

# PF Olsen Toolbox Safety Alert 61

<b>Date:</b> July 2023	<b>Focus Group:</b> Drivers of Towed Trailers
<b>Topic:</b> Regular Trailer Inspections	<b>Issued by:</b> Craig Fisher

**Background and Incident:** A driver has been towing an ATV (side by side LUV) on a purpose built tipping trailer. Leaving at 5:30am, having checked the tiedown straps, the driver set off on a typical country road. Approximately 2 km along the straight road he felt the trailer pulling left before it rode off the towball breaking the safety chain quick hitch. The ATV separated from the trailer, travelled down a grassy slope, and became entangled in a wire fence and redwood hedgerow.

**Injury Details:** No injuries to the driver or other road users. There was minor trailer damage (including a flat tyre) and extensive damage to the ATV.

**Risk Awareness:** Low (or flat) tyre pressure coupled with the shape of the road (camber) can combine to cause a rollover risk (trailers have been known to detach from towballs when angles increase to > 20° off horizontal). Camber can also cause a semi-flat tyre to release pressure through the sealed bead on a tubeless tyre in the lead-up.

**Safe Behaviours:**

- Always check couplings, fasteners, straps and tyre pressures before starting out.
- Loads over 750 kg require trailer brakes.
- Electronically braked trailers are operative through the power connector. If the trailer lights are working this is a good sign that power is available to these brakes.
- Valve caps prevent grit entering the valve stems, affecting the core and causing leaks.

**For Site Manager:**

Print and complete the following:

1. Discuss with employees/operators:
2. Place on-site notice board or in file:

**Site Manager:** \_\_\_\_\_ **Date:** / /  
(initials)

