



G02. Can the person that maintains lifting equipment be the same person that does the thorough examination (or thorough inspection)?

Based on standards and legislation, LEEA requires the competent person to be sufficiently independent and impartial to allow objective decisions to be made. With this in mind the question becomes, 'can you check your own work?'

LEEAA's view is that the answer to this question would depend on the complexity of the thorough examination. For example the thorough examination of a mechanically assembled chain sling following a minor repair is not a complicated task for a competent person to ascertain whether or not it has been assembled correctly. Whereas a thorough examination of a hoist following an overhaul of the lifting and braking mechanism is.

The following are examples of cases where the maintenance activity is so minor and low-risk that it can reasonably be carried out as part of the thorough examination itself, without compromising impartiality:

- Cleaning light surface corrosion or debris from a shackle or eyebolt thread using a wire brush
- Applying grease or lubricant to a wire rope or moving part
- Refitting or replacing a split pin on a safety shackle or similar simple retention device
- Replacing a safety catch on a chain sling hook

Therefore the duty holder or the employer of person doing the thorough examination should assess the risks in terms of complexity of the maintenance and subsequent thorough examination. The risk assessment should consider whether or not the examiner could be considered as being impartial recognising that the examiner may subconsciously assume their own maintenance work was satisfactory, and as a result perhaps not be as thorough as required. In many cases, a second pair of eyes is better placed to act impartially and see defects associated with the maintenance.

Note, human error is the root cause of a significant proportion of incidents.

It is also important to note that BS 7121-2-7, states: "*it is essential that the person that does the thorough examination is not the same person that did the maintenance*".

Therefore, with cranes in the UK it would be advisable to follow the guidance given in the standard. LEEA considers this approach to represent global best practice.

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