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|  | | | **Job Hazard Analysis (JHA)** | | | | | **Safe Job Procedure** |
| **Identified Task:** | | | | | **Priority Ranking:**  **Severity:** 1. Imminent Danger 2. Serious 3. Minor  4. Not Applicable  **Probability:** A. Probable B. Reasonably Probable  C. Remote D. Extremely Remote | | | **Severity (S) + Probability (P) = Priority Ranking (PR)**  For example,  Working at a height of 4 meters without fall protection.  S (**1**) +P (**A**) =PR (**1A**) |
| Towing vehicles with track hoe | | | | |
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| **Tools/Equipment Required:** | | | | | **Material Required:** | | | Date: January 9th 2015  Page:\_\_1\_\_\_ of \_\_\_2\_\_ |
| **Track Hoe** | | | | | **Proper tow rope.** | | |
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| **Steps** | **Sequence of Steps** | **Potential Incidents or Hazards** | | **Priority** | **Controls in Place**  **Identify Controls or Combination of Controls That Are in Place** | | | **Instructions:**  The Job Hazard Analysis must be completed prior to the development of the Safe Job Procedure. |
|  |  |  | |  | **Engineer** | **Administration** | **PPE** |  |
| 1 | Assess what equipment or vehicle you are going to pull | Slips and trips  Other equipment or vehicles in area  Awkward terrain or slopes  Uneven ground | | 2b |  | **SWP/SJP** |  | Always wear a traffic vest when working in areas where traffic frequents  Use bar instead of fingers when working in tight spaces. Check all hoses prior to use for wear or leaks |
| 2 | Hooking up to equipment or vehicle you are going to pull | Pinch points  Awkward body movements  Slips and trips  Other vehicles or equipment | | 2c |  | **SWP** |  | Guide truck to where you want him to park. Never get in a position where you can’t see driver in mirror. Instruct driver to stop if he loses site of you the spotter. |
| 3 | Pulling vehicle or equipment | Damage to vehicle  Tow cable could snap  Tow hook on equipment could break or come loose.  Equipment could tip over or lose its load  Cat could get stuck or slide on ground | | 2b |  | **SWP/SJP** |  | Use 3 point contact and wear appropriate foot wear for conditions  Wear a high visibility traffic vest when outside of cab.  Use extreme caution when climbing in and out of ditches. |
| 4 | Unhooking equipment | Slips and trips  Pinch points  Awkward positioning | | 2c |  | **SWP** |  | Wear proper gloves to protect hands from slivers from cable or tow rope.  Stretch before reaching awkwardly under equipment or vehicles.  Radio other equipment in area and tell them what is going on.  Watch for vehicles or equipment while you are working. |
| 4 |  |  | |  |  |  |  | Ensure that owner of vehicle hooks cable or tow strap to their vehicle. If this is not possible have them approve where you have hooked up.  Inspect tow cable or strap prior to use.  Inspect hook on equipment or vehicle prior to towing.  Always pull vehicle or equipment straight forward and not sideways.  Only hook to approved hooks or anchors on vehicle  Have a spotter telling you what vehicle is doing at all times.  Stop immediately if vehicle becomes unstable or it looks as if it might lose its load. |
| 4 |  |  | |  |  |  |  | Use 3 point contact and be careful walking on slippery or uneven ground.  Tap cable or tow strap gently until it comes free.  Very important  Inspect vehicle for damages and take a quick picture with cell phone. Lots of people will come back later and claim you did a bunch of damage to their vehicle when you actually did not. Have them agree that vehicle is not damaged before they leave. If there is some damage tell supervisor and have damage documented before vehicle leaves site. |
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| **Developed by: Blake Cowan** | | | | | | **Reviewed by: Dylan Gardner** | | |
| **Revised by:** | | | | | | **Approved by: Dylan Gardner** | | |
| **Comments:** | | | | | | | | |
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