

Trailer Safety and Inspections

1. Objective/Purpose:

That Unit members will keep their personally-owned trailers in a safe readiness condition and have them safety-inspected on a biennial (once every two (2) years) basis.

2. Scope:

Applies to all NMMSAR Unit members' personally-owned trailers. (**NOTE:** New Mexico generally categorizes horse and livestock trailers as "utility trailer". Unit member's trailers are not considered "commercial" if the combined weight of the towing vehicle, passengers, towed trailer, and contents of both, are under 26,000 pounds.)

3. Policy:

All Unit members shall submit their personally-owned horse trailers to an inspection. With a successful passing inspection ensures that NMMSAR animals are being hauled in a safe and lawful trailer.

Inspections of Unit member's trailer shall include, but not be limited to the following categories: (** Indicates items are a NM Laws and Regulations requirement { **2006 New Mexico Statutes – Article 3, Part 9 Equipment, sections 66-3-801 through 887** })

a. Coupling devices/safety chains

Must make a positive and secure connection, with the connecting mechanism secured to the frame of the towing vehicle. **

Must have double safety chains for any trailer having a gross weight of 3,000 lbs. or more. **

b. Brake system

Must have operational brakes on any trailer having a gross weight of 3,000 lbs. or more. **

c. Lighting

Must have at least one (1) red light tail lamp, mounted on the rear, plainly visible from 500 feet. **

Must have at least one (1) stop/brake lamp plainly visible from 500 feet. **

Must have at least one (1) white lamp illuminating the license plate visible from 50 feet. **

Must have 2 amber clearance lamps on the front of the trailer, one (1) on each side. **

Must have two (2) red reflectors, one (1) on each side at the rear. **

Must have at least one (1) lamp turn-signaling device plainly visible from the rear. **

d. Suspension

Must provide a stable riding platform for the animals inside, not subject to excessive bounce or sway.

e. Frame/flooring/mats

Frame must be solid with no adverse rust; flooring must be solid; mats must be solid with no holes.

f. Doors/latches/loading ramps

Doors must be solid; latches freely moving without binding; ramps, if utilized, must be solid without holes and attach to the trailer in a stable and secure manner.

g. Wheels/bearings/tires

wheels must not be bent or cracked, have no missing lug nuts and be properly torqued; bearings must not have excessive play; tires must not be outdated (industry standards suggest a maximum of 6-8 year lifespan), and not worn down to or past the wear indicators, and inflated to the proper load-bearing pressure.

h. Paint/rust/overall appearance

paint (interior and exterior) must be presentable without undue/excessive rust; overall appearance of trailer must be consistent with NMMSAR image (i.e. indicative of a professional organization).

NMMSAR provides a special form (*NMMSAR Horse Trailer Inspection*) for trailer inspections and Unit members are encouraged to use this form for uniformity of all inspections.

All trailer-related information must be noted on the form and be current at the time of inspection.

Trailers must be inspected by a reliable trailer-familiar entity and a trailer-knowledgeable individual. The inspecting person must note on the form if the items are OK, need service, and notate any repairs/adjustments/replacements performed, and provide comments if necessary.

The inspecting person must print, sign and note the entity for which the inspector is employed.

Completed forms are to be submitted to the Safety Officer or any NMMSAR Board person.

NOTE: DOT Tire DATE identification: On tires that were manufactured in 2000 and after, the last four digits indicate the week and year the tire was produced. The first two digits identify the week and the second two identify the year. The tire in the photo below was manufactured in the 3rd week of August, 2007.



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