RWU Confined Space Equipment Inspection Report

Date:
Inspectors:

Notes:

MILLER TRIPOD

_____ **VISUAL INSPECTION**

Inspect overall product for any of the following: misaligned, bent, cracked, distorted, worn, malfunctioning or damaged parts; loose fasteners or missing parts/components; deterioration; corrosion; signs that indicate the product has been subjected to a fall arrest; or any other indications of damage/problems that may affect the integrity and operation of the product. If in doubt, contact the manufacturer.

_____ **FUNCTIONAL INSPECTION**

Ensure that the product and all its components function properly and only as intended by the manufacturer. Ensure that leg locks engage properly. If in doubt, contact the manufacturer.

Notes:

MILLER MIGHTEVAC SELF-RETRACTING LIFELINE / EMERGENCY RETRIEVAL HOIST

WARNING: The following inspection and operation checkpoints must be done prior to each use. CAUTION: Always wear gloves when inspecting wire rope/cable units; broken strands can cause injury!

_____ **DEVICE HOUSING AND PARTS/MOUNTING BRACKET**

Inspect the unit for loose fasteners and bent, cracked, distorted, worn, malfunctioning or damaged parts.

_____ **LIFELINE**

With the device in the mounted position, test the lifeline retraction and tension by pulling out several feet of the cable and allow to retract back into the unit. Always maintain a light tension on the cable as it retracts. The lifeline should pull out freely and retract all the way back into the unit. If the lifeline does not pull out smoothly or sticks when retracting, pull all the cable out of the housing and allow it to retract slowly under tension. Do not use the unit if the lifeline does not retract properly. The lifeline should be checked regularly for signs of damage. Inspect entire length for cuts, burns, corrosion, kinks, frays, worn areas, broken strands or chemical damage.

_____ **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.

_____ **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 keeper and any bent, cracked, or distorted components.

_____ **LOAD INDICATOR**

Inspect the load indicator for signs of activation. The load indicator is located in the swivel of the snap hook. The swivel eye will elongate and expose a red area at the location illustrated when subjected to fall arresting forces.

_____ **RETRIEVAL MECHANISM**

Ensure that the retrieval mechanism and associated components are working properly according to the operation instructions (see section 4.0 of this manual).

UNITS THAT DO NOT PASS INSPECTION OR HAVE BEEN SUBJECTED TO THE FORCES OF ARRESTING A FALL OR AFFECTING A RESUCE MUST BE REMOVED FROM SERVICE.

Notes:

MILLER DURAFLEX HARNESS INSPECTION

WEBBING STRAPS
Grasp the webbing with your hands 6 to 8 inches apart. Bend the webbing in an inverted “U” as shown. The surface tension resulting makes damaged fibers or cuts easier to see. Follow this procedure the entire length of the webbing, inspecting both sides of each strap. Watch for frayed edges, broken fibers, pulled stitches, cuts, burns, and chemical damage.

D-RINGS
Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely. Also check the attachment point of the D ring to make sure it is secure.

BUCKLES
These should be given special attention. Note any unusual wear, damage, or distortion. On tongue buckles, check that the roller and tongue move freely, and that the tongue overlaps the buckle frame. Check outer and center bars on friction and mating buckles for distortion.

STITCHING
Check all stitching for ripped or pulled stitches and to make sure the webbing joints are not loose.

PADS / LANYARD D-RINGS
Check all pads on harness for damage. Look for any cracks or excessive wear. Your Miller Fall Protection harness includes two pull free lanyard d-rings. These d-rings are used for attaching your single or double leg lanyard when it is not in use. Check for missing lanyard d-ring’s on front two-hole pads.

HEAT	CHEMICAL	MOLTEN METAL OR FLAME	PAINTS AND SOLVENTS
In excessive heat, rope/ webbing becomes brittle and has a shriveled brownish appearance. Fibers will break when flexed. Should not be used above 180°F.	Change in color usually appearing as a brownish smear or smudge. Transverse cracks when rope/ webbing is bent over a mandrel. Loss of elasticity in rope/ webbing.	Rope/webbing strands fuse together. Hard shiny spots. Hard and brittle feel.	Paint which penetrates and dries restricts movement of fibers. Drying agents and solvents in some paints will appear as chemical damage.

Contact Miller Technical Service Department at 800-873-5242 if you have any questions about the above chart.

Notes:

MILLER MANYARD SHOCK ABSORBER – WEB LANYARD

When inspecting lanyards, begin at one end and work to the opposite end. Slowly rotate the lanyard so that the entire circumference is checked. Spliced ends require particular attention. Hardware should be examined under procedures also detailed below, i.e., snap hooks, D-rings and thimbles.

HARDWARE

Snap hooks: 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.

WEB LANYARD

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

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