

## SSOW 21: HGV CAB TILTING + PROPPING

Issue Number: 03

Date of Issue: 31/01/2026

Based on: RA86

### PURPOSE

To ensure HGV cab tilting and propping is carried out safely and in a controlled manner, preventing cab collapse, equipment failure, crush injuries, and exposure to hazardous components. This SSOW sets out the safe working practices, competency requirements, and equipment standards required to tilt, secure, and work beneath HGV cabs in accordance with RA86, manufacturer instructions, and workshop rules.

### PPE REQUIREMENTS

For this activity, the following PPE must be worn

					
☒	☒	☒	☐	☐	☐
High-vis flame retardant overalls (EN ISO 11612)	Safety Boots (EN ISO 20345:2011) (S3)	Safety Gloves (Cut resistant) (EN 420:2003)	N/A	N/A	N/A

### TRAINING REQUIREMENTS

- Competent and authorised technicians only.
- Familiarity with RA86.
- Knowledge of the correct use of cab tilt mechanisms (manual and electric).
- Understanding of manufacturer instructions for the specific vehicle model.
- Awareness of pinch-point hazards, cab locking systems, and end-stop mechanisms.
- Knowledge of pre-use checks, defect reporting, and tool certification requirements.
- Ability to control ignition keys and isolate the vehicle safely.

### EQUIPMENT REQUIREMENTS

- Cab tilt bar/adaptor in good condition and correct for the vehicle type.
- Functional cab tilt pump, ram, and mechanical end-stop linkage.
- Adequate workshop lighting and restricted-access working area.
- Certified tools and equipment with valid inspection/calibration records.
- Vehicle steps and handrails for safe access/egress.

### SAFE SYSTEM OF WORK

<ul style="list-style-type: none"> <li>HGV Cab tilting + propping must only be carried out at L Lynch Depots inside HGV workshops.</li> <li>Should a cab require tilting whilst outside of a L Lynch depot, it must be recovered back to the depot for the works to be carried out.</li> <li>Only competent personnel are permitted to carry out this activity. If in doubt, STOP and speak to your line manager.</li> <li>The HGV must be parked on firm level ground inside the workshop.</li> <li>All Lynch workshops are restricted access, ensure that no unauthorised personnel are in the area.</li> <li>All tools and equipment must have valid certification available where required. i.e. thorough examination certificates, calibration certificates etc.</li> <li>Prior to work commencing all tools and equipment must be visually inspected by the user. Should any defects be found, quarantine the defective tool/equipment, DO NOT USE.</li> </ul> <p><b>Technicians shall:</b></p> <ul style="list-style-type: none"> <li>Be competent and trained to carry out the cab tilting task.</li> <li>Have previous knowledge and experience of using the cab tilt mechanism fitted to the particular vehicle</li> </ul>
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type.

- Visually check all equipment to be used ensuring that it is in good condition.
- DO NOT use anything found to be faulty or defective.
- Ensure that you read and understand the manufacturer's instructions, procedures and technical documents before commencing with cab tilting.
- Ensure that the cab tilt activity is carried out in line with manufacturer's instructions, procedures and technical documents.

### HGV CAB TILTING + PROPPING SAFE SYSTEM OF WORK

#### Before carrying out the cab tilt task, the technician shall ensure:

- Vehicle is parked inside the workshop on flat level ground.
- Engine is switched off and the ignition key is removed. The technician assigned to the task will be responsible for ensuring the ignition key is strictly controlled to prevent inadvertent use.
- Ensure parking brake is applied.
- Ensure gear lever position is in neutral.
- Check there are no loose objects, items, equipment etc. inside the cab that could move and cause a hazard or danger. Remove any items that could move or inadvertently fall during the task.
- Cab doors are fully closed and latched.
- Ensure there is enough roof height to tilt the cab safely and enough clearance at the front of the vehicle for when the cab is fully tilted forwards.
- Ensure there are no pedestrians in front of the cab before it is tilted.
- There is adequate and sufficient lighting. If required use additional local lighting.
- There are no visitors or contractors working in the same area where the cab tilt is to take place.
- Maintain communication with other technicians/fitters in the HGV workshop at all times.

#### Tilting the HGV cab:

- Open the front grille and corner panels and remove the cab tilt bar. Use the cab tilt bar end notch to turn the cab pump valve clockwise, this will set the cab tilt pump to the raise mode.
- Use the cab tilt bar to pump the cab tilt pump and ram until the cab is fully tilted forwards. The cab tilt task must be carried out whilst standing at the side of the vehicle at all times.
- Note that this process may differ depending on vehicle type; always carry this out in line with manufacturer instructions.

#### Lowering the HGV cab:

- Lowering the cab is a reverse procedure; turn the cab tilt pump anti-clockwise and pump the cab tilt pump and ram until the cab settles into the cab the cab locks, keep pumping until the locks have fully engaged.
- Note that this process may differ depending on vehicle type; always carry this out in line with manufacturer instructions.
- Some vehicles are equipped with electric cab tilting, whereby an in-cab isolator switch must be turned on before the remote-control wander lead is used to raise or lower the cab. Always ensure that the remote-control wander lead is fully stowed in its storage bracket when not being operated and the cab tilt isolator switch is switched off after the cab has been fully raised or fully lowered to prevent any unintentional movement of the cab.
- When the cab is being raised or lowered by tilting, all human body parts must be kept away from the cab area, as sudden cab movements may happen and cause personal injury.
- Always tilt the cab to its end stop position, if this is not possible, STOP and report to your line manager for works to be carried out externally.
- DO NOT go underneath a partially tilted cab, always raise the cab ram until the cab tilt lock mechanism is

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fully engaged and in the end stop lock position.

- Before lowering the cab to its drive position, check the area around the vehicle to ensure that there are no personnel within the vicinity.
- A cab support strut is not required when the vehicle is parked inside the workshop on firm and level ground so long as the cab is fully tilted to its end stop position and the technician has checked and confirmed there are no defects or leaks with the cab tilt mechanism.
- Should defects be found by the technician, work must cease and report to the line manager.
- Cabs must be fully tilted to its end stop position.

### HGV CAB TILTING PROCEDURE

Always refer to the particular vehicle model type technical specifications to understand the correct cab tilt procedure. **The photographs in this document are an example only and will differ dependent on vehicle.**



- This photo shows the cab pump valve.
- Use the notched end of the cab tilt bar/adaptor provided in the vehicle.
- Turn the cab tilt pump valve clockwise to its end stop when raising the cab.
- Turn the pump valve anti-clockwise to its end stop position when lowering the cab.



- This photo shows the cab tilt bar and adaptor; this shall be used when carrying out the cab tilt task.
- DO NOT use a damaged cab tilt bar or adaptor.



- This photo shows the cab tilt bar engaged in the cab tilt pump ready to tilt the cab.
- Always stand at the side of the cab when using the cab tilt bar and never reach under a partially tilted cab.

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- This photo shows the cab tilt ram in the fully raised position.
- If required, visually check the cab tilt ram and ensure it is fully raised.



- This photo shows the mechanical end stop linkage fitted to the cab.
- When the cab tilt ram is fully in raised position the mechanical linkage will automatically lock and prevent the cab from inadvertently moving.
- Before working under the cab, always visually check and ensure that the mechanical end stop linkage is locked in position.



- This photo shows the mechanical end stop linkage in the locked position.
- It is now safe to work under the cab.



- This photo shows a cab correctly and safely tilted, it is now safe to work in front of and under the cab.

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When working in front of the cab, there will be hazards (i.e. grille, cab components, metal parts etc.) which could cause personal injury. Always check and avoid these hazards, a bump cap will help avoid injuries if you need to work in this area.

When working under the cab i.e. in the engine compartment, always ensure that you use the steps fitted to the vehicle chassis to access and egress.

DO NOT jump off the chassis, always use the vehicle steps to egress.

There are many hazards (e.g. hot engine components/manifolds, slipping risks from oils and grease, grease on moving parts, belts and sharp features) present in the open engine compartment, ensure adequate PPE and caution is taken.

Before you carry out any task in the engine compartment you shall carry out a dynamic risk assessment to ensure that it is safe for you to do the required work. Should you require assistance or are unsure, STOP and speak to your line manager.

If you need to start the engine while the cab is tilted, open the driver side door slowly to ensure the door check strap is fully engaged, supporting the weight of the door, use the vehicle steps and cab handrails to climb up to the cab in order to start the engine. Use the vehicles steps to egress, DO NOT jump down.

Anytime an engine is running with the cab tilted, always work from ground level and not from inside the engine compartment.

### IDENTIFIED RISKS

The SSOW above has been compiled after identifying the following risks from this activity

- Failure of lifting equipment
- Failure of tools and equipment
- Failure of cab tilting components
- Pinch points, hand/finger injuries
- Dust inhalation

**FOR MORE INFORMATION, PLEASE REFER TO RISK ASSESSMENT RA86**

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