

Turn-in Conditions and Acceptable Repairs



At Premier, we pride ourselves on our fair return policies, and this guide is designed to outline those policies clearly. Should you have any questions, our branch teams are always available to assist you.

This is a summary of our accepted repair standards. Note: it does not cover every potential scenario. Please consult your local Premier Trailer Leasing branch before starting repairs to ensure they meet our requirements for turn-in. Your satisfaction is our priority.

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FLOORS AND CROSS MEMBERS

ACCEPTABLE FOR ALL TRAILERS INCLUDING STORAGE TRAILERS:

Minor scrapes and gouges less than 1/2".

ALL TRAILERS EXCEPT STORAGE

GOUGES

- 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 floorboard section.

FLOORBOARDS

- Floorboards 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 floorboard is not crushed.
- Metal plating is not acceptable.

CROSS MEMBERS

- 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 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 cross member 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.
- 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.

ROOFS AND ROOF BOWS

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

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

TRAILERS 9 YEARS AND NEWER

- Roof patches up to 36 square feet are acceptable, buck riveted with soft buck rivets with spacing not exceeding 1 1/2".
- Maximum patch length is 20'. Larger patches or more than two patches in a 6' length require sectioning from the front or rear; otherwise, roof replacement is necessary.
- Only soft buck rivets are acceptable.
- Translucent roof patches and sections require 2" wide .050 aluminum cap strips.
- Damaged or missing roof bows must be straightened to the original shape or replaced if cut.

TRAILERS 10 YEARS AND OLDER

- Similar to trailers 9 years and newer with no maximum patch length.
- Trailers may have 2 sections per trailer, not necessarily starting from the front or rear.
- Translucent roof patches and sections require 2" wide .050 aluminum cap strips.
- Damaged or missing roof bows must be straightened to the original shape or replaced if cut.

STORAGE TRAILERS

- Roof patches are acceptable if buck riveted with soft buck rivets and properly sealed.
- Roof bows must be structurally sound and free of cuts that could cause breakage or bending; otherwise, replacement is necessary.

BODY PANELS, RADIUS PANELS, AND POSTS

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

Minor scrapes, scratches, and dents that do not puncture the panel or skin. Also, posts deflected less than ½”.

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.
- Caulking or sealant should be placed between the panel pieces before 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 ½” 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 ½” must be straightened to their original shape and be free of cuts, otherwise they must be sectioned or replaced.

STORAGE TRAILERS

- Same as above except small cuts may be sealed with Silipreme if the caulk effectively seals the cut.
- 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

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

Minor scrapes, scratches, dents that do not puncture the bottom rail, and inward deflection of the bottom rail not exceeding 3/8”.

TRAILERS 9 YEARS AND NEWER

- Rail sections are allowed if starting from the front or rear of the trailer, with only one section per rail.
- Sections must be staggered at least 6 feet apart if more than one rail is sectioned.
- Welded sections must be reinforced.
- Bottom rail sections over the upper coupler area do not require reinforcement.
- Specific reinforcement requirements for the bottom and top rail sections.
- Dissimilar metals must be wrapped with mylar tape.
- Welding of cuts on the rails is allowed with prior approval and reinforcement.
- Dents and bends should be straightened; significant bends require reinforcement.
- Cracks can be welded but must be reinforced below the welds.
- Upper nose rails can be sectioned with aluminum reinforcement.
- Lower nose bolsters can be welded or plated without reinforcement.

TRAILERS 10 YEARS AND OLDER

- Similar requirements to trailers 9 years and newer, but bottom rails can have up to two sections per rail.

STORAGE TRAILERS

- Same as above, except for damage that does not compromise safety or usage as a storage trailer may be left unrepaired.
- Questions should be directed to the local Premier Trailer Leasing Branch.

DOORS

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

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

TRAILERS 9 YEARS AND NEWER

- Door molding repair is required if the door core is cut, or broken, the door is exposed, or the door does not seal.
- Door molding can be sectioned if the core is watertight and splice seals the door.
- Minor cuts under 2" can be sealed with Silapreme; less than 6" can be patched with aluminum patches and drive rivets.
- Damage requiring door replacement or section if the core is broken or no longer watertight.
- Sections must start from top or bottom, not exceed 24", and be installed with buck rivets.
- Cracked or broken OHD panels must be replaced.

TRAILERS 10 YEARS AND OLDER

- Similar requirements to trailers 9 years and newer.
- Doors with excessive oxidation at the bottom can be skinned with white aluminum panels.
- Panels attached with aluminum drive rivets and sealed behind the panel.

STORAGE TRAILERS

- Doors must be in working order and watertight.

PLYWOOD AND SCUFF

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

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

ALL TRAILER TYPES EXCEPT STORAGE

- Plywood lining with holes or cuts larger than 3" or that expose a post 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 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 160,000 lbs., a lift capacity of 55,000 lbs., and a side load capacity of 29,000 lbs.
- Minor bends in braces can be straightened, and braces with 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 needed to ensure they are in good working order.
- Axles must be replaced if they are bent or have spindle damage or grooves. 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.

ICC BUMPERS AND REAR UNDERRIDE GUARDS

ACCEPTABLE FOR TRAILERS 9 YEARS AND NEWER, TRAILERS 10 YEARS AND OLDER, AND STORAGE TRAILERS:

Minor scrapes and dents are acceptable as long as the deflection is less than 20 degrees or 2" and the uprights or tubes 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 are not required to have all lights operational, provided that the cartage company utilizes a light bar and adheres to all local laws during trailer transportation.

DECALS AND GRAFFITI

ALL UNITS

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

TIRES

ALL UNITS

- The trailer must be returned with the same type tires that were installed at the start of the rental/lease period. If tires were replaced during the rental/lease period, the trailer must be returned with the same type, size, and quality tires as the original tires when the trailer went on rent/lease. Casing and labor charges may be applicable if recapped tires are used to replace the original ones.
- 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 [\[EPA SmartWay Verified List\]](https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire) (<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-low-rolling-resistance-lrr-new-and-retread-tire>).
- Customers will be accountable for the replacement costs of tires that do not meet this criteria at the time of termination.
- Normal tire wear is expected to be a minimum of 12,000 miles per 1/32" of tread wear on all closed tandem applications. Normal wear on tri and spread axle applications, is expected to be a minimum of 8,000 miles per 1/32" of tread wear. Any excessive wear beyond the minimum will be the customer's responsibility.

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.
- Brakes are expected to have a minimum of 20,000 miles per 1/8" of brake lining per wheel end. The customer is responsible for any wear exceeding this minimum threshold.

ACCEPTABLE REPAIRS BY CATEGORY

(FOR ALL TRAILERS INCLUDING STORAGE TRAILERS)

FLOORS AND CROSS MEMBERS:

Minor scrapes and gouges less than ½”.

ROOFS AND ROOF BOWS:

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

BODY PANELS, RADIUS PANELS, AND POSTS:

Minor scrapes, scratches, and dents that do not puncture the panel or skin. Also, posts deflected less than ½”.

RAILS:

Minor scrapes, scratches, dents that do not puncture the bottom rail, and inward deflection of the bottom rail not exceeding 3/8”.

DOORS:

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

PLYWOOD AND SCUFF:

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

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 tubes are not twisted or cut.



Got questions? Our branch teams are just a call away and ready to help with any inquiries you might have. Reach out today for personalized assistance!

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