

Risk Assessment Analysis				Project Risk Assessment			Project: Trailer Use			
Identification of Hazards and Risk Assessment							Mission Objectives:			
Subsystem	PRE-MITIGATION				Mitigation(s), Warnings and Reminders	POST-MITIGATION				
	Hazards (Loss of)	Likelihood	Severity	Risk Level		Likelihood	Severity	Risk Level	Additional Local Mitigation	Acceptable Yes/No
	Unqualified Driver	Remote	Critical	MEDIUM	<ul style="list-style-type: none"> Ensure all operators are qualified to operate at proper level and certified to use trailer. Training will involve a field session and a written test is required. Document trailer authorization on driver-operator card 	Improbable	Marginal	MEDIUM		
	Drivability Concerns	Frequent	Negligible	MEDIUM	Proper driver training - Situational Awareness - Know GCWR limits - Turning radiuses, etc.	Frequent	Marginal	SERIOUS		
	Backing / Turn - arounds / Parking	Frequent	Critical	HIGH	Use knowledgeable Spotter - Ensure adequate turn around spaces - Use pull-throughs to avoid backing when possible	Frequent	Marginal	SERIOUS		
	Turning / Lane Changes	Frequent	Catastrophic	HIGH	Ensure adequate turning spaces - Be aware of trailer tracking compared to vehicle wheelbase - Be aware of trailer length - Watch your blind spots	Frequent	Marginal	SERIOUS		
	Increased Braking Distance	Probable	Catastrophic	HIGH	Increase your following distance due to increased braking distance - Slow speed during wet or icy conditions	Probable	Marginal	SERIOUS		
	Overloading and Improper loading	Frequent	Critical	HIGH	<ul style="list-style-type: none"> Ensure weight of cargo doesn't exceed proper GVWR of trailer Actual weights of tow vehicle, trailer, and payload must be known and not assumed. Gross Combined Weight Rating (GCWR) shall be adjusted for altitude to provide sufficient engine and transmission cooling. Industry standard and Agency direction is 2% per 1,000 feet above sea level (ASL). 15% of bumper pull trailer weight should be assumed as transferred weight to tow vehicle. 25% of gooseneck trailer weight should be assumed as transferred weight to tow vehicle. Transferred weight must not exceed allowable payload of towing vehicle after considering occupants and associated supplies or equipment contained in or on tow vehicle. 	Frequent	Marginal	SERIOUS		

Inadequate trailer components	Occasional	Catastrophic	HIGH	<ul style="list-style-type: none"> • All components shall exceed the trailer GVWR. Vehicle mounted receiver, platform insert (stinger), ball, safety chains, and trailer coupler must be rated to exceed the trailer GVWR. • Any component that the rating cannot be determined must be replaced. • Ensure that all trailers with a tongue weight heavier than 100 pounds have tongue jacks or landing gear designed to support the full GVWR of the trailer. • A clip or snap shall be provided to attach trailer brake emergency switch lanyard to hard point on tow vehicle (either around horizontal hitch frame or within hitch plate provided for safety chain attachment). Lanyard will not be captured in safety chain hook. Lanyard loop may be captured behind retaining clip on platform pin until a clip or snap can be obtained. • All trailers exceeding 1,500 pounds GVWR shall have brakes installed (as per Agency direction and state law in Idaho, California, and Nevada). • Tires shall be ST or LT type, load rated to exceed the trailer GVWR, and inflated to maximum PSI. P type tires must not be used on trailers. 	Remote	Catastrophic	SERIOUS		
Load not secure	Occasional	Catastrophic	HIGH	Ensure proper tie-down protocol is followed - Check load frequently for shifting	Remote	Critical	MEDIUM		
Properly Inspected Equipment	Frequent	Critical	HIGH	Ensure proper hitch, and that vehicles is capable to handle the trailer. Inspect trailer tires/springs, etc - Do a pre-trip inspection (lights, safety chains, etc.)	Frequent	Marginal	SERIOUS		
Prepared by KENT WELNER					Date April 19, 2022				
Line Officer Signature Diane M. White Title REGIONAL FORESTER					Date April 19, 2022				

