# TASK SAFETY PROCESS

Title: Air Chain Fall
TSP Number: T0003
Issue Date: 1/29/2014
Revision Date: N/A
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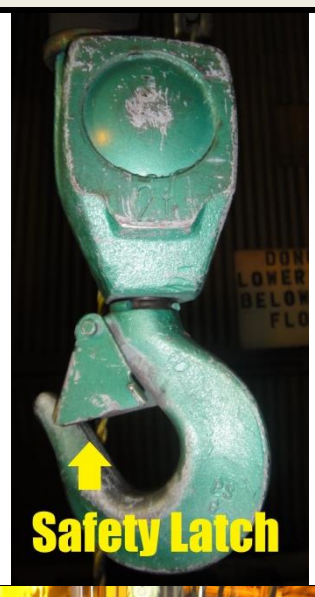
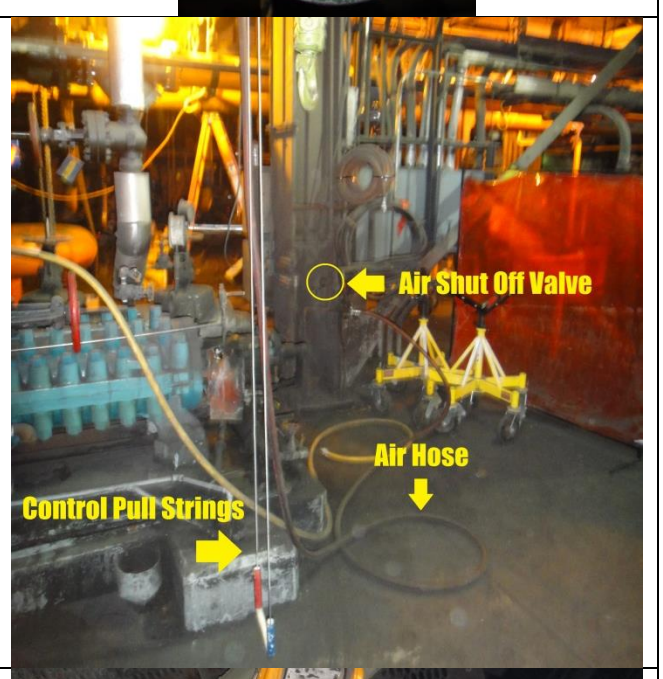
***The following are guidelines. Client or Project Specifics may superseded this document. Consult Project Manager with conflicts.***

| ask Step | Step Hazard | Hazard Mitigation | Picture |
|---|---|---|---|
| 1. Inspect equipment:<br>a. Rental Equipment Vendor supplied correct size equipment<br>b. Safety Latches are in good working order<br>c. Air connections are correct type (i.e. Chicago)<br>d. Pull strings are securely attached<br>e. Check that in line oiler is full of oil | a. Hoist could be undersized for intended use<br>b. Load could get worked out off hook if latch is not working correctly<br>c. N/A<br>d. If string comes off of hoist in a remote area it could be unsafe to correct issue<br>e. Lack of oil could cause the chain fall to malfunction | a. Understand rigging plan and intended uses<br>b. Latch should close properly and be wired shut if needed<br>c. N/A<br>d. Change string out for Air craft cable or order with air pendant controls<br>e. Verify oil quantity and refill when needed |  |
| 2. Set up Hoist:<br>a. Hang hoist in desired location<br>b. Run air line from air source<br>c. Determine source air pressure is adequate and not over pressure.<br>**d. Locate air shut off valve next to area where hoist will be located.**<br>**e.** Secure load chain in chain basket or wiring up unneeded length<br>**f.** Secure area with appropriate barriers and signage | a. Hoist could become a falling hazard<br>b. Airline could get in the way of the lift<br>c. Damage to equipment may occur if over pressurized<br>d. If valves in hoist stick while in operation shutting of the air supply to it quickly will be the only way to stop it<br>e. Chain could run off and pull operator off of elevated platform or over hand rail or damage property | a. Use auxiliary rigging to hang hoist if needed and determine rigging points are adequate for load (engineering review may be required)<br>b. Run airline overhead<br>c. Use source with correct pressure<br>d. Position workers so the shut off valve can be reached quickly<br>e. Manage load chain appropriately |  |
| 3. Make Dry Run Checks:<br>a. Air supply is adequate for distance traveled<br>b. Controls function without difficulty<br>c. Load chain length is adequate<br>d. Air hose is free to move and is secure | a. Air supply could fail<br>b. Controls could stick, causing operator to lose control of the load<br>c. N/A<br>d. Airline could come loose | a. Verify air supply before beginning lift<br>b. Test controls and repair/replace anything that is not working<br>c. N/A<br>d. Be sure air hose is able to move the lift path but is also out of the way of the lift |  |
| 4. Load Test:<br>a. Make initial lift low and check that all is stable<br>b. If critical lift use test weight at recommend % above load as per rigging plan | a. Load may not be stable<br>b. Equipment or rigging plan may not be appropriate for the load | a. If load is not stable, lower and adjust rigging and load for stability<br>b. Revise plan and/or change equipment if test weights show a problem |  |

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| 5. Daily Operation:<br>a. Make pull strings identifiable for "Up" & "Down" operation<br>b. Check that oiler has oil daily for heavy use or long travel lifts<br>c. Check that safety latch is functioning properly<br>d. If using pendant controls, perform function tests prior to use each day<br>e. Make sure load chain is secure | a. Operator mistake could cause accident<br>b. N/A<br>c. Safety latch could fail<br>d. N/A<br>e. See "e" in Step 2 | a. Operator must be familiar with the equipment and should always confirm controls before lifts<br>b. N/A<br>c. Check safety latch and repair/replace if needed<br>d. N/A<br>e. See "e" in Step 2 |  |

**Special Notes:**

**Items in Red indicate previous incident occurred.**