

The instructions recommended within this document apply to normal risk conditions. If the Traffic Light Trailer is to be operated in a dangerous or hostile environment, the user/client is responsible for conducting an appropriate risk analysis and applying suitable controls to mitigate those additional risks.

This instruction should be read in conjunction with the Risk Assessment.

GENERAL SAFETY

- Wear appropriate PPE (safety footwear and Hi-Vis jacket)
- Beware tipping of trailer when turning or on uneven ground
- Check that trailer towbar and twin trailer connections are not damaged
- Ensure jockey wheel is properly positioned for parking or retracted for travel
- Ensure stabilisers are in place when parked or retracted when travelling
- Ensure wheels are chocked and brake applied when parked
- Severe weather conditions may cause tipping and mast may need to be lowered

TRANSPORT OF TRAFFIC LIGHT TRAILER

1. Ensure towbar is properly connected, chain attached, jockey wheel and stabilisers retracted and all lights are working
2. Ensure twin trailers are properly connected and locking pins in place
3. Ensure light mast is fully lowered and locked
4. Ensure stabiliser legs are raised
5. Install the short joiner bar into the slave trailer
6. Ensure drawbar pins are fitted to slave trailer before connecting the two trailers
7. Line up both trailers end to end. Lower coupling of joiner bar onto the tow ball of the master trailer
8. DO NOT USE THE LONGER DRAWBAR TO JOIN THE TWO TRAILERS (THIS IS USED FOR CONNECTING TO THE TOWING VEHICLE)
9. Use the wheel locking chains as safety chains. Place the wheel locking chain from the master trailer onto the studs on the inside front of the slave trailer
10. Connect tail light leads and test tail lights
11. Check pressure of tyres and tyre tread
12. Ensure jockey wheel is raised
13. Do not exceed speed limit

OPERATING CONDITIONS

- Check battery levels
- Ensure that all locks and keys are present
- Ensure solar panels are clear of debris
- Check that remote control aerial is not damaged
- Disengage mast pin and fully raise light head before locking mast in position with safety pin.
- On slave unit, open control box and press power button. Yellow lamps will flash. Repeat for master unit
- Ensure PTL handheld controller is securely plugged in and press power button to turn unit on

PARKING

- Park on level ground before separating twin trailers or deploying stabiliser legs
- Apply brake, lower jockey wheel and stabilisers and lock in place
- Remove tail light cable and safety chains
- Use steps 7 back through to 3 of transport procedures above for separation of the two trailers
- Ensure parked unit solar panels will receive direct sunlight
- If solar panels are shaded, provide regular charging of batteries
- Ensure parked unit is not too close to traffic to be hit by a vehicle
- Ensure parked unit will not hinder or endanger pedestrian traffic

Safe Operating Procedure Traffic Light Trailer

www.rapidhire.net.au

We are located at:
10 Kerryl Street, Kunda Park Qld 4556
Email: info@rapidhire.net.au
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- Install safety barriers if necessary

SHUT DOWN PROCEDURES

- Turn of PTL2 master unit by pressing power button on the controller in the control box
- When slave unit is in yellow flash mode, press power button on the status display to turn unit off
- Release mast locking pin and lower lamp head
- Carry out checks 3to 10 as indicated in transport procedure above

INSPECTION AND MAINTENANCE

- Check condition of trailer, traffic lights, solar panel, batteries and aerial
- Check condition of mast cable and pulley

The above instructions must be followed at all times If any of the instructions are not possible, contact the site supervisor for an assessment of any safety requirements

Traffic Light Trailer Risk Assessment

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Likely Risk Issue	Who/ What may be harmed? (Specific Persons)	What is the Rate Level? (Rate risk as Low, Medium or High)	What Risk Control Actions Needs to Be Taken? (What needs to be considered so that the risks are identified and effectively controlled)	Time Frame
Towing Mechanism	Operator Spectator Staff	Severity of Risk (S)- 3 Likelihood of Risk (L)- 2 Overall Risk (S x L)= 6 MEDIUM	<ul style="list-style-type: none"> Towbar connection to be checked to ensure ball location is complete, locking pin is in place, chain is connected and jockey wheel raised Ensure all taillights are functioning Ensure taillight lead is raised above ground when not in use Ensure chains and locking pins are in place before towing 2 units together 	Every Hire
Battery Cover Loose	Operator Spectator Staff	Severity of Risk (S)- 1 Likelihood of Risk (L)- 2 Overall Risk (S x L)= 2 LOW	<ul style="list-style-type: none"> Operator or staff to ensure that all covers are fully secured before starting journey Apply security padlock only 	Every Hire
Rollover of Light Tower when being Towed	Operator Spectator Staff	Severity of Risk (S)- 3 Likelihood of Risk (L)- 1 Overall Risk (S x L)= 3 LOW	<ul style="list-style-type: none"> Operator to be vigilant with not speeding and check tow capacity of vehicle Ensure tyre pressures are correct before starting journey 	Every Hire
Tripping and Crushing	Operator Spectator Staff	Severity of Risk (S)- 3 Likelihood of Risk (L)- 2 Overall Risk (S x L)= 6 MEDIUM	<ul style="list-style-type: none"> Operator to be vigilant and no positioning is carried out until everyone is well clear Ensure platform support legs are correctly adjusted Assess prevailing weather conditions Ensure ground is firm and level 	Every Hire
Collision	Operator Spectator Staff	Severity of Risk (S)- 3 Likelihood of Risk (L)- 2 Overall Risk (S x L)= 6 MEDIUM	<ul style="list-style-type: none"> Operators to be vigilant and adhere to safe breaking distance behind vehicle in front Check that mast has been fully lowered before travelling 	Every Hire
Sundry Components	Operator Spectator Staff	Severity of Risk (S)- 2 Likelihood of Risk (L)- 2 Overall Risk (S x L)= 4 MEDIUM	<ul style="list-style-type: none"> Ensure no debris or components are on the solar panel surfaces Ensure that remote control aerial is not damaged Ensure light tower locking pins are in place at all times 	Every Hire

Calculation of Risk Evaluation

Severity of Risk (S) is judged by evaluating the effects of the hazard if the risk occurs. This is evaluated as Minor = 1, Major = 2, Serious = 3

Risk Likelihood (L) - The likelihood of the harm occurring is evaluated on the basis of: Unlikely =1, Possible = 2, Likely = 3

Overall Risk is calculated by multiplying the figure for Severity (S) and Likelihood (L).

The overall risk figure calculated is related to the Risk Level of either Low: 1 to 3; Medium: 4 to 6 or High: 7 to 9

NB This is a generic risk assessment only. It is advisable to carry out a site-specific assessment prior to using this equipment.