8" of brake lining per wheel end. Any excessive wear beyond the minimum will be the customer's responsibility.