

INSPECTION AND MAINTENANCE CHECKLIST FOR FALL ARREST SYSTEMS

Warnings: Always read all instructions and warnings contained on the product and packaging before using any fall protection equipment.

Inspection: All fall protection equipment should be inspected prior to each use.

Training: All workers should be trained by a Competent Person in the proper use of fall protection equipment.

Regulations: Understand all Federal, State and Local Regulations pertaining to fall protection before selecting and using the equipment.

System Only: Components that are fully compatible with one another Components: should be used. Fall arrest systems that are designed and tested as complete systems should be used in this way.

CLEANING

Basic care of all safety equipment will prolong the durable life of the unit and will contribute toward the performance of its vital safety function. Proper storage and maintenance after use are as important as cleaning the equipment of dirt, corrosives, or contaminants. Storage areas should be clean, dry and free of exposure to fumes or corrosive elements.

Nylon or Polyester—Remove all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent. Work up a lather with a vigorous back and forth motion; then wipe with a clean cloth. Hang freely to dry, but away from excessive heat.

Drying—Equipment should dry thoroughly without close exposure to heat, steam, or long periods of sunlight.

AFTER A FALL OCCURS, ALL COMPONENTS OF THE FALL ARREST SYSTEM SHOULD BE REMOVED FROM SERVICE AND DESTROYED

HARNES INSPECTION (see diagram below)

1. **Webbing**—Grasp the webbing with your hands 6 inches to 8 inches apart. Bend the webbing in an inverted "U". The surface tension resulting makes damaged fibers or cuts easier to detect. Follow this procedure for the entire length of the webbing, inspecting both sides of each strap. Look for frayed edges, broken fibers, pulled stitches, cuts, burns, and chemical damage



2. **D-Rings**—Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely.
3. **Attachment of Buckles**—Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the buckle or D-ring attachments.
4. **Tongue/Grommets**—The tongue receives heavy wear from repeated buckling and unbuckling. Inspect for loose, distorted or broken grommets. Webbing should not have additional holes punched.
5. **Tongue Buckles**—Buckle tongues should be free of distortion in shape and motion. They should overlap the buckle frame and move freely back and forth in their socket. Roller should turn freely on the frame. Check for distortion or sharp edges.
6. **Friction and Mating Buckles**—Inspect the buckle for distortion. The outer bars and center bars must be straight. Pay special attention to corners and attachment point at the center bar.

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LANYARD INSPECTION

When inspecting lanyards, begin at one end and work to the opposite end, slowly rotating the lanyard so that the entire circumference is checked.

1. Hardware—

Snaps: Inspect closely for hook and eye distortions, cracks, corrosion, or pitted surfaces. The keeper (latch) should seat into the nose without binding and should not be distorted or obstructed. The keeper spring should exert sufficient force to firmly close the keeper. Keeper locks must prevent the keeper from opening when the keeper closes.



Thimbles(ropes lanyard): The thimble must be firmly seated in the eye of the splice, and the splice should have no loose or cut strands. The edges of the thimble must be free of sharp edges, distortion, or cracks.



2. Web Lanyard—while bending webbing over a pipe, observe each side of the webbed lanyard. This will reveal any cuts or breaks. Swelling, discoloration, cracks and

charring are obvious signs of chemical or heat damage. Observe closely for any breaks in stitching.



3. Rope Lanyard—Rotation of the rope lanyard while inspecting from end-to-end for any fuzzy, worn, broken or cut fibers. Weakened areas from extreme loads will appear as a noticeable change in original diameter. The rope diameter should be uniform throughout, following a short break-in period.

4. Shock Absorber Pack—The outer portion of the pack should be examined for burn holes and tears. Stitching on areas where the pack is sewn to D-rings, Belts, or lanyards should be examined for loose strands, rips, and deterioration.

5. Shock-Absorbing Lanyard—Shock-absorbing lanyards should be examined as a web lanyard (described in Item 3 above). However, also look for the warning flag or signs of deployment. If the flag has been activated, remove this shock-absorbing lanyard from service.

6. Self-Retracting Lanyard—

Check Housing – Before every use, inspect the unit's housing for loose fasteners and bent, cracked, distorted, worn, malfunctioning or damaged parts.



Retraction and Tension – Test the lifeline retraction and tension by pulling out several feet of the lifeline and allow it to retract back into the unit. Always maintain a light tension on the lifeline as it retracts. The lifeline should pull out freely and retract all the way back into the unit. Do not use the unit if the lifeline does not retract.

Lifeline - The lifeline must be checked regularly for signs of damage. Inspect for cuts, burns, corrosion, kinks, frays or worn areas. Inspect any sewing (web lifelines) for loose, broken or damaged stitching.

Braking Mechanism – The braking mechanism must be tested by grasping the lifeline above the impact indicator and applying a sharp steady pull downward which will engage the brakes. There should be no slippage of the lifeline while the brakes are engaged, once tension is released, the brakes will disengage and the unit will return to the retractable mode. Do not use the unit if the brakes do not engage.

