
INSTRUCTIONAL GUIDE

TOPIC: TRAILER DEPLOYMENT

TOPIC: MODULAR TRAILER DEPLOYMENT EXERCISE

PURPOSE: To exercise the Strike Team concept with an activation and mobilization of the various specialized equipment trailers and to improve multi-agency (fire agencies, SCCEMS and 'County Ambulance') Mutual Aid effectiveness.

MATERIALS NEEDED:

- Santa Clara County Local Fire Service and Rescue Mutual Aid Plan, Appendix 4.B., Santa Clara County Mutual Aid Resource Status <http://www.santaclaracounty-xsc.org/specializedunits.php>
- ICS 420-1 (FIREScope Field Operations Guide)

TIME: 30 to 60 minutes

DESIRED OUTCOMES:

Personnel and trailers proceed to the designated host venue site;

- Personnel will identify scenarios, which would call for response of the various types of specialized trailers, and will identify trailer assignments (station locations) within the county.
- Participants will provide a guided tour of their assigned trailer, and will remove, describe, and discuss application of selected specialized equipment. In addition, participants will provide handouts describing what specialized equipment is maintained within each trailer.
- Personnel will identify the applicable communications channels for mutual aid response.
- Personnel will identify the tasks associated with geographic and functional assignments at various deployment scenarios.
- Personnel will describe the use of T-cards and present completed T-cards.

KEY COMPONENTS:

- Discuss common roles, terminology, and communications exercise.
- Review response configurations
- Discuss assignment possibilities & expectations

TACTICAL ASSIGNMENTS:

1. Discuss code three driving in relation to trailer towing (see reference)

Question: Does your agency have an SOP/SOG for towing of emergency response trailers? Does your agency allow or prohibit Code three driving when towing?

COMMUNICATIONS:

1. Review MPMP, Annex A, County Communications
2. Travel channel (dispatch channel of incident owner or White Fire 1)
3. Fire department traffic will be coordinated on the State "White 1" fire frequency.
4. Command channel (command channel of incident owner or primary channel of incident owner).
5. Tactical channel (tactical channel of incident owner or primary channel of incident owner).
6. Air operations channel (primary channel of incident owner, or CALCORD channel,).

ACCOUNTABILITY:

1. T-cards from each company are given to the Strike Team/Task Force Leader, and they shall be checked for accuracy.
 - a. The I-219-8 (tan colored) T-Card shall be used for this resource
2. Resources arriving at the incident shall check in at Staging.

EQUIPMENT/KNOWLEDGE:

1. Safety Equipment
2. Did the participants have the necessary equipment to safely respond to and operate at the incident?
3. Knowledge of the application, care, and maintenance of the equipment
4. T-Card
 - a. Are the T-cards completed and correct? Is the information consistent with the information provided in the Santa Clara County Mutual Aid Plan?

COMMENTS

Trailer Towing & Deployment Reference

IN ADDITION TO INDIVIDUAL DEPARTMENT POLICY & PROCEDURES THE FOLLOWING SHOULD BE CONSIDERED FOR TRAILER DEPLOYMENT ACTIVITIES

Preparation and Pre-Trip

1. Perform a walk-around of the trailer to assure that the unit is free from any attached wires or obstructions
2. Inspect the inside of the trailer for loose items; secure items as necessary
3. Remove the trailer ball (located on floor in rear of trailer) and receiver pin from the trailer. Ensure that the hitch/ball receiver is of the proper capacity (2- 1/2").
4. Attach ball to tow vehicle with the receiver pin; secure with safety clasp pin
5. Assure that the trailer tongue coupler is raised higher than the top of the trailer ball. The trailer is equipped with a manual tongue jack to assist with raising and lowering.
6. Carefully back the tow vehicle up aligning the ball directly under the trailer tongue coupler. It is highly recommended that a second person assist the tow vehicle operator as a spotter during this event.
7. Lower the trailer tongue coupler onto the hitch ball, firmly seating the coupler in place
8. Secure the tongue coupler to the ball using the coupler lever and coupler safety pin
9. Continue to retract the trailer tongue jack, then rotate the jack parallel to the tongue. Attach the trailer wiring harness to the tow vehicle. Check for green indicator on the electronic brake controller.
10. Attach the safety chains to the tow vehicle. Chains should be crossed under the trailer tongue and slack adjusted.
11. Test all running, brake, and turn signal lights on the trailer
12. Remove the trailer wheel chocks and stow them inside the trailer
13. Lock the trailer doors (tops and both sides) to prevent the doors from opening as you tow
14. Activate "tow haul" button when available (Prime Mover)
15. Attach the emergency breakaway cable
16. Check the tire pressure, rims, and lugs
17. Conduct Pre-trip safety inspection of the tow vehicle
18. Adjust mirrors as needed

19. Test the electronic brakes

20. Check the travel routes and restrictions

Loading

The way you load the trailer can determine how easy you can tow it. While loading, keep in mind that the tongue weight should be 10% to 15% of the overall trailer weight. One of the main causes of trailer sway is not having a large enough percentage of trailer tongue weight compared to gross trailer weight. To help prevent the trailer from swaying back and forth, a few things can be done. Try placing heavier cargo in the front of the trailer, ahead of the trailer's axle. Also center the cargo left-to-right and use tie-downs to keep the load from sliding. Trailer Sway can also lead to a loss of vehicle control. When starting out with a new load on a trailer, make sure it will not sway by gradually increasing your speed in intervals until highway speed is reached. If the trailer does begin to sway, try adjusting the cargo and equipment accordingly and then repeat the test. If repositioning the load and equipment did not help reduce the sway, a sway control or a weight distribution system with sway control may be needed.

Driving

1. The addition of a trailer adds weight and length to the tow vehicle. More weight means more time to speed up and more importantly, slow down. Overall handling is also affected. Responders should increase following distances and allow for extra braking time when towing trailers.
2. Allow for extra time when switching lanes, stopping and passing other vehicles. To assist in slowing down, trailer brakes should be utilized. The extra length can also cause problems on turns. Because the trailer does not follow the exact path as the vehicle on turns, remember to swing out wider when traveling around bends and corners.
3. If fuel conservation is a factor, travel at moderate speeds. Faster speeds increase wind resistance, reduce gas mileage, and place added strain on the vehicle and trailer.
4. When traveling over large hills or down gravel roads, use a lower gear to ease transmission and engine operation. Shifting out of overdrive and into a lower gear may also improve vehicle gas mileage.
5. Be extra cautious of potholes and other large bumps. Riding over one can damage the tow vehicle, trailer hitch and/or trailer. When pulling a trailer take your time and be careful.
6. If for some reason (a gust of wind, a downgrade, a pass by a larger vehicle, etc.) the trailer does begin to sway, the driver needs to assess the situation to determine the proper course of action. Here is a list of "Do's and Don'ts" to think about:

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- a. "Do's" - Good Towing Practice
- Gradually reduce speed
 - Steady the steering wheel - sudden turns can cause more sway
 - Apply only the trailer brakes to help reduce trailer sway
- b. "Don'ts" - NOT Good Towing Practice
- Do Not slam on the brakes - jackknifing could occur
 - Do Not attempt to steer out of a sway situation
 - Do Not increase speed - Trailer sway increases in faster speeds
 - Do Not tow a trailer that continues to sway
 - Consider reloading the trailer or perhaps adding a sway control or a weight distribution system with sway control

Parking

1. Locate a firm level area for parking the trailer. Allow room for rear ramp extension.
2. Park tow vehicle and apply brakes
3. Apply wheel chocks to the front and rear of the trailer wheels.
4. Detach safety chains from the tow vehicle.
5. Remove the coupler safety pin and raise the coupler latch.
6. Rotate and extend the tongue jack and begin raising the tongue – raising the tongue coupler until it is free from and above the trailer ball.
7. Detach the trailer wiring harness from the tow vehicle.
8. Pull the tow vehicle away from the trailer.
9. Lower the trailer tongue jack until the unit is level.
10. Trailer is now ready for use.

Maintenance

1. Trailers shall be inspected on a regular schedule consistent with deployment use to ensure and maintain deployment readiness. Inspections should address proper tire rating and suggested manufacturer inflation rates.
2. Trailer brakes shall be inspected regularly and consistent with deployment use
3. Wheel bearings are to be inspected and re-packed annually, consistent with deployment use and within manufacturer specifications.

COMMENTS:
