

# How to avoid failure of landing legs

**The failure of landing legs on a fully loaded trailer – apart from terrifying can lead to loss of life and limb, losses due to downtime and loss of cargo and equipment.**

## What NOT to do x

- Don't replace leg gear with second hand parts.
- Don't refit accident damaged landing leg spindles.
- Ensure all mounting holes are used. Leg gear can have up to 10 mounting holes – but in some cases only 4 or 6 holes are used.
- Incorrect footplate selection can result in difficulty connecting truck tractor to trailer.
- Irregular service of whole trailer will also result in landing leg neglect – do it regularly!
- Don't unload trailer on uneven surfaces – this can lead to collapse.
- Badly distributed loads especially interlink-trailer combinations– creates high bending moments in front of trailer leg gear – making loading forces much heavier.
- Be aware of badly trained fork lift drivers who bash trailer side rails. This results in high side-thrust forces. Constant abuse will result in damage to landing legs.

## Do it RIGHT ✓

- Landing legs usually have two nipples that need greasing at least once every 6 months.
- Train drivers to check surface stability before lowering landing gear and uncoupling trailer to avoid unnecessary damage.
- Select the correct footplate – a sand shoe or elephant foot for loose conditions – a footplate with a rubber cushion for all-round application except if fitted with air suspension – with air suspension a special footplate allows legs to roll slightly forward as air suspension drops.
- Train driver to load according to capacity of landing legs.
- Drivers must be trained to understand the impact of dangerous load distribution and to recognise when this can turn into landing leg failure.
- Use OEM equipment and parts.

