In Industrial Galvanizers receives many inquiries about galvanizing box and boat trailers—and particularly about re-galvanizing trailers that have been in service or were previously painted. Whether the steelwork is new or used, the preparation principles are the same; remember V.A.S.P—

- **V**entilation & Draining. Every tubular (hollow) section must have an opening OF AT LEAST THE MINIMUM REQUIRED DIMENSION at each end. This allows the molten zinc to enter, and superheated air to escape and prevent explosions due to pressure build up. This protects the work and Industrial Galvanizers’ employees.
- **H**oles must be as close as possible to the end of the tube
- **R**efer to our Tech Tip No. 12 for hole dimensions—its available on our website under FAQs
- **S**urface Preparation. Industrial Galvanizers’ pre-treatment process will remove most standard mill paints, surface rust, oils and grease from fabrications using new steel. Your trailer or chassis may need abrasive blasting (sand blasting) if it has—
  - A lacquer coating (seen on some imported steel)
  - Previously been painted
  - Excessive rust or corrosion

**PREPARE**

**PREPARATION COUNTS**

For a FAST, quality outcome remember V.A.S.P
- **V**entilation & Drainage
- **A**ccessories
- **S**urface Preparation
- **P**aperwork

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**A**ccessories. Any non-steel items should be removed.
- **T**hreaded items will need the threads cut after galvanizing so that the nuts and bolts will fit correctly.
- **C**oils springs cannot be galvanized. Leaf springs can usually be galvanized as separate leaves that have been abrasive blasted
- **T**ow couplings must be removed or they will seize up during the galvanizing process
- **B**olt-on mudguards are best galvanized separately from the frame. Welded mudguards may suffer handling damage when turning over the trailer.
- **S**teel wheels should be galvanized. These are the most frequently immersed part of a boat trailer.
- **G**alvanize chains separately.
- **M**oving parts require a 2mm clearance.

**WHY GALVANIZE?**

Hot-dip galvanized coatings provide lasting corrosion protection to steel trailers and chassis, and require minimal maintenance.

**COATINGS DIFFER**

Only hot-dip galvanizing gives a complete coating—inside and out. Full immersion in molten zinc produces bonded, tough corrosion protection.

**HOT-DIP GALVANIZING — LONG-LASTING CORROSION PROTECTION FOR YOUR STEEL PROJECTS**

**PAPERWORK.** Supply a list of ALL parts to be galvanized—including smaller parts or accessories. This allows tracking and identification through the process. If Industrial Galvanizers believes your fabrication will buckle or distort during galvanizing, you may be asked to sign a Distortion Waiver.
Preparing your Trailer or Chassis for Hot Dip Galvanizing

The **GENERAL** principles for Venting and Draining a trailer or chassis are illustrated below. Industrial Galvanizers Sales staff are always willing to provide **FREE** advice, so call us on 1300 INGALV (1300 464 258) if you are in doubt.

**MAINTENANCE**
Regular washing down with fresh water (inside hollow sections as well) is all that is needed to ensure damaging salts do not reduce the life of the coating.
Park the tray so that rain water drains away freely.
Don’t leave damp garden refuse or soil in the trailer for prolonged periods.

**CORRECT VENT AND DRAIN HOLE SIZES**
For correct hole sizes see ingal.com.au - FAQs
(Tech Tip No.12) OR scan the QR code below:-

![QR Code Image]

View of underside of trailers showing typical hole position. Not to scale.

![Diagram Image]