

1/2-Ton Trucks (Light-Duty Pickups)

Typical examples: F-150, Silverado 1500, Ram 1500

(OEMs vary, but the patterns are consistent)

Common Intervals:

- **Oil & Filter:** 5,000–7,500 miles (severe duty = 3,000–5,000)
- **Tire Rotation:** Every 7,500 miles
- **Cabin Air Filter:** Every 2 years
- **Engine Air Filter:** Every 4 years
- **Brake Fluid:** Every 3 years
- **Coolant:** Every 5 years
- **Transmission Fluid:** Severe duty only (towing, plowing, dusty) — often 30k–60k miles

1-Ton Trucks (Heavy Light-Duty / Class 2–3)

Examples: F-350, Ram 3500, Silverado 3500

Patterns are similar to ½-tons but with heavier-duty cycles.

Common Intervals:

- **Oil & Filter:** 5,000–7,500 miles (diesel: 5,000–10,000 depending on load)
- **Fuel Filters (Diesel):** 15,000–20,000 miles
- **Transmission Fluid:** 30,000–60,000 miles (severe duty)
- **Differential Fluid:** 30,000–50,000 miles
- **Brake Inspection:** Every 10,000–15,000 miles

Full PM: Every 10,000 miles (industry standard for work trucks)

- These intervals align with general PM guidance for heavy-duty pickups and commercial trucks.

Small Equipment (Skid Steers, Mini Excavators, Compact Track Loaders)

Industry standard: **hour-based** maintenance.

From heavy-equipment PM guidance:

- **Daily:** Fluids, tracks/tires, leaks, safety systems
- **Every 250 Hours:** Engine oil & filter, fuel filter, hydraulic filter (varies by OEM)
- **Every 500 Hours:** Hydraulic fluid check, cooling system service
- **Every 1,000 Hours:** Full hydraulic fluid change, drive motor service

Every 2,000 Hours: Major service (coolant, hoses, belts, full inspection)

- These intervals match heavy-equipment PM frameworks.

Large Equipment (Loaders, Excavators, Dozers, Graders)

Also hour-based, but heavier cycles.

From heavy-equipment maintenance schedules:

- **Daily:** Walk-around, fluids, safety checks
- **250 Hours:** Engine oil & filter
- **500 Hours:** Fuel filters, hydraulic filters
- **1,000 Hours:** Hydraulic fluid sampling, cooling system service
- **2,000 Hours:** Full hydraulic fluid change, transmission service

4,000 Hours: Major overhaul intervals (varies by OEM)

- These reflect industry-standard heavy-equipment service intervals.

Class B Trucks (Medium-Duty: 10,001–26,000 lbs GVWR)

Examples: box trucks, service trucks, small dump trucks.

Class B PM schedules follow the **PM-A / PM-B / PM-C** structure:

From PM Class guidance:

- **PM-A (Basic):** Every 5,000–7,500 miles
- **PM-B (Intermediate):** Every 10,000–15,000 miles

PM-C (Comprehensive): Every 20,000–30,000 miles

- These intervals come from Class A/B/C/D PM service frameworks.

Class A Trucks (Heavy-Duty Semis)

Industry standard: **10,000–25,000 mile PM cycles**, depending on duty cycle.

From semi-truck PM schedules:

- **PM-A:** 10,000–15,000 miles
- **PM-B:** 20,000–30,000 miles
- **PM-C:** 40,000–60,000 miles

Daily: Pre-trip inspections (DOT required)

- These intervals align with heavy-duty PM guidance.

OEMs like Volvo also publish detailed interval charts by model year.

TRAILER MAINTENANCE INTERVALS (Industry Standard)

Applies to:

- Flatbeds
- Dry vans
- Reefers
- Goosenecks
- Equipment trailers
- Dump trailers
- Roll-offs
- Utility trailers

1. PM-A (Basic Service) — Every 6,000–10,000 miles OR every 3 months

This is the standard “quick PM” for trailers.

Includes:

- Lights & wiring check
- Tire pressure & tread
- Wheel end visual inspection
- Brake lining visual check
- Air lines & hoses (if air-brake)
- Coupler/kingpin/gooseneck inspection
- Safety chains & breakaway system
- Frame & crossmember visual check

This is the interval most fleets skip — and it’s where you catch early failures.

2. PM-B (Intermediate Service) — Every 12,000–20,000 miles OR every 6 months

This is a deeper inspection and aligns with DOT expectations for commercial trailers.

Includes everything in PM-A plus:

- Brake stroke measurement
- Brake drum/rotor inspection
- Wheel bearing play check
- Suspension bushings
- Equalizers, hangers, and shackles
- Air suspension bags & leveling valves
- Landing gear lubrication
- Door seals & hinges (dry van/reefer)

This is the “fleet standard” interval for most commercial operations.

3. PM-C (Comprehensive Service) — Every 24,000–30,000 miles OR annually

This is the full annual service and pairs perfectly with the **Annual DOT Inspection**.

Includes everything in PM-A and PM-B plus:

- Wheel bearing repack or hub oil change
- Full brake inspection (linings, drums, hardware)
- Air system leak test
- Structural inspection (frame, welds, crossmembers)
- Floor inspection (dry van/reefer)
- Roof inspection (dry van/reefer)
- Full lighting system continuity test
- Suspension torque checks

This is the “deep dive” that keeps trailers safe and compliant.

Special Intervals (Trailer-Specific)

Wheel Bearings

- **Grease hubs:** Every 12 months or 12,000 miles
- **Oil hubs:** Check every PM; change annually

Brake Adjustment

- Manual slack adjusters: Every PM
- Auto-slacks: Check stroke every PM

Tires

- Rotate (if applicable): Every 10,000–15,000 miles
- Replace: At 4/32" steer, 2/32" others

Suspension

- Torque checks: Annually
- Bushings: Inspect every PM-B

Electrical

- Full continuity test: Annually
- Plug & harness inspection: Every PM-A

DOT Requirements for Trailers

DOT requires:

- **Annual DOT Inspection** (Appendix A)
- **Maintenance file** for each trailer
- **Repair documentation**
- **Defect correction records**
- **DVIR repairs** (if the driver reports a defect)

Trailers are held to the same documentation standards as trucks.