

## Forkway Risk Assessment – RA 024

Task/ Activity	This assessment covers the inflation of tyres on plant and MHE both on/off site where the tyre is attached to the vehicle and the deflation and removal of wheels.			Persons Exposed		
Location	Forkway locations and customer sites throughout the UK and Republic of Ireland.			Forkway Employees	Customer Employees	Members of Public
Name of Assessor(s)	Westley Hawkins (SHEQ Advisor) Rob Kent (Fleet Engineer) Richard Watts (Senior Training Instructor)		Date of Assessment	12/04/2024 (V2)	1 - 2	May be in area
			Date of Next Review	12/04/2025		

### Stop and Think

Before undertaking any task/ activity it is essential that you have read and understood all the control measures in this document and are satisfied that the control measures herein are suitable and sufficient. If you find the control measures are not suitable and sufficient, contact your line manager before proceeding.

Hazard	Initial			Control Measures	Residual		
	Likelihood	Severity	Rating		Likelihood	Severity	Rating
1. <b>Manual handling:</b> Injuries from the activities involved with the inclusion of the use of tools and equipment and posture when carrying out the task	3	4	12	All employees receive manual handling training upon induction and are provided with both the equipment and the knowledge to carry out manual handling safely including the use of MHE, breaking downloads into smaller loads or seeking assistance. Tyres are only inflated whilst on the vehicle. Water filled tyres are excessively heavy so extra care is required in the form of manual handling equipment or support from other persons.	1	4	4
2. <b>Vehicles and Plant Activities:</b> Impact from moving vehicles or plant operating in the area where the task is being carried out and Roadside work activities. Working next to live traffic lanes	3	4	12	In line with RA-010 all work carried out on sites where there is vehicle plant activity to have vehicle segregation in place, work carried out in suitable areas where there is adequate lighting and away from moving traffic. PPE in the form of hi-visibility clothing used in all areas and forms part of their workwear.  Where work is carried out roadside where there is live moving traffic vehicle working area should be positioned away from road, if not and where possible the work will be recovered and moved to a safer workshop environment.  Vehicles are fitted with reflective markings, lighting and flashing beacons that are legally compliant for working roadside.	2	4	8

### MULTIPLY THE LIKLIHOOD AND SEVERITY TO GET THE RISK RATING

Likelihood - (5=Very Likely, 4= Likely, 3= Possible, 2= Unlikely, 1= Highly Unlikely)

Severity - (5=Very Severe, 4= Severe, 3= Moderate, 2= Slight, 1=Negligible)

0- 5 = Low Risk - No Action Required.

6-15 = Medium Risk - Ensure adequate controls are in use.

16-25 = High Risk - Stop operation and implement adequate control measures

Hazard	Initial			Control Measures	Residual		
	L	S	R		L	S	R
3. <b>Falling equipment, plant, or vehicles:</b> Impact or crush injuries from incorrect use of and damaged/Faulty equipment. Risk of injuries from failure of weight bearing equipment due to a soft or uneven ground or poor Use of and condition of equipment inc Jacks/Axel stands	3	5	15	<p>Van audits are carried out to check the housekeeping of each van and to check the condition of tools and equipment. LOLER inspections are carried out and there is a record and schedule for these inspections.</p> <p>The ground is assessed to determine whether it is suitable to inflate without creating a hazard due to any movement of the vehicle during inflation.</p>	2	5	10
4. <b>Working Environment conditions:</b> Injuries from poor visibility to weather or local lighting. Risk of not being seen by other vehicles, slips trips and falls and failure of lifting equipment due to poor floor conditions.	3	5	15	<p>Work is only carried out in well-lit areas and where not possible portable lighting is provided alongside and spotlights fitted to the field engineer's vehicle.</p> <p>Where it is felt that the conditions create an unsafe environment the vehicle is recovered and taken to a more suitable environment.</p>	1	5	10
5. <b>Compressed air:</b> Risk of impact from flying debris in the event of high pressure tyres exploding due to over inflated/damaged tyres and compressor.	3	5	15	<p>When inflating pneumatic tires, the following control measures need to be implemented:</p> <ul style="list-style-type: none"> <li>For clarity the tyre pressure is chalked on to the tyre as soon as this has been identified.</li> <li>Condition of tyres are checked for any damage and signs of under inflation that could cause the tyre to explode during inflation – Tyres are not inflated if found to be damaged.</li> <li>All engineers and any other person(s) are to stand outside of any trajectory position when inflating</li> <li>Airlines are long enough for engineer to stand out of trajectory and are fitted with clip on so that the valve does not need to be held on to the tyre</li> <li>Airline is fitted with an accurate pressure gauge so that the correct pressure is set.</li> <li>Airline is removed immediately after inflation</li> <li>All engineers are trained and qualified</li> <li>Water filled tyres are only inflated and deflated while valves is located at the 12 o'clock position</li> </ul>	2	5	10
6. Risk of compressor vessel rupture due to excessive pressure.	3	5	15	<p>Compressor clearly marked with the safe working pressure that meet the capabilities of the compressor. Compressor fitted with a safety valve that will allow air to escape from the receiver as soon as the safe working pressure is exceeded and is fitted with a pressure gauge showing the pressure in the receiver in pounds per square inch or bar.</p>	1	5	5

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7. <b>Housekeeping:</b> Risk of slips, trips and falls due, injuries from unsuitable storage or equipment and tools and fire risks.	3	4	12	All engineers are provided with a vehicle that can hold and store all equipment safely – any special equipment fitted has been fitted bespoke to the vehicle. All vehicles have a housekeeping audit on them by both managers and members of the safety team. Safe system of work in place giving instructions on how to carry out task safely which includes not leaving lines lying around unattended.	1	4	4
8. <b>Mechanical equipment tools:</b> Risk of injuries from equipment from the failure to maintain equipment.	3	3	9	All equipment is inspected regular under the PUWER regulations and LOLER inspections completed as per schedule. Pre-use inspection to be carried out by the engineer each time the tooling is used.	1	3	3
9. <b>Statutory inspections:</b> Risk of injuries from equipment that has not had any mandatory inspections carried out when required such as LOLER.	3	5	15	A LOLER service schedule is in place and a contract is in place with an external body that carries out unbiased and stator inspections on all lifting equipment which are either 6 or 12 monthly dependent. Site audits are carried out which includes checks on this equipment.	2	5	10
10. <b>Ejected or flying Objects:</b> There is risk of there being damage out of view creating a risk of damaged rims or fastenings being ejected during inflation/deflation/reassembled or if removed, this is increased when split rims (Multi-Piece) are fitted.	3	4	12	<p>Where split rims are fitted Risk assessment will contain the details of this so that care can be taken. PPE is worn in the form of eye protection. Split wheels are deflated before removal. Quick release airlines with long airline so that deflation can be carried out at a distance. Vehicle used as form of barrier protection during deflation process. Area segregated off before work being carried out.</p> <p>Where split rims are being reassembled, they are inflated no more than 15 psi and only inflated further when the potential trajectory area is clear with a barrier such as a vehicle put in place.</p> <p>Multi-fit wheels not fitted to the vehicle must be inflated in a cage. Divided wheels require a barrier to be put in trajectory position in the form of a vehicle, wall etc.</p>	2	4	8

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