

## Wheel nut indicators for light trailers

CAMs # 454984

### 1. Relevance

This alert is important for all crews who own, hire, or tow light trailers.

### 2. Critical Risk

Moving Plant

### 3. Background

Over recent years we've had several incidents where wheels on light trailers have come off and bounced uncontrollably down roads. If one of these were to hit an oncoming vehicle the results could be disastrous.

We have reviewed current controls for light trailers and have identified additional controls to prevent similar incidents.

Wheel nut indicators are already mandatory on all heavy truck and trailer units. These indicators are now available for light trailers as well.



### 4. Contributing Factors

The review team identified several contributing factors:

- Thorough prestart checks had not been completed and recorded before the light trailer was used.
- Long-term hired trailers had not been inducted into our Certified Safe programme.
- A lack of wheel nut indicators (like those fitted to our heavy truck and trailers) contributed, in some cases, to an underestimation of the risk.

### 5. Mandatory Requirements

- 5.1 All Fulton Hogan owned light trailers must be fitted with light trailer wheel nut indicators by [24 December 2025](#). Certified Safe requirements will be updated to include this.
- 5.2 Please discuss this Red Alert with all employees who use light trailers and remind them why daily prestart checks are so important. ([29 August 2025](#)).
- 5.3 Share this alert with your subcontractors. ([29 August 2025](#)).
- 5.4 Workshop / Fleet Managers are asked to review the age, location, working environment, and use of the light trailers in their fleet. Where the Workshop / Fleet manager recommends it, the service frequency shall be reduced to 3 months. ([24 December 2025](#)).

The PAM 90 checklist has been updated to reflect this.

**5.5 From 1 July 2026, all Fulton Hogan owned plant, machinery and vehicle prestart checks must be completed electronically via the Fulton Hogan prestart app.**

Our existing paper-based system generates about 2500 paper prestart records a day. Given this volume, it's impossible to know which records are missing and where historical records can be found.

Plant prestart records must be quickly accessible following an incident and when requested by the Police or WorkSafe.

Collecting all these records in the Fulton Hogan prestart app is the only way we can meet this requirement.

## 6. Revision History

Date	Author	Brief Description of Change
18/05/2025	P. Westrupp	First draft
05/07/2025	T. Talbot	Second draft

## 7. Closeout Requirements

Please discuss this Red Alert with your teams, complete the items below and return to your Safety Manager. They will collate all responses for the business unit and send a single confirmation to [nzincident@fultonhogan.com](mailto:nzincident@fultonhogan.com) before 30 June 2026.

7.1. What date was this Red Alert communicated to the workplace: \_\_\_/\_\_\_/2025

7.2. Could this incident occur in your Region/Project? (Circle your answer below)

**YES** If Yes, please answer questions 7.3 & 7.4

**NO** If No, please answer question 7.5

7.3. Have all the actions and recommendations been implemented? (Circle your answer below)

**YES** If Yes, please answer question 7.4

**NO** If No, please answer question 7.5

7.4. Are these measures sufficient to eliminate or reduce the risk of an incident (or similar) described in the alert from happening again? (Circle your answer below)

**YES or NO**

If No, please raise a CAM's case listing the required actions and accountabilities to be taken in order to eliminate or reduce the risk. Record the CAMs number below:

**CAMs Case Number:** CAMs-\_\_\_\_\_

7.5. Please explain why this incident could not occur within your region / project.

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In signing this document, I confirm that the actions above have been completed in this region/project.

Region / Project: \_\_\_\_\_

Region / Project Manager Name: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_