

## Monday Safety Topic – Near Miss & ALERT

### Near Miss – Boom Chain on Powered Industrial Truck

Depending on what part of the country you come from Power Industrial Trucks (PITs) can be called LULLs, Rough Terrain Forktrucks or Telehandlers. A great piece of equipment they provide unique service to our projects to move materials and deliver loads to impressive heights.

### Navy Alert – Fatality

A recent NAVFAC alert was distributed where a PIT was approaching a scaffold when the Boom Chain failed sending the load into the scaffolding and users underneath. *One of the direct causes of the incident was **lack of lubrication on the chain*** contributing to its failure.

### ITSI Gilbane SafetyNet Unsafe Observation

During our SafetyNet inspections the identical condition has been found on two of our sites. This is a significant concern for many may not be aware of the hazard or how to inspect for it.

On the following pages are photos of the dry chains discovered during our jobsite inspections as well as the NAVFAC Alert published by the US Navy. Please work with your subcontractors and take a moment to **inspect the Boom Chains on PIT's working on our projects**. If you determine the Boom Chain is not lubricated, **at any point along the chain or between the links**, have the user take it out of service and have that unit inspected immediately.. The Boom Chain is located along the top of the boom and can often be inspected from the ground. The NAVAC Alert provides a photo of what a lubricated chain should look like. It is an obvious condition for anyone to spot.

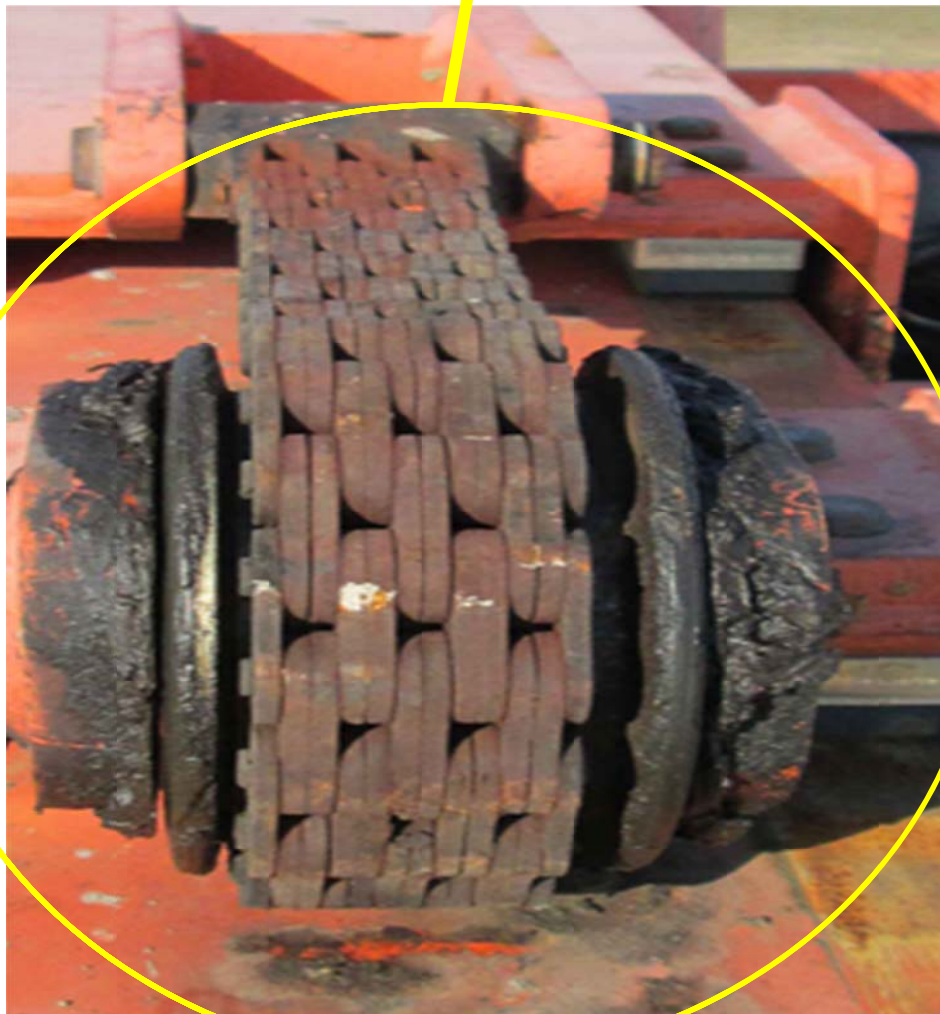
For further information please refer to the manufacturers' instructions for intervals of service between inspection/lube and replacement of Boom Chain on PIT's.



**View of Non-lubricated Chain from Ground**



**LULL with Non-lubricated Chain**



## ***SAFETY ALERT***

**UNEXPECTED TELESCOPIC FORKLIFT DROPPED LOAD DUE TO CHAIN FAILURE: Highlights need to verify maintenance & inspections**



**Clearly delineate responsibilities for maintenance and inspections of any heavy equipment (especially when renting) before work begins – NAVFAC QA program representatives will spot check documentation.**

What can go wrong?

What can I do about it?

If I can't do anything about it, whom do I tell?

Photo shows missing chain on boom spine after a chain failure. Boom section is designed with a chain that travels the length of the boom.



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Photo shows broken chain sections occurring on two separate links



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Lack of lubrication increases likelihood of water intrusion leading to corrosion (rust). The additional stress can result in fractures and wear.



Broken chain links

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Several other fractures visible along chain beyond break points. Chain observed with rust and no lubricant.



No chain lubrication with cracks visible



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Photo of links where a break occurred. Notice that one link has a section with rust and one without and that one link shows previous in service wear at the breaking point



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Deficiency: This photo demonstrates an example where some chain lubrication has been applied mostly on the surface, but not enough to penetrate movement contact points.



Inadequately lubricated chain

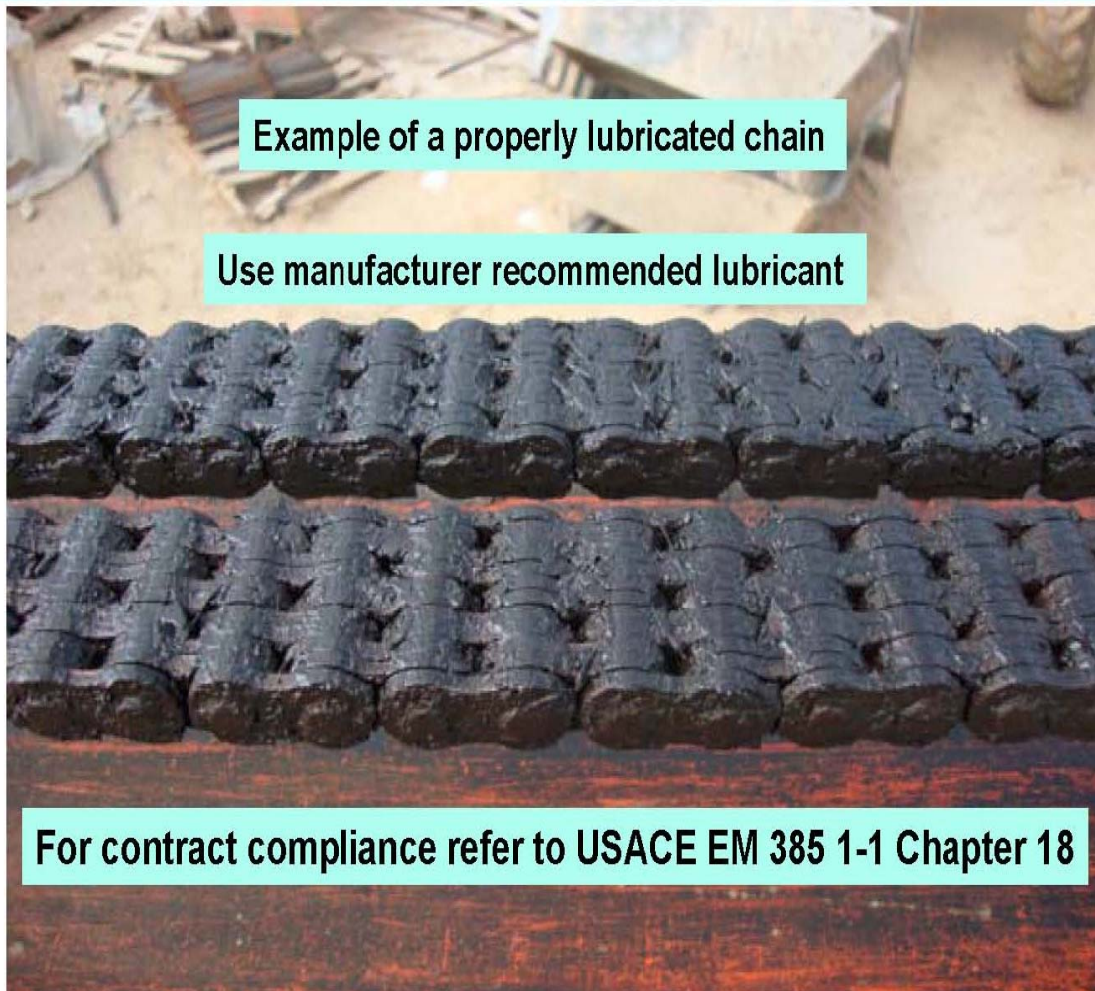


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**WHAT TO LOOK FOR:** Accurate up to date maintenance records in Activity Hazard Analysis (AHA) before work begins followed by documented visual inspections.



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