

EWPA Guidance Note

Inspection and Testing of Harness Anchorage Points



The following recommendations apply to the inspection and testing of Harness Anchorage points fitted to Mobile Elevating Work Platforms. (MEWPs)

1 GENERAL

All Boom type MEWPs are fitted with **fall arrest** anchorage points in accordance with AS/NZS1418.10 and have an ultimate capacity of 15kN for one person or 21kN for anchorages designed for two people.

Other MEWPs may be fitted with **fall arrest** or **fall restraint** anchorages. **Restraint** anchorages have a minimum capacity of 6kN per person.

Anchorages are type tested and form an integral part of the MEWP. As anchorages are designed and fitted by the MEWP manufacturer, the name of the installer or certifier is on the ID plate for the MEWP.

NOTE: Anchorage points are for attachment of fall arrest/restraint hardware only. They are not intended as tie downs or lifting points.

2 MARKING

AS/NZS1418.10-2011 (+A1) specifies the following:

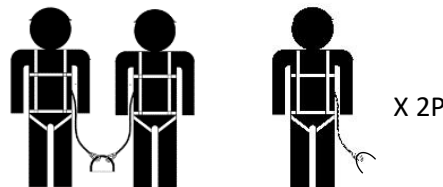
- The location of anchorages shall be marked;
- **Fall arrest** anchorages shall be marked to indicate the number of persons that can be attached. Their capacity shall not be shown.
- **Fall restraint** anchorages shall be located no more than 750mm above the floor and marked "Restraint Only" and shall indicate the number of persons that can be attached.

Because the capacity of the anchorage is greater than the MEWP the capacity of the anchorage (in terms of force) is not shown. The capacity of the anchorage is expressed in terms of the number of persons that can be attached.

The marking is typically of the form shown below:



Harness anchorage for one person (max)



Harness anchorage for two persons (max)

3 INSPECTION AND MAINTENANCE

The following inspections are recommended at every routine inspection:

- Visual Inspection of the anchorage and adjacent structure for damage, corrosion, cracking, distortion and excessive wear.
- Decals installed and legible.
- Any anchorage that has experienced a fall arrest should be inspected and follow manufacturer's instructions for replacement.

Because inspection of the anchorages forms part of the routine inspection requirements the record of inspection is completed in the logbook and tagging of individual anchorages is not required or recommended as tags can interfere with the proper use of the anchorage.

4 TESTING OF ANCHORAGES

Load testing of anchorage points is not recommended because testing can compromise the integrity of the anchor point or the structure it is attached to.