

Where to store it.

Leaving the trailer on a hard surface is better than grass or soil which can over time corrode the tyres, wheels, brakes, and chassis. A flat surface would be ideal as you can leave the handbrake off to stop it from sizing up, but you must remember to chock the wheels. The coupling is a vital part of your trailer, so grease it well and cover it up. Do get locks for your trailer to help keep it secure. There are coupling locks and you can also fit wheel clamp/locks.

Getting ready to go.

Always check the floor and ramp as they are very crucial, particularly for horsebox and livestock trailers. Check the hinges and fastenings to make sure they can't come open once you're on the road. You can double-secure them with karabiners or R clips. If the trailer has not been used for some months check the condition of the tyres as they are the most likely part of the trailer that will fail. If the tyres are underinflated and have degraded through age this will cause the tyres to fail. Keep the tyres pumped up to the maximum pressure for the trailer's load capacity, even when parked up. On the road, underinflated tyres flex too much, building up excess heat which can cause a blow-out. Tyres that have degraded in the sun develop small cracks in the side wall near the rim which cause them to fall apart. Whatever they look like when you set off, tyres can deteriorate quickly after being unused for a long time, so have a look at them whenever you stop. Change the tyres every 5 years as a matter of course and only at a reputable dealer, never just stick on a standard vehicle type tyre. Also make sure you have a properly inflated spare, a suitable wheel brace and jack.