

**GEORGIA INSTITUTE OF TECHNOLOGY**  
**ENVIRONMENTAL HEALTH AND SAFETY**  
**FALL PROTECTION EQUIPMENT INSPECTION SHEET**

**Employee** (equipment is assigned to): \_\_\_\_\_ **Date of Inspection:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Location of Equipment:** \_\_\_\_\_

**Employee(s) performing the inspection:** \_\_\_\_\_

**Instructions:** Mark  **OK** if inspected items meet the inspection criteria. If there are any of these items that are not satisfactory, the equipment must be removed from service.

**HARNESSE INSPECTION**

\_\_\_ **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.

\_\_\_ **Stitching:** Check for ripped or pulled stitches and make sure that webbing joints are not loose.

\_\_\_ **D-Rings:** Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely.

\_\_\_ **Attachment of Buckles:** Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the buckle or D-ring attachments.

\_\_\_ **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.

\_\_\_ **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.

\_\_\_ **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.

\_\_\_ **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.

\_\_\_ **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.

**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.

\_\_\_ **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.

\_\_\_ **Stitching:** Check for ripped or pulled stitches and make sure that webbing joints are not loose.

\_\_\_ **Hardware**

- a. **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.
- b. **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.

\_\_\_ **Steel Lanyard:** While rotating the steel 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, 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.

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\_\_\_ **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.

\_\_\_ **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.

\_\_\_ **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.

**SELF RETRACTING LIFELINE INSPECTION**

\_\_\_ **Housing:** Before every use, inspect the unit’s housing for loose fasteners and bent, cracked, distorted, worn, malfunctioning or damaged parts.

\_\_\_ **Line:** 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. 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 can be tested by grasping the lifeline above the load 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. The snap hook load indicator is located in the swivel of the snap hook. The swivel eye will elongate and expose a red area when subjected to fall arresting forces. Do not use the unit if the load impact indicator has been activated.

\_\_\_ **Snap Hook:** Check the snap hook to be sure that it operates freely, locks, and the swivel operates smoothly. Inspect the snap hook for any signs of damage to the keepers and any bent, cracked, or distorted components.

\_\_\_ **Anchor Connection:** Make sure the carabineer is properly seated and in the locked position between the attachment swivel/point on the device and the anchor point.

**TRIPOD INSPECTION**

\_\_\_ **Legs:** Inspect the entire tripod for cracks, corrosion or other damage. Inspect the center and side eyebolts. Make certain the leg-locking mechanisms properly lock the tripod legs into position.

\_\_\_ **Chains:** Inspect the pushpins and connecting chain assemblies. Make certain the pushpin can be inserted and that it locks properly into place.

\_\_\_ **Feet:** Inspect the tripod foot assemblies to make certain they are securely attached. Check the rubber pad on the bottoms of each leg for excessive wear and also for secure attachment.

**Employee’s Signature** \_\_\_\_\_

**Date** \_\_\_\_\_