



## Trailers

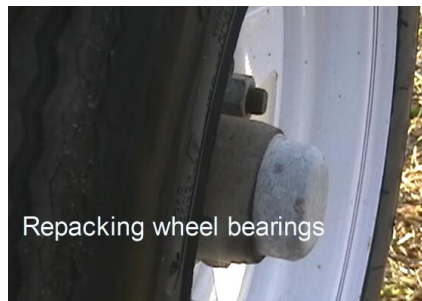
### Controlling corrosion on trailers –CarWell CP90/Rust Cop & Salt Away

**Rust & Corrosion**, two words that could mean the end of a fishing trip before it starts. If you trailer your boat, rust & corrosion issues could mean emergency work along the side of the road before or after a day of fishing. If your trailer goes down before you even get to the harbor, you end up frustrated with no fish or if you were fortunate to catch, you are then thinking about how to get the catch home, but you are broken down at the side of the road. After many years in the boating business as a mechanic, parts guy and service manager, I know of many situations that could have been avoided with sound knowledge of corrosion prevention. Something as easy as wheel bearing replacement (easy that is when you have tools, the trailer is on a level surface and up with a lift to properly do the work) on the side of the road, it can become a literal nightmare, i.e. oncoming traffic, dark conditions.

**Tip #1:** Prior to putting in, use a Hudson sprayer with potable water on your hubs. By using cool water you are cooling your hubs down to a lower temperature, reducing the vacuum effect of cold ocean saltwater on hot wheel hubs, and when you consider your wheels are totally immersed, any leak at your seal means saltwater is rushing into the hot core of your bearing assembly. If you are keeping up with seal inspections, you would have noted any grease streaking on the inner sidewalls of the trailer tire which means the bearing seals have failed.



Bearing Buddies make life easier for a boat owner and insure proper lube is always against the bearings. By insuring your hubs are packed with high quality marine grease you are going to add years of service to your trailer. Wheel bearings should be checked at 50,000 mile interval on cars and trucks. With boat trailers, the bearings are the heaviest used component and should be checked once a season since the wheels go in and out of water to be sure nothing has gone wrong, even with bearing buddies.



I met a fellow with an interesting story to go with his fractured slung arm. He told me his fractured arm occurred because the tongue of a trailer snapped off while trying to do a hands on pull and turn. What occurred was corrosion set in at clamp and weld points severely weakening the chassis. Unbeknown to him, what looked like a normal situation turned into something harmful causing pain and temporary disability. My advice to him was to get the name of the insurance company so a claim could be made for bodily injury. He advised the trailer belong to a friend and is paying medical out of pocket. If you own a trailer, please be more considerate to your friends.

By understanding basic corrosion inspection routine, this accident could have been prevented. I asked him if he had a PID. Nope, no PID. Why do you ask that? For those who may not know what a PID is, it could be anything from an ice pick, to a center punch, to a leather punch on 3 in 1 hand tool.

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## Controlling corrosion on trailers —continued

The first step in sound corrosion assessment is to strike PID to remove the scale. Since I do not own the trailer pictured here, I did not remove the scale.



Once the scale is removed from select areas (best area to pull scale from is where the heaviest scale build up is found) is to put the sharp tip against the newly exposed metal. Move tip back about 2" – 3" and then tap the tip against the heavy metal to remove the rusted scale. Be sure to hold the tool firmly as the impact may cause you to lose grip and possibly drop tool. (Don't perform this if you're wearing slippers or tennis shoes! Your safety is paramount in any work you do.)

Use of the PID with some force over heavy scale will reveal the true condition of the metal below all of the visual rust. If you can pierce the chassis, you are at what the military would regard as category 4 or worse, category 5. Both of these categories are the worst the equipment can be in, 5 is a complete write off due to unsafe conditions without possibility of rebuild. Category 4 means there are some components that can be saved, but require rebuild. (Category 3 shows soundness to chassis with heavier rust issues requiring elimination and re-coating. Category 2 is owner used with little corrosion issues found to items like fastener heads & assemblies. Category 1 is New).

**Tip #2:** Use of thin film rust inhibitors are paramount in order for the trailer owner to get the full life and more from this trailer. The application system is easy to perform. Product recommendation CarWell CP90/RUST COP.

**Tip #3:** Removal of salt from your trailer, boat, fishing and diving gear after each use will go a long way in corrosion prevention. (Rinsing with water doesn't remove salt chlorides) Product recommendation SALT AWAY.



### Note:

Go to Products Link on our site for details on CarWell CP90/Rust Cop & Salt Away.

Go to Buy Now Link to purchase CarWell CP90/Rust Cop & Salt Away.

Go to Contact Link on our site for industrial sales and further questions.

## Solutions for Rust and Corrosion

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