



Risk Assessment – Telehandler Operations.

Company:	SES Engineering (Newark) Ltd	Date:	16.05.2022	Review Date:	16.05.2023	Ref:	SES/0033
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Operation:	Telehandler Operations.			Persons at risk:	Employees, 3 rd parties		
HAZARD	Assessment			CONTROL MEASURES TO REDUCE THE RISK	Re-assessment		
	S	L	R		S	L	R
Operator error.	4	5	20	Only trained, competent, certified, experienced, and authorised personnel are to operate moving plant machinery.	4	1	4
Overturning.	4	4	16	Drive at a speed consistent with conditions, but always within the prescribed speed limit; avoid sudden braking, striking obstructions, operating on an incline. Carry loads as low as is possible. Cross rails, kerbs and gullies slowly and wherever possible diagonally. Never lift a load using one fork arm.	4	1	4
Overloading & loss of load.	4	5	20	Never exceed the maximum lifting capacity of the truck and in no circumstances should counterweight be added in increase its load carrying capability. Never stack at an unsafe height. Ensure that the load weight is equally distributed on both forks. Do not operate the truck with an unsecured load.	4	1	4
Collision.	4	5	20	Operate the truck in a safe controlled manner. Keep a safe braking distance from any vehicle in front (3 truck lengths). Where possible keep the fork heel about 100mm from ground and the fork tips 50mm above the heel. Ensure there is adequate clearance around the truck when lifting and travelling. If vision is obscured travel in reverse or use a banksman.	3	2	6
Floor/ground failure.	4	4	16	Before driving over bridge plates make certain that they will support the weight of the truck and that they are secured.	4	1	4
Explosions and fire.	4	3	12	Ensure that the truck is fit for use and has no defects or damages. A pre-use check to be completed before any use. Report any problems to management for repair. Regular maintenance schedules to be carried out.	4	1	4
Other personnel.	4	3	12	Make sure that other personnel are aware of the operation and that the trucks motion indicators are working. Always drive carefully and slowly when pedestrians are about and never trap a person, so they have no means of escape. Always remember that it is the driver's responsibility to be aware of pedestrians	4	1	4
Excessive Speed.	4	4	16	All drivers, vehicles will obey the site-specific speed limits and will obey vehicle and pedestrian signage.	4	1	4



Pedestrian movements.	4	4	16	Pedestrians to always use designated footpaths and walkways and wherever use pedestrian crossings. Vehicle drivers to be aware of pedestrians at crossings.	4	1	4
Reversing.	4	4	16	Minimise the need for reversing operations. Keep personnel clear of areas where vehicles need to reverse. Provide markings to guide drivers. Ensure that banksman is used when reversing. Ensure rotating beacons, reverse alarms and reverse cameras are used and are all in working order.	4	1	4
Trapping.	4	3	12	Do not place arms, legs, hands or head between the mast uprights and cross-members or other working parts of the truck. Always keep to the confines of the truck. Never allow anyone to stand or walk beneath the fork arms.	4	1	4
Parking.	3	3	15	Vehicles should be parked in designated parking bays. Reversing into bays is preferred wherever possible to make exiting the bay safer. Do not obstruct vehicle or pedestrian routes and it must be safe to enter/exit the vehicle.	3	1	3

Likelihood →	Likely (5)	Probable (4)	Possible (3)	Unlikely (2)	Very unlikely (1)
↓ Severity					
Death (4)	20	16	12	8	4
Major Injury (3)	15	12	9	6	3
Minor Injury (2)	10	8	6	4	2
No Injury (1)	5	4	3	2	1

KEY: S = Severity

L = Likelihood

R = Risk rating

12-20 High risk
8-10 Medium risk
1-6 Low risk

PPE Required:

Hard hat	Y
High vis clothing & boots	Y
Eye/ ear protection	Y
Suitable gloves	Y
Respiratory equipment	As necessary
Safety harness	Y

Risk assessment to be reviewed every 12 months or following an accident / incident.