

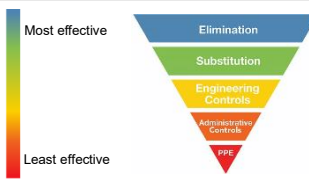
Project:	Workshop Operations	RA No:	18	Review Date
Operation / Task:	Use of Vehicle Servicing Pit + Brake Tester	Persons at risk:	Fitters, Drivers, Visitors	31/01/2027
Location / Area:	All Depot Workshops	Public at risk:	No	
Monitoring Responsibility:	HSQE Team, Transport Service Manager, Transport Compliance Manager, Workshop Foreman/Supervisor			

KEY

S = Severity Rating

L = Likelihood of Occurrence

RR = Risk Rating



1. Negligible	1. Improbable	<table border="1"> <tr> <td>5</td><td>5</td><td>10</td><td>15</td><td>20</td><td>25</td> </tr> <tr> <td>4</td><td>4</td><td>8</td><td>12</td><td>16</td><td>20</td> </tr> <tr> <td>3</td><td>3</td><td>6</td><td>9</td><td>12</td><td>15</td> </tr> <tr> <td>2</td><td>2</td><td>4</td><td>6</td><td>8</td><td>10</td> </tr> <tr> <td>1</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td> </tr> <tr> <td></td> <td></td> <td>1</td><td>2</td><td>3</td><td>4</td><td>5</td> </tr> </table> <p style="text-align: center;">Likelihood</p>	5	5	10	15	20	25	4	4	8	12	16	20	3	3	6	9	12	15	2	2	4	6	8	10	1	1	2	3	4	5			1	2	3	4	5	<table border="0"> <tr> <td>R</td> <td>Unacceptable risk, plan out or add further controls.</td> </tr> <tr> <td>O</td> <td>Acceptable only if no other method viable & with high level controls in place.</td> </tr> <tr> <td>Y</td> <td>Acceptable with suitable controls.</td> </tr> <tr> <td>G</td> <td>Acceptable, no further action required.</td> </tr> </table>	R	Unacceptable risk, plan out or add further controls.	O	Acceptable only if no other method viable & with high level controls in place.	Y	Acceptable with suitable controls.	G	Acceptable, no further action required.
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Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Use of vehicle pit and mechanical props during the maintenance and repair of vehicles and plant	Falls of vehicles into the pit. Falls of people into the pit. Collapse of vehicle jacks. Asphyxiation from vehicle exhaust fumes Electrocution Slips, trips and falls. Fire resulting from hot works. Eye injuries Use of compressed air/lubrication lines. Contamination from fuel/oil spillages Dermatitis from contact with fuels, oils and lubricants Work at height	4	4	16	<ul style="list-style-type: none"> All vehicles are to be guided by a competent person when manoeuvring over the vehicle pit. Speed to be no faster than walking pace. Ensure all tools, equipment and persons are removed from the pit when manoeuvring vehicles over and around the area. This includes disengaging and/or powering off tools and equipment. Always check inside the pit prior to instructing vehicles to exit. Pit to remain barriered off when not in use to prevent falls. Barriers to be in place when pit is in use to prevent unauthorised access. Local exhaust ventilation to be fitted to all vehicle exhaust pipes when engines are run adjacent to the pit. All electrical services to be tested and certified. All portable tools to be PAT tested every 3 months and labelled correctly. Tools to be inspected daily before use and if defective are to be taken out of service immediately and replaced. The pit and the surrounding area are to be kept clear and free of debris, tools, equipment etc. Regular housekeeping during the working shift to be implemented to ensure a trip free zone is maintained at all times. Hot works are to be controlled by the issue of a local hot works permit. All fire precautions are to be implemented prior to any hot works as per 	4	2	8	HSQE Team Transport Service Manager Transport Compliance Manager Workshop Foreman/Supervisor

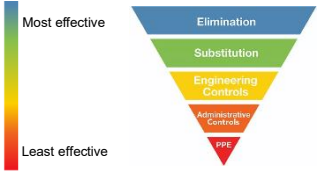
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2. Minor Injury	2. Remote 1 – 10%	4	4	8	12	16	20	
3. Major Injury (RIDDOR)	3. Possible 10 – 50%	3	3	6	9	12	15	
4. Fatality	4. Probable 50 – 90%	2	2	4	6	8	10	
5. Multiple Fatality	5. Almost certain 90%+	1	1	2	3	4	5	
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Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
					the permit. Firefighting. equipment to be readily available. Fire watch to be maintained for 1 hour after hot works has ceased. <ul style="list-style-type: none"> Suitable eye protection to be worn where activities present a risk of eye injury. Eye wear to be appropriate to the task being performed. Air receiver to be tested and certified as per current legislation. Protective gloves/gauntlets to be worn at all times when handling oils/fuels or lubricants. Funnels to be used where necessary when topping up or draining liquids to minimise spillage. All spillages to be cleaned up immediately using absorbent granules. All waste (used spill soil, rags, filters etc.) to be treated as hazardous waste and disposed of correctly by a licensed waste contractor. 				
Use of vehicle pit and mechanical props during the maintenance and repair of vehicles and plant	Falls of vehicles into the pit. Falls of people into the pit. Collapse of vehicle jacks. Asphyxiation from vehicle exhaust fumes Electrocutation Slips, trips and falls. Fire resulting from hot works.	4	4	16	<ul style="list-style-type: none"> Barrier cream to be applied to any exposed skin prior to starting work and at regular intervals thereafter as necessary. Latex gloves to be worn at all times where there is a risk of contact with oils, fuels or lubricants. Good personal hygiene to be observed at all times. Any work at height is to be in accordance with Risk Assessment no. RA20 When working around the vehicle pit, be aware of surroundings, take care and DO NOT rush. 	4	2	8	HSQE Team Transport Service Manager Transport Compliance Manager Workshop Foreman/Supervisor

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KEY

Most effective
Least effective

S = Severity Rating

- Negligible
- Minor Injury
- Major Injury (RIDDOR)
- Fatality
- Multiple Fatality

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- Improbable
- Remote 1 – 10%
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	<ul style="list-style-type: none"> Eye injuries Use of compressed air/lubrication lines. Contamination from fuel/oil spillages Dermatitis from contact with fuels, oils and lubricants Work at height 			16	<ul style="list-style-type: none"> All personnel complete manual handling training. See RA11 Manual Handling. All workshop personnel are competent in their roles. Apprentices must not work alone in the workshop or around the vehicle pit. Appropriate warning signage is displayed in the workshop. Vehicles to be switched off, no idling where possible. When entering/exiting the vehicle pit, ensure that the handrail is erected, secured and 3 points of contact is maintained. 			16	
Use of brake tester	<ul style="list-style-type: none"> Failure in brake tester and brake systems resulting in vehicle instability and loss of control. Plant/Vehicle interface Loss of load on the lorry bed Musculoskeletal injuries 	4	4	16	<ul style="list-style-type: none"> Only competent authorised personnel are permitted to operate the HGV workshop brake test machine. The area must be free from personnel not involved in the operation at all times. Full segregation implemented and maintained. A qualified lorry driver with CPCS/NPORS plant mover will operate the lorry and manoeuvre the load on the bed. Under no circumstances are personnel who do not hold NPORS/CPCS plant mover permitted to manoeuvre a load on the vehicle. Loaded weight will be distributed as per manufacturer guidelines under the HGV Technicians instructed. 	4	1	4	HSQE Team Transport Service Manager Transport Compliance Manager Workshop Foreman/Supervisor HGV Technician

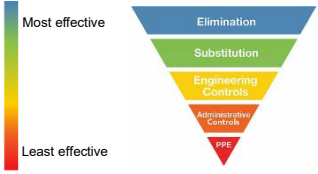
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					<ul style="list-style-type: none"> Vehicle to leave the workshop, park on flat level ground when the load requires moving. All brake tests must be carried out in accordance with the manufacturer's instructions and requirements. Brake tester calibrated and serviceable. Full PPE worn at all times. Good housekeeping maintained at all times. All vehicles to be banked onto the brake tester. Driver must not leave the cab when within the HGV workshop. 				

Risk Assessment Prepared By: Paul Lynch **Signature:**  **Date:** 31/01/2026

Risk Assessment Reviewed By: Daniela Rizvan **Signature:**  **Date:** 31/01/2026

