

## SSOW 28: HYDREMA ENGINE BAY WORKS INCLUDING FAULT FINDING

Issue Number: 02

Date of Issue: 31/01/2026

Based on: RA12

### PURPOSE

To ensure Hydrema engine-bay inspections, fault-finding, and repairs are carried out safely and in a controlled manner, preventing burns, crush injuries, manual-handling harm, and tool-related incidents. This SSOW sets out the safe working practices, competency requirements, and equipment standards required to diagnose and repair defects within the engine bay in accordance with RA12, manufacturer guidance, and site-specific rules.

### PPE REQUIREMENTS

For this activity, the following PPE must be worn



High-vis Vest / Jacket (BS EN 471)



Safety Boots (EN ISO 20345:2011) (S3)



Safety Gloves (Cut resistant) (EN 420:2003)



Safety Helmet (EN 397:1995)



Safety Glasses (EN 116:2001)



Flame Retardant overalls (EN ISO 11612)

### TRAINING REQUIREMENTS

- Competent and authorised fitters only.
- Familiarity with RA12, site-specific procedures, and mobile-repair requirements.
- Manual handling training (RA11) for lifting and handling components.
- Working at height competence where required (refer to RA20).
- Awareness of engine-bay hazards, including hot components, moving parts, and entrapment risks.
- Understanding of safe plant isolation, skip-pinning, and exclusion-zone controls.
- Knowledge of pre-use checks, PAT/calibration requirements, and defect reporting.

### EQUIPMENT REQUIREMENTS

- Suitable hand tools for engine-bay diagnostics and component replacement.
- PAT-tested and calibrated equipment as required.
- Barriers or cones to segregate the working area.
- Skip safety pin and isolator switch for safe plant shutdown.
- Fitter's van with storage for removed parts and waste.
- Lighting suitable for engine-bay work where required.

### SAFE SYSTEM OF WORK

- All Lynch personnel must report to site security/office on arrival at any customer site and wait further instruction before continuing.
- Once the fitter has been directed to the area contact must be made with site Black/Grey Hat and confirm if a Point of Works Risk Assessment and Task Briefing is required prior to any mobile repairs/work activities commencing.
- Always communicate with site staff to ensure all on-site risks have been identified, controlled and you have understood any information received.
- Only competent personnel are permitted to carry out mobile repairs and servicing.
- All Lynch personnel are trained in working at height and refer to RA20 if required.
- See RA11 Manual handling. All fitters complete manual handling training.

**SSOW 28: HYDREMA ENGINE BAY WORKS INCLUDING FAULT FINDING**

Issue Number: 02

Date of Issue: 31/01/2026

Based on: RA12

- Full PPE including safety gloves and glasses must be worn at all times, FFP3 face masks are to be worn as required depending on the work activity.
- Once approved to commence the fitter will ensure that the works area is segregated accordingly. Site must ensure that the works area supplied is adequately controlled and segregated.
- All vehicle/plant movements must be banked and controlled as required.
- All tools and equipment will be visually inspected prior to use. Any defects found fitters must ensure that these are not used and quarantined until replaced in the depot workshop.
- All tools and equipment will be subject to PAT and calibration testing as required.
- Good housekeeping must be maintained at all times.
- Once all checks of the area have been completed and permission to commence has been provided from the customer. The fitter will park the HYDREMA in the safe working area provided.
- The skip will be lifted up and the safety pin fitted to retain the skip in the air.
- The engine will then be powered off and the isolator switch engaged. Keys must be removed to prevent unauthorised starting of the engine.
- The fitter must ensure that the engine is adequately cooled down prior to commencing.
- The fitter will open the engine bay and secure the door where required to prevent accidental closure.
- The fitter will work within the engine bay and fault find/locate the defect.
- Repairs will be carried out as required within the engine bay and parts removed/replaced like for like.
- The safety pin will be removed from the skip and the engine turned on, isolator removed and turned on.
- The skip will be lowered.
- A test of the engine will be conducted by the fitter, should the repair fail, the process will be repeated.
- Upon completion the parts will be loaded into the fitter's van for disposal.
- All tools and equipment must be removed and the area cleared of any waste.

**IDENTIFIED RISKS**

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

- Slips, trips and falls
- Musculoskeletal injuries from manual handling activities
- Incorrect use of tools/equipment resulting in personal injuries
- Failure of tools/ equipment resulting in personal injuries
- Hand injuries
- Burns from engine bay

**FOR MORE INFORMATION, PLEASE REFER TO RISK ASSESSMENT RA12**

Owner: Head of HSQE	Version: 2	LF266
<b>Uncontrolled if printed or copied. Always check for latest version.</b>		Page 2 of 2