



IUEC INCIDENT SUMMARY

CLOSE CALLS & INJURIES

CLOSE CALL

MAY 7, 2024



Description of Incident

Control Type: Microprocessor

Machine Type: Traction (CSB) MRL

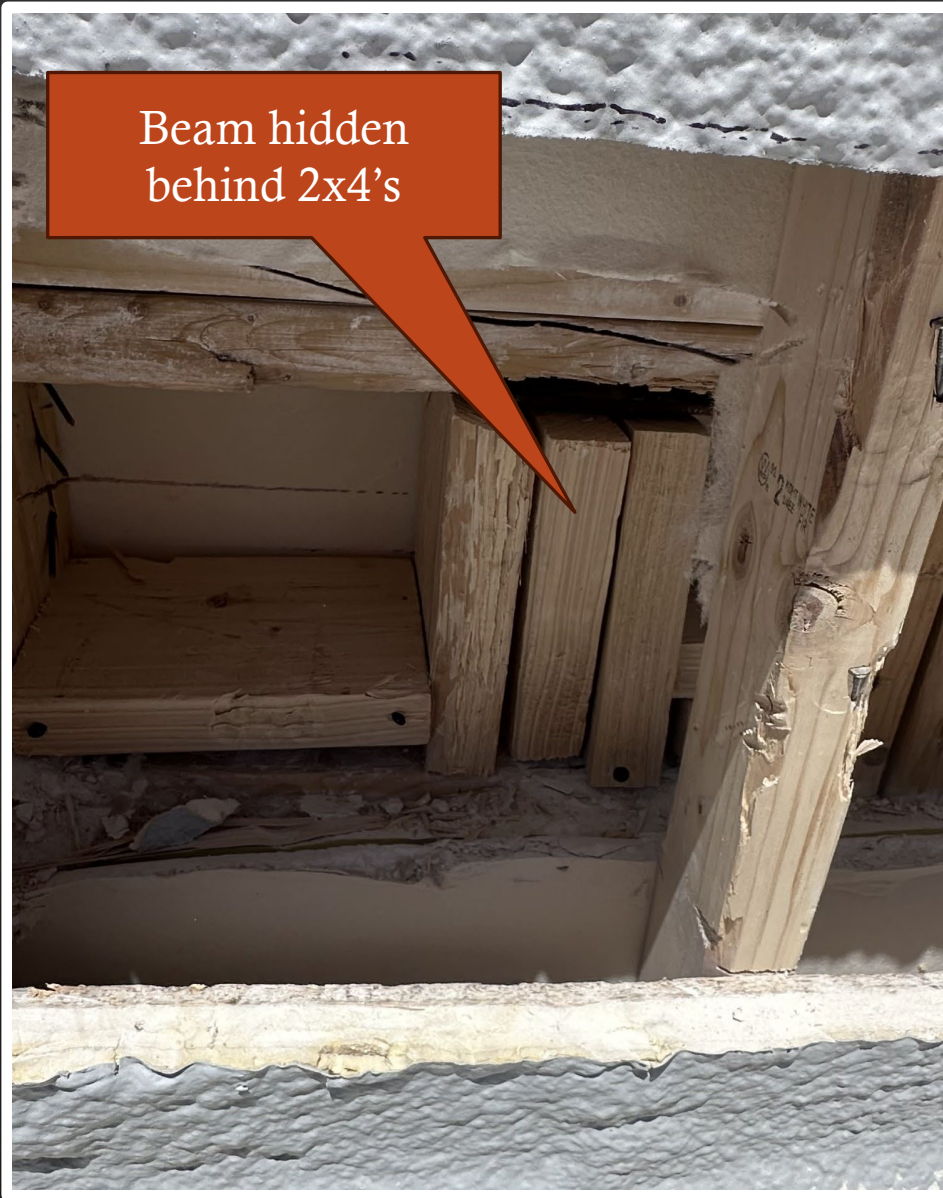
Speed: 200 ft/min

Capacity: 2,500 lbs

Rise: 3 Floors

Hoistway Configuration: Simplex

JHA/JSA Completed: Yes



- A construction crew installed lifelines on the hoisting beam and were preparing to set up the rigging equipment on the same beam.
- An extension ladder was placed from the top landing to the back wall of the hoistway. The apprentice climbed the ladder, grabbed the hoisting beam, shook it and noticed it was not solidly attached.
- The beam attachment was enclosed by drywalled on the hoistway side and stucco covered the outside of the hoistway. The crew notified their superintendent and the General Contractor.
- The GC directed the framing crew who installed the beam to open the exterior wall to expose the beam. The beam had 2x4's wedged in place to prevent the beam from flipping. No lag bolts were installed as required by the engineered drawings.
- The framing crew confirmed their foreman directed them to use the 2x4's because they did not have the required lag bolts.

Current Status:

The beam was secured properly using 5/8" lag bolts as required. The other two hoistways on-site were inspected and found to be missing the 5/8" lag bolts. The problem was corrected on all hoistways.



Recommendations & Lessons Learned

- Always follow the company safety policy
- Always perform a JHA/JSA as per company policy
- Always verify anchorages for lifelines. Hoisting and rigging must be properly secured.

Possible Root Cause:

- No verification process of proper installation of hoisting beams

Field Employees' Safety Handbook

Section 12 Material Handling

12.3 Hoisting and Rigging

(f) Before making the first hoist, and at the start of each day thereafter, when the hoist is to be used, the rigging, overhead supports, blocking, etc., shall be inspected by the mechanic/MIC. The hoist shall be inspected visually prior to each use. It shall be tested by raising the load several inches and holding it there prior to making an actual lift.

29 CFR 1926 OSHA – Construction Industry Regulations

1926.451(g)(3)(i) When vertical lifelines are used, they shall be fastened to a fixed safe point of anchorage, shall be independent of the scaffold, and shall be protected from sharp edges and abrasion. Safe points of anchorage include structural members of buildings, but do not include standpipes, vents, other piping systems, electrical conduit, outrigger beams or counterweights.



Hole location
with missing
lag bolt