

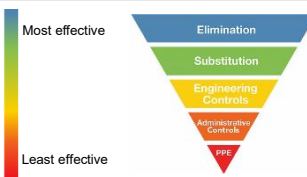
Project:	All Artic + Trailer Operations	RA No:	65	Review Date
Operation / Task:	Coupling + Uncoupling of Trailers	Persons at risk:	Drivers, other site personnel	31/01/2027
Location / Area:	All Lynch Depots + Customer Sites	Public at risk:	No	
Monitoring Responsibility:	Driver, Transport Supervisor, Transport Manager, HSQE Team Transport Compliance Manager			

KEY

S = Severity Rating

L = Likelihood of Occurrence

RR = Risk Rating



1. Negligible
2. Minor Injury
3. Major Injury (RIDDOR)
4. Fatality
5. Multiple Fatality

1. Improbable
2. Remote 1 – 10%
3. Possible 10 – 50%
4. Probable 50 – 90%
5. Almost certain 90%+

Severity	5	4	3	2	1
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
	Likelihood				

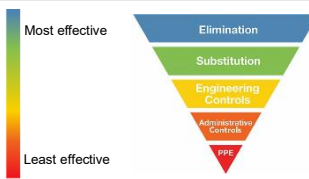
R Unacceptable risk, plan out or add further controls.
O Acceptable only if no other method viable & with high level controls in place.
Y Acceptable with suitable controls.
G Acceptable, no further action required.

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Coupling artic / trailer	Vehicle runaway or trailer rollaway Crush injuries, pinch, serious injury to others, strains of limbs Cut's abrasions Entrapment Burst pipes (air/fluid) skin puncture,	4	4	16	<ul style="list-style-type: none"> Only trained, competent and experienced personnel to couple trailers to arctic units. Ensure all site/depot personnel are kept clear of operation. Slowly reverse the tractor unit in a straight line towards the front of the trailer. Apply the tractor unit parking brake, stop the engine and remove the keys. Check the trailer parking brake is applied. Make any necessary adjustments to the trailer coupling height and slowly reverse the tractor unit under the trailer until the 5th wheel jaws engage. Carry out a visual check that the 5th wheel jaws have engaged correctly and fit the security "dog clip" or other safety device. 	4	2	8	Driver Transport Supervisor Transport Manager HSQE Team

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Severity \ Likelihood	1	2	3	4	5
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

Likelihood

Risk Legend:

- R** Unacceptable risk, plan out or add further controls.
- O** Acceptable only if no other method viable & with high level controls in place.
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Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Coupling artic / trailer	Vehicle runaway or trailer rollaway Crush injuries, pinch, serious injury to others, strains of limbs Cut's abrasions Entrapment. Burst pipes (air/fluid) skin puncture,	4	4	16	<ul style="list-style-type: none"> Carry out a second test that the 5th wheel jaws have engaged by selecting a low forward gear and with the trailer brakes still applied slowly pulling forward. Connect the service airline (yellow) and electrical connections. Connect the emergency airline (red) and watch for any unexpected movement. (If the trailer moves, immediately disconnect the emergency airline (red) and check that the trailer parking brake has been applied. Wind up the landing legs and secure the handle. Fit the number plates and check that the lights work. Carry out visual and functional vehicle checks and release the trailer handbrake before setting off. 	4	2	8	Driver Transport Supervisor Transport Manager HSQE Team
Uncoupling artic / trailer	Vehicle runaway or trailer rollaway Crush injuries, pinch, serious injury to others, strains of limbs Cut's abrasions Entrapment	4	4	16	<ul style="list-style-type: none"> Only trained, competent and experienced personnel to couple trailers to arctic units. Ensure all site/depot personnel are kept clear of operation. Park the vehicle/trailer combination in a straight line. 	4	2	8	Driver Transport Supervisor Transport Manager HSQE Team

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KEY

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Most effective
Least effective

5	5	10	15	20	25	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.
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

Severity

Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Uncoupling artic / trailer	(Continued) Vehicle runaway or trailer rollaway Crush injuries, pinch, serious injury to others, strains of limbs Cut's abrasions Entrapment	4	4	16	<ul style="list-style-type: none"> Apply the tractor unit parking brake, stop the engine and remove the keys. Apply the trailer parking brake. Remove and stow the trailer number plate and lower the landing legs. Disconnect all of the air and electrical services and stow safely. Remove the security "dog clip" and pull the release handle to disengage the 5th wheel jaws. Slowly draw the tractor unit away from the trailer. If the tractor unit has mechanical suspension stop when the trailer is clear of the fifth wheel. Before leaving the trailer, walk round it to check that it is in a safe condition. 	4	2	8	Driver Transport Supervisor Transport Manager HSQE Team

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

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

