

Rigging and Loads Overhead

About 10 minutes to deliver

Slings get inspected every shift, tags are not decoration, and the ground under a suspended load belongs to nobody.

Rigging failures are rarely a surprise afterwards. Somebody saw the cut sling, the missing tag or the angle, and the lift went ahead anyway.

INSPECT IT EVERY SHIFT

1926.251(a)(1): rigging equipment is inspected prior to use on each shift and as necessary during use. Defective gear is removed from service — not set aside, not "the bad one, don't use it." Removed.

Look for: broken wires, kinks, birdcaging and corrosion in wire rope; cuts, holes, abrasion, chemical burns and broken stitching in synthetic slings; stretched, gouged, twisted or heat-damaged links and hooks; a deformed or missing safety latch.

THE TAG IS THE LAW

Rigging must carry permanently affixed, legible identification markings showing the safe working load, and 1926.251(a)(2)(iii) says gear without a legible tag does not get used. No tag is not a judgement call about whether it looks strong. No tag means no lift.

ANGLES MULTIPLY THE LOAD

A two-leg sling at a wide angle carries far more than half the load each. Take the legs out to 30 degrees from horizontal and each one sees twice the weight of the load. Keep the legs steep, or use a bigger sling. This is the single most common way a lift is overloaded with gear that was rated correctly.

UNDER THE LOAD

- Nobody stands under a suspended load, and nobody stands where it swings if it drops. That includes the rigger who is confident it's fine.
- Use tag lines, not hands, to steer. A hand between a load and a wall does not come back the same.
- Trial lift. Take up the slack, lift inches, stop, check the balance and the rigging. Then go.
- One signal person, agreed hand signals, agreed before the load moves. Anyone can call an emergency stop — everyone should know that.
- Never leave a load suspended and walk away.

SOFTENERS

Sharp corners cut slings under load. Pad every edge the sling passes over. A cut discovered on the way down was cut on the way up.

ASK THE CREW

- What is the heaviest lift today and what is the weight, actually — not estimated?
- Has anyone found gear this week with no legible tag, and where did it go?
- Who is signalling, and does everyone know they can call a stop?

29 CFR 1926.251 · 29 CFR 1926.1425

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ATTENDANCE RECORD

Rigging and Loads Overhead

About 10 minutes to deliver · 29 CFR 1926.251 · 29 CFR 1926.1425

Date

Job / site

Delivered by

Company

#	Print name	Signature	Date
1			
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I delivered this talk and determined it was suitable for this crew and this work.

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