

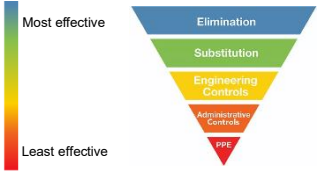
Project:	Transport Operations	RA No:	82	Review Date
Operation / Task:	Working on Vehicle Electrics	Persons at risk:	Employees	31/01/2027
Location / Area:	All Depots/Construction Sites	Public at risk:	No	
Monitoring Responsibility:	Transport Manager, Haulage Manager, Service Manager, , Service Foreman, HSQE Team, HGV Technicians			

KEY

S = Severity Rating

L = Likelihood of Occurrence

RR = Risk Rating



1. Negligible	1. Improbable	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.
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	

Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
General electrical repairs Rewiring Installations of CB radios, beacons, lights etc. (add-ons)	Electric shock, fire, explosion, unexpected movement resulting in personal injury or damages. Musculoskeletal injuries. Electrical systems have the potential to interfere with medical devices such as pacemakers. Other vehicles and pedestrians Work at height Personal injuries including lacerations, crush injuries, head injuries, entrapment	5	3	15	<ul style="list-style-type: none"> Isolate circuit or disconnect the battery (unless it is not practical to do so for diagnosis) prior to commencing with the work activity. During fault finding be aware of the vehicle being unpredictable in operation. Only reconnect when testing. Remove jewellery, rings, watches before commencing. Use the correct tools and equipment for the task. Ensure tools and equipment are insulated as required. All portable appliances must be subject to PAT. Be aware of the explosive nature of battery gasses and take precautions as necessary. Only competent personnel are authorised to work on electrical circuits. Ensure the correct PPE is worn at all times including flame retardant overalls. See risk assessment RA81 Working with batteries. See RA20 Work at Height. 	5	1	5	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

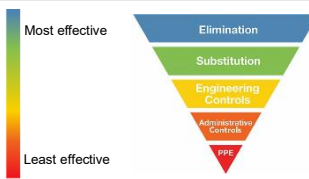
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Likelihood

Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Working on electric and hybrid vehicles	Electric shock, fire, explosion, unexpected movement resulting in personal injury or damages. Musculoskeletal injuries. Electrical systems have the potential to interfere with medical devices such as pacemakers. Other vehicles and pedestrians	5	3	15	<ul style="list-style-type: none"> L Lynch technicians only to carry out mechanical repairs and not to touch EV components. All electric and hybrid vehicles high voltage electrical systems must only be worked on by approved external specialists. All works should be carried out in line with manufacturer instructions and training. Remote operation keys should be kept away from the vehicle to avoid accidental operation of electrical systems and accident movement of the vehicle. Locks keys away with access controlled by the person working on the vehicle. Battery packs are susceptible to high temperatures. Check the label and ensure that this is adhered to. Never exceed the defined maximum temperature. Should operations such as spraying be required, stop and report to your line manager for a separate risk assessment to be carried out. 	5	1	5	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

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5. Multiple Fatality

RR = Risk Rating

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- 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.

Risk Assessment Prepared By:

Paul Lynch

Signature:

Date:

31/01/2026

Risk Assessment Reviewed By:

Daniela Rizvan

Signature:

Date:

31/01/2026

