

D11N Auxiliary Facility Pre-Trailer Checklist

This reference card is based on the Active Duty Maintenance Procedure Card that covers towing. Analysis of past active duty and Auxiliary mishaps supports the notion that towing a boat or equipment trailer can present risks that may not be evident to the operator.

DIRAUX recommends you consult this checklist and follow the steps below **each time** you trailer you boat or tow an equipment trailer under Coast Guard orders.

Action	Item	SAT/UNSAT
INSPECT	1. Verify tow vehicle is rated to tow the trailer	
	2. Verify that hitch assembly is rated to tow the trailer	
	3. Inspect hitch assembly for cracks, abnormal wear, or damage. a. Replace hitch assembly if required.	
	4. Inspect trailer safety chain assemblies for damage or corrosion.	
	5. Inspect breakaway lever actuating chain assembly for damage or corrosion.	
	6. Inspect trailer for damage, bent structures, corrosion, or other deformities.	
	7. Visually inspect all trailer tires, including spare, for the following: a. Cracks. b. Dry rot. c. Replace trailer wheel if cracks or dry rot noted.	
	8. Check tire tread depth of all tires using at tire tread depth gauge. <i>NOTE: Tire tread depth should be greater than 1/16 inch.</i>	
	9. Check all tires for proper inflation level using a pneumatic tire inflator gauge. a. Adjust air pressure, (If required).	
	10. Ensure wheel bearings have proper lubrication.	
	11. Inspect for leaking brake fluid. a. Service brake system if leaking brake fluid is noted.	
	12. Inspect winch strap and tie down straps for visible damage including the following: a. Cuts, holes, or surface abrasion. b. Burns or chemical damage. c. Separation of load carrying stitch pattern. d. Hardware, fittings, or tensioning devices which are broken, bent, twisted, cracked, or have nicks and gouges. e. Knotted webbing. f. Splices or other makeshift repairs. g. Damaged loop ends. h. Replace winch strap if any of the above discrepancies are noted, i. Replace tie down strap(s) if any of the above discrepancies are noted,	
	13. Check winch and tie down straps for placement and tension,	
	14. Inspect electrical wiring for frays or damage.	

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	15. Inspect the trailer electrical plug for damage or corrosion. a. Clean trailer electrical plug, if corrosion is noted, b. Replace trailer electrical plug if damaged.	
	16. Check trailer lights for the following: a. Dirty lens. (1) Clean lens, (If required). b. Missing or damaged lights. (1) Replace missing or damaged lights,	
	17. Check security of all nuts and bolts.	
	18. Ensure trailer license plate is in place.	
	19. Inspect boat on trailer, inspect bow eye, transom eye, and other tie down points for cracks, severe pitting, and deformation.	
COUPLE	CAUTION ALWAYS USE A DESIGNATED "SPOTTER" WHEN HOOKING UP THE TRAILER. THE SPOTTER CAN PROVIDE DETAILED INSTRUCTIONS TO THE TOW VEHICLE OPERATOR WHEN BACKING UP WHICH WILL PREVENT DAMAGE TO BOTH THE TOW VEHICLE AND TRAILER.	
	1. Verify that the coupler ball is the correct height to ensure that the trailer will be towed level. a. Adjust the receiver height as required or install new receiver to level trailer.	
	2. Secure coupler to hitch. a. Ensure the coupler engages securely with the hitch ball.	
	3. Attach latch pin.	
	4. Attach safety chains to the tow vehicle, they should be crossed under the coupler.	
	5. Attach breakaway chain shackle to the truck (if equipped)	
	6. Connect trailer wiring harness into tow vehicle.	
	7. Ensure trailer jack is fully raised.	
	8. Adjust towing vehicle side view mirrors. <i>NOTE: The side-view mirrors of towing vehicles should be large enough and adjusted to provide an unobstructed rear view on both sides of the vehicle.</i>	
TEST	1. Test the operation of all running, turning, and braking lights.	
	2. Test operation of brakes by stopping two to three times at progressively higher speeds until proper brake operation is verified.	
ASSESS	1. Conduct risk assessment of trailering route and trip.	