CONGRATULATIONS

Mikhail Ignashov, you won a $25 gift card!!

The answer to last week's question was:

With regards to an extension ladder, what is the 4 to 1 rule?

C) 1 foot away from the wall for every 4 feet up the wall

SAFETY QUEST:

To be entered into this week's safety drawing return your harness & lanyard inspection sheets (attached). Please note that the procedure on how to inspect your equipment is included.

If you have not been issued a harness or lanyard please note this on the inspection sheet and return it to Heidi.

If you have a retractable lifeline instead of, or in addition to, a lanyard please contact Heidi for the inspection sheet for this type of equipment.

All harnesses and lanyards must be inspected and inspection sheets must be turned in!

DELTA FIRE, INC.
14795 S.W. 72nd Avenue
PORTLAND, OR 97224
PHONE 503-620-4020
FAX 503-620-1058
CCB# 64174

Inspection Check List – Harness

Manufacturer:_____ Serial/Inspection #:_____

Inspector:_____ Date of Inspection:_____

Description	Pass	Fail	Comments
Webbing (front)			
Webbing (back)			
Stitching			
D-Ring/Back Pad			
Buckles			
Harness Fall Arrest Indicators			
Self Contained Label Pack			

This Harness:

_____ (Initial) Passed inspection - Return to service

_____ (Initial) Failed inspection - REMOVE FROM SERVICE AND TAG DO NOT USE!

Signature of inspector:_____

For Office Use Only

Reviewed by:_____

Review date:_____

Harness (and Body Belt) Inspection

To inspect your harness or body belt, perform the following procedures.

Webbing & Stitching

Grasp the webbing with your hands 6 inches (152mm) to 8 inches (203mm) apart. Bend the webbing in an inverted "U" as shown. The surface tension resulting makes damaged fibers or cuts easier to detect. Follow this procedure 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.

D-Rings/Back Pads

Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely. Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the D-ring attachments. Pads should also be inspected for cracks, excessive wear, or other signs of damage.

Buckles

Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the buckle attachments.

Tongue Buckles/Grommets

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 frame. Check for distortion or sharp edges. Inspect for loose, distorted or broken grommets. Webbing should not have additional punched holes.

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 points at the center bar.

Quick-Connect Buckles

Inspect the buckle for distortion. The outer bars and center bars must be straight. Make sure dual-tab release mechanism is free of debris and engages properly.

Harness Fall Arrest Indicators

Inspect fall arrest indicators (located on the back D-ring pad) for signs of activation. Remove from service if broken or stretched between any of the four (4) pairs of arrows.

Procedure obtained from Miller Fall Protection - 800.873.5242 - www.millerfallprotection.com

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Inspection Check List – Lanyard

Manufacturer:_____ Serial/Inspection #:_____

Inspector:_____ Date of Inspection:_____

Description	Pass	Fail	N/A	Comments
Hardware – Snaps				
Hardware – Thimbles				
Wire Rope Lanyard				
Web Lanyard				
Rope Lanyard				
Shock Absorber Pack				
Shock-Absorbing Lanyard				

This Lanyard:

_____ (Initial) Passed inspection - Return to service

_____ (Initial) Failed inspection - REMOVE FROM SERVICE AND TAG DO NOT USE!

Signature of inspector:_____

For Office Use Only

Reviewed by:_____

Review date:_____

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. Additionally, follow the procedures below.

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.

Hardware - Thimbles

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.

Wire Rope Lanyard

Always wear gloves when inspecting a wire rope lanyard; broken strands can cause injury. While rotating the wire rope lanyard, watch for cuts, frayed areas or unusual wearing patterns on the wire. Broken strands will separate from the body of the lanyard.

Web Lanyard

While bending webbing over a pipe or mandrel, observe each side of the webbed lanyard. This will reveal any cuts, snags or breaks. Swelling, discoloration, cracks and charring are obvious signs of chemical or heat damage. Observe closely for any breaks in stitching. Inspect lanyard warning flag for signs of activation. Titan tubular lanyards must be measured to determine activation.

Rope Lanyard

Rotate 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.

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, deterioration or other signs of activation.

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.