



Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Repair of Class 37 traction motor banding with an adhesive - Diesel Loco

Risk Assessment - Repair of Class 37 traction motor banding with an adhesive

Reference No: DIE-44050-40
 Version No: 3
 Assessment Approver: Kevin 'Kev' Jarvis

Department: Diesel Loco
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 Team: Mark Stanley

Adhesive repair to traction motor

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S T	Additional Control Measures	L Overall	S T	Owner/Action
Operations	Repair fails and causes further damage to the traction motor Adhesive fails to hold and motor banding becomes detached causing a flashover situation.	Volunteers & Staff	1) CRITICAL - Substitution: Ensure that a spare traction motor is available should this repair fail. - Effective 2) CRITICAL - Engineering: Consult a qualified rewind engineer regarding a repair method. - Effective 3) CRITICAL - Engineering: Consult a BR electrical engineer regarding experiences of similar repairs. - Effective 4) CRITICAL - Engineering: Use adhesives recommended by the subject matter experts. - Effective 5) CRITICAL - Engineering: Ensure that all loose material is removed before repair - Effective 6) CRITICAL - Engineering: Ensure that all surfaces to be bonded are sufficiently cleaned. - Effective 7) CRITICAL - Engineering: Repair to be carried out by a volunteer familiar with the repair technique. - Effective 8) CRITICAL - Engineering: Repair to be given sufficient time to dry before the traction motor is used. - Effective 9) CRITICAL - Administrative: The traction motor will be inspected regularly following the repair to ensure the integrity of the bond. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	6	None	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	6	n/a
Operations	Traction motor fails whilst locomotive is being used on the GWR Flashover caused by repair failure	Everyone	1) CRITICAL - Engineering: Ensure that the traction motor can be isolated to allow the train to continue in service. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	6	None	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	6	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.
 Ends



Appendix



Reference: UI-44050-843

Repaired traction motor - Repaired traction motor picture