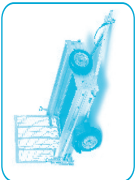


Single Axle Trailer

The rules and procedures in force where people are at work may require the person responsible for this equipment to carry out a specific risk assessment.

It is important to read all of this leaflet BEFORE you use the Single Axle Trailer



- It is important to read all of this leaflet and any others provided before using the single axle trailer.
- If the vehicle/trailer combination exceeds 3.5 tonnes and is being used 'at work' then the tachograph rules apply. Find out about tachographs.
- This single axle trailer is designed solely to carry goods, up to its rated carrying capacity, being towed by a road legal vehicle on made up roads. It must not be used for any other purpose.
- It must not be used for carrying passengers or livestock.
- The use of this Trailer can cause injury or damage if not used in a careful and controlled way.
- The following items of personal protective equipment must be worn when operating this Trailer: High visibility clothing, complying with EN 471, when working on the public highway or on a construction site.
- Unauthorised personnel must not use this single axle trailer. Authorised personnel must have the appropriate driving licence. See driving licence.
- This single axle trailer must not be used by minors, or by anyone under the influence of drugs or alcohol.
- The manual manoeuvring of this single axle trailer should be carried out by one or more able bodied adults. Anyone with a temporary or permanent disability must seek expert advice before using it.



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For guidance on managing construction health risks go to www.hse.gov.uk/construction

Using the Single Axle Trailer

- The speed limits may be different for vehicles over 7.5 tonnes, articulated vehicles, and other unusual vehicles. Check the speed limit for the vehicle you are using.
- The single axle trailer must not be driven in the right hand lane of a motorway with three lanes or more. The trailer should be driven in its own lane. The drivers capabilities and suitable to the road and weather conditions.
- When the trailer start to shake or swerve (usually caused by excessive speed), ease off the accelerator and reduce speed gently.
- Reversing will require practice but it is essential. The driver should be able to manoeuvre the trailer in a safe and controlled manner. The driver's capabilities and suitable to the road and weather conditions.
- If the Maximum Authorised Mass (the maximum weight of the trailer) exceeds 3500kg, and the vehicle is used for hire or reward, or for the commercial carriage of goods, a tachograph must be fitted to the vehicle. For more information on these circumstances must comply with the Goods Vehicles and Tachograph rules for hire or reward, contact the relevant authority. In the UK and Europe, contact the relevant authority (Vehicle and Operator Services Agency (www.vosa.gov.uk).
- If the trailer does not work properly do not attempt to repair it. Contact the hire company.

Please store this leaflet safely. It may be required for further information



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operator should not pull beyond their capabilities and hitched single axle trailer

LOADING A HITCHED SINGLE AXLE TRAILER

- Always apply the towing vehicle handbook.
- A hitched trailer is considerably more stable than when unhitched. The jockey wheel must be left raised. The rear support legs may be left in the raised position but if loading from the rear they may be lowered to maintain a constant height during loading.

HITCHING A SINGLE AXLE TRAILER

- The operator should take their time and not hurry, working to a routine or from a check list to ensure nothing is missed.

TOWBALL HITCH

- Apply the handbook and check the support legs are raised. Remove any towball and electrical socket dust covers and security devices then wind the jockey wheel to the required height. Some older towball hitches require lubrication – check with the hire company.
- If the towing vehicle do not give a good view past the trailer you should fit a wing mirror to the trailer. The jockey wheel assembly to a height just above the towball.

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LOADING A SINGLE AXLE TRAILER

- Great care should be taken when loading this trailer. poor loading can cause significant risks including:
 - Overloading the rear of the trailer will lighten the front of the trailer and the rear of the towing vehicle causing loss of stability and likely to cause snaking.
 - Overloading the front of the trailer will lighten the rear of the trailer and the front of the towing vehicle, causing the front to lose traction. This excessive nose weight is also likely to place unacceptable stresses on the towbar and mounting points.
 - Stability can be lost if loads are heavier on one side of the trailer.
 - If loads are left loose and can move around, the sudden change of weight distribution can cause a dangerous loss of stability. In addition it is possible that part of the load can fall from the trailer endangering other road users and pedestrians.
 - Loads must be securely tied down or restrained. There is a significant danger of light items being lifted out of the trailer by a sudden change in weight distribution using adequate strength load restraints attached to purpose made restraint points on the chassis of the trailer. Do not attach restraints to parts of the bodywork or mudguards that are not that are not designed to carry the weight of the load. A net is useful to restrain small items.

INSURANCE

- Under the terms of hire, the operator is responsible for the safe custody of the Single Axle Trailer. The hire company must also be indemnified against any loss or damage however caused. The best way to do this is to take out proper insurance.
- Some hire companies will offer insurance cover at an extra charge.
- It should be established with the insurers of the vehicle that the operator is insured to tow a trailer.
- The operator should be aware that they are responsible for any damage caused to property belonging to a third party, or if they are involved in a road traffic accident. If there is any doubt about the insurance

Before Starting Work...



- If driving off road, assess the route for soft ground, slopes, holes and trenches. Remember the seesaw action of the towing hitch will reduce the ground clearance and increase the possibility of grounding.
- Help must be sought when reversing or manoeuvring the towing vehicle and trailer. The trailer will reduce the rear view vision.

OPERATORS

- The driver of the towing vehicle has the responsibility for the safe operation of the vehicle and trailer.
- The driver of the towing vehicle must hold an appropriate driving licence to tow this trailer. See driving licence.
- The driver of the towing vehicle must establish that the vehicle is capable of towing the trailer safely.
- The vehicle manufacturer's recommended towing limit, which is found in the vehicle manufacturer's handbook and on the VIN plate on the chassis, must not be exceeded. The Maximum Gross Weight (MGW) of the trailer will be found on the identification plate, normally located on the front of the towing hitch. It must be at least the following items of personal protective equipment: A safety helmet, complying with EN997, when working on a construction site.
- Strong gloves for handling wire ropes.
- High-visibility clothing, complying with EN471, when working on the public highway or on a construction site.
- Anybody who is assisting the driver of the towing vehicle will also need to wear appropriate personal protective equipment.

SINGLE AXLE TRAILER

- Check the damage. Do not use the trailer if you find any damage immediately. First, that the trailer company immediately with the towbar on the towing vehicle – it will either be a 50mm ball or an eye coupling.
- If the trailer is to be detached from the towing vehicle, always apply the hand brake, lower the jockey wheel and support legs. It may also be necessary to check the wheel in some circumstances.
- If the trailer is left unattended ensure that it is protected from theft with either a high lock, wheel clamp or other suitable security device.
- The driver of the towing vehicle should carry out the following checks each time the trailer is used. It will have been supplied in good condition and ready to be used. The following items must be checked to ensure they have not been damaged or altered since then:
 - Are all the lights undamaged?
 - Are the 7 core cable and plug undamaged?
 - Is the correct number plate fitted?