

Toolbox Talk # 5.06 – Rigging Methods

Your company's rigging equipment, used in conjunction with cranes, derricks, hoists, and other properly rigged equipment to move materials at jobsites, must comply with specific OSHA rules.

The rules cover slings made from alloy steel chain, wire rope, metal mesh, natural or synthetic fiber rope, and synthetic web (nylon, polyester, or polypropylene).

Inspection before you use a sling

Before each shift, and as necessary during operations, your competent person must visually inspect all slings, fastenings, and attachments, for damage or defects. Damaged or defective slings must not be used.

Use requirements

Rigging equipment must never be loaded in excess of its recommended safe working load.

Slings, when not in use, should be removed from the immediate area to: (1) not be a trip or swinging hazard, and (2) protect the sling from jobsite hazards such as dirt, oil, grease, and not being walked on or run over by construction traffic.

Other jobsite safety rules

Slings must not be shortened with knots or bolts or other makeshift devices.

Sling legs that have been kinked must not be used.

Slings used in a basket hitch must have the loads balanced to prevent slippage.

Slings must be padded or protected from load sharp edges.

Hands or fingers must not be placed between the sling and its load while the sling is being tightened around the load.

Suspended loads must be kept clear of all obstructions.

Crane operators should avoid sudden starts and stops when moving suspended loads.

Employees must remain clear of loads about to be lifted and suspended. Tag lines should be used when appropriate.

All shock loading is prohibited.

Slings are important pieces of equipment. They can also be deadly if overloaded, allowed to deteriorate, or not inspected regularly. Your company should have a quality inspection and testing program for all slings. You should be trained on the use of slings, and the recognition of dangerous slings. Don't use them.

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Project: _____

Date: _____

Supervisor: _____

Company: _____

Other safety issues covered or comments from crew members:

Attendees:

Name: (please print)	Signature:	Company:
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