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<b>Type:</b>	HSS Alert		
<b>Subject:</b>	Plant trailers pre-use checks		
<b>Applicable Areas:</b>	All departments	<b>Applicable Job Roles:</b>	All
<b>Issued By:</b>	Network operations	<b>Author:</b>	Chris Richardson
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**Please consult the author if you have any queries about the information below.**

**This supersedes NA 74 v1.0 which has been withdrawn**

UK Power Networks and its contractor partners have now experienced eight wheels becoming detached from plant trailers in the past five years. These have been a mixture of wheel bearing failures and wheel nuts becoming loose and the wheel falling off.

In each incident, it was found that routine maintenance and daily inspection activities were contributing factors.

As a result, UK Power Networks is reviewing the maintenance and frequency of its trailer fleet to increase the maintenance given to trailers



**It is the responsibility of line management to ensure that all appropriate employees are issued with this Alert and their understanding of the contents is checked. This Alert will be subject to compliance audits after 14 days from the date of issue.**

**This printed document is valid at 13/06/19, check after this date for validity.**

Drivers are reminded that thorough pre-use checks should be undertaken and recorded on all trailers and towed equipment **every day** (when they are used) to confirm they are roadworthy and loads are correctly secured as detailed in the Driver's Handbook, and for securing mini diggers the Excavation and Cable Installation Manual. These checks should also include but not limited to:

- A visual check of the wheel nut indicators to confirm alignment and that the indicators are not showing signs of melting
- Tyre pressure checks
- Tyre condition – ensuring there is sufficient tread and that the tyres are not wearing unevenly, have no bumps or bulges
- Wheels have not been damaged by “Kerbing” the wheels
- Checks should also be made to ensure mini diggers are loaded centrally on the trailer ensuring the weight of the digger is distributed evenly over the four wheels of the trailer and that the trailer is not overloaded
- Drivers are required to complete a drivers daily check sheet which must be stored locally for a minimum of 18 months

Any trailer or towed equipment where the wheel nut indicators have moved or the hub shows signs of oil leaks or overheating **shall not be towed** until the wheel nuts and or hubs have been checked for condition, correct tightness and security by a competent person.

These checks apply to all towed equipment including Cable drum trailers, Generators, Bowsers and plant trailers

**Drivers Hours and W20 Book;** Drivers are reminded

Drivers of goods vehicles or combinations of vehicle and trailer of more than 3.5 tonnes are required to keep driving records

When towing trailers:

Do; give corners a slightly wider line to ensure trailer wheels avoid bumping up the kerb  
Do; report any instances of striking kerbs or large potholes and have the trailer inspected by a competent person before further use.

Do not, drive a heavily laden trailer up a kerb (Unload first)

Do not; drive a heavily laden trailer over rough terrain, (E.g. Leave trailers safe and secure at the edge of a field, drive mini diggers to the job).

Speed limits when towing 50 mph on single carriageways, 60 mph on dual carriageways.

Other Improvements:

Wheel flags and steel nut retainers to be fitted to all towed trailers by 30 September.  
Daily check reminders, tyre pressures and wheel nut torque stickers will be fitted to all trailers.

If in doubt or need advice please contact the:  
**Transport Helpdesk on 0800 328 6484.**

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