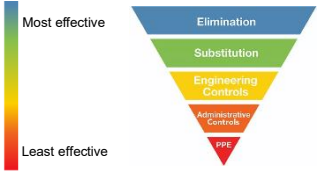


<b>Project:</b>	Transport Operations	<b>RA No:</b>	86	<b>Review Date</b>
<b>Operation / Task:</b>	Working under vehicles	<b>Persons at risk:</b>	Employees	<b>31/01/2027</b>
<b>Location / Area:</b>	L Lynch Depots/Construction Sites	<b>Public at risk:</b>	No	
<b>Monitoring Responsibility:</b>	Transport Manager, Haulage Manager, Service Manager, Service Foreman, HSQE Team, HGV Technicians			

**KEY**



**S = Severity Rating**

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

**L = Likelihood of Occurrence**

- Improbable
- Remote 1 – 10%
- Possible 10 – 50%
- Probable 50 – 90%
- Almost certain 90%+

**RR = Risk Rating**

Severity	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				

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	
Working under vehicles general	Failure of lifting equipment, props, stands etc. Personal injury including crushing, entrapment and death. Property damage	4	3	12	<ul style="list-style-type: none"> <li>Only competent personnel are permitted to work under vehicles.</li> <li>Ensure wheels are chocked prior to works commencing to minimise the risk of vehicle rollaway/movement.</li> <li>Ensure the vehicle is braked, engine off with chocks applied.</li> <li>Ensure housekeeping is maintained to a high standard to minimise S/T/F risk.</li> <li>Should any spillages occur, clean up immediately and report to line manager/site manager.</li> <li>Works are to be segregated from other works with the use of physical barriers where possible.</li> <li>Maintain good communication with others on site.</li> <li>See RA18 Use of Vehicle Pit</li> </ul>	4	1	4	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team
Use of lifting equipment, props, stands etc.	Failure of lifting equipment, props, stands etc. Personal injury including crushing, entrapment and death. Property damage	4	4	16	<ul style="list-style-type: none"> <li>All lifting equipment is subject to thorough examination. NEVER use any lifting equipment that does not have a valid certificate in place.</li> <li>All tools, equipment and lifting equipment to be visually inspected by the technician prior to use.</li> <li>Any defects found, item to be quarantined and reported to Line Manager. Never use any equipment that is out of test date or has signs of damage. If in doubt, STOP and speak to line manager.</li> <li>NEVER exceed the safe working load of tools and equipment.</li> </ul>	4	1	4	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

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**RR = Risk Rating**

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.  
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**Y** Acceptable with suitable controls.  
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Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
				10	<ul style="list-style-type: none"> <li>Always use equipment in line with manufacturers instructions.</li> <li>Correct storage of lifting equipment, tools and equipment.</li> <li>Always use the correct pins for axle stands – screwdrivers, nuts and bolts are not acceptable.</li> <li>Use lifting equipment including stands on a hard level surface. DO NOT lift on sloping, uneven, unstable ground.</li> <li>Ensure that all lifting points for jacks and stands are correct for that vehicle – consult the vehicle manufacturers handbook for guidance.</li> <li>Ensure that vehicles are always properly supported – do not rely on jacks alone.</li> </ul>			5	
Off-site works (non-L Lynch depots)	Failure of lifting equipment, props, stands etc. Personal injury including crushing, entrapment and death. Property damage Other site contractors and/or traffic	5	2	10	<ul style="list-style-type: none"> <li>Induction and point of work risk assessment carried out at the worksite with customer.</li> <li>Customer to advise where the works will be carried out. This must be on firm, level ground.</li> <li>Works area to be segregated with physical barriers where possible.</li> <li>Communication to be maintained with those in the vicinity and the customer.</li> <li>If the working area is unsuitable, STOP and make arrangements for the vehicle to be moved to a safe location before any attempt is made to lift it to undertake repairs.</li> </ul>	5	1	5	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team Customer Site Management Team

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<b>Location / Area:</b>	L Lynch Depots/Construction Sites	<b>Public at risk:</b>	No	
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- Remote 1 – 10%
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**RR = Risk Rating**

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.  
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Activity	Hazards/Risks Identified	Risk Rating			Control Measures	Residual Risk			Responsibility
		S	L	RR		S	L	RR	
Propping cabs and tipper trailers  Use of manual cab tilt systems  Use of electrical cab tilt systems	Personal injuries including crushing, entrapment, fatality.	5	2	10	<ul style="list-style-type: none"> <li>Activities where cabs must be tilted are only to be carried out in L Lynch Depot Workshops.</li> <li><b>Lorry cabs must always be fully tilted, NEVER partially tilt the cab.</b></li> <li>Cabs must be tilted in line with manufacturer instructions and user guides.</li> <li>No work is to be carried out on cab suspension systems or cab tilting systems; this will be carried out externally by the manufacturer.</li> <li><b><u>Where there is a defect with any of the cab tilting components including the pump and ram, the cab must never be tilted.</u></b></li> <li>DO NOT raise or lower the cab if the front cab suspension anti-roll bar is removed.</li> <li>DO NOT raise or lower the cab if the vehicle is raised on jacks or axle stands or on a vehicle lift.</li> <li>Where any defects are found with the cab tilting system, STOP and speak to your line manager.</li> <li>All HGVs are fitted with cab lock sensors from factory. This displays a warning on the dash and audible warning if the cab lock is not engaged.</li> </ul>	5	1	5	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

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**KEY**

**S = Severity Rating**

**L = Likelihood of Occurrence**

**RR = Risk Rating**

Most effective  
Least effective

5	5	10	15	20	25	<b>R</b> Unacceptable risk, plan out or add further controls. <b>O</b> Acceptable only if no other method viable & with high level controls in place. <b>Y</b> Acceptable with suitable controls. <b>G</b> 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	
Limited clearance, confined working area	Property damage with collisions with overhead obstructions Personal injuries	3	3	9	<ul style="list-style-type: none"> <li>Works are only to be carried out in L Lynch Depot workshops.</li> <li>Should a vehicle be on site/highways, it must be recovered to a L Lynch Depot with a HGV workshop.</li> </ul>	3	1	3	Transport Manager Haulage Manager Service Manager Service Foreman HSQE Team

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

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

