XO FRP (FIBERGLASS) ACCESS TOWER SYSTEM
INSPECTION GUIDANCE

The premium industrial quality, FRP (Fiberglass) access tower system

Please ensure that you follow this inspection guide carefully when using the XO FRP (FIBERGLASS) Access Tower Systems

The WORK AT HEIGHT REGULATIONS requires that all equipment for work at height is inspected at intervals following the regulations. In addition to any other equipment inspections that may be carried out, Y-Access Manufacturing recommends that all XO FRP components are inspected using these procedures: a) before every use, b) when components are returned from use or hire, c) following any event that may have affected the safe use of the components. Inspection must be carried out by a competent person and records of inspections maintained under the regulations.

Any components which exhibit defects as indicated below or, about which you have any doubt concerning their fitness for purpose, should be withdrawn from use and quarantined

PLATFORM

Plywood

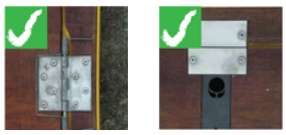
- In place, secure, with no cracks, cuts, holes, or delamination
- Free from contamination
- Rivetsare undamaged and free from corrosion
- Plywood, trap door, and hinges are securely held by rivets
- Check nonslip coating for contamination

Framework

- No cracks, cuts, holes or contamination
- All members are in place and securely fastened
- Safe Working Load label is securely attached and legible
- Plywood, trap door and hinges are securely held by rivets
- Ensure tie rods are tight and secure

Hooks:

- All 4 hooks are present and complete and are free from cracks and cuts or other damage
- Check hooks are securely fastened and nuts and bolts are tight
- Fit platform to end frame to check hooks fit correctly and the internal curve is not damaged
- Check the rubber wind lock for operation



Trapdoor, Catch and Hinges:

- Check hinges and trapdoor catch for excessive wear, damage, and excessive corrosion
- Hinges free to move.
- With platform horizontal, open trapdoor fully and release it - it must fall and shut completely

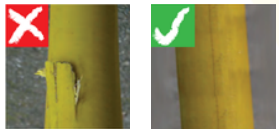
ADJUSTABLE LEGS

All Parts:

- Leg stem is straight, free from dents with a maximum deflection of 5mm over the entire length
- Leg and nut are clean and free from contamination.
- The flange at the bottom of the leg is present, undamaged, secure and does not rotate
- Check retaining springs are in place (2 off)
- Castor fits securely into the base of the leg
- Leg fits into frame tube and is retained by the springs
- Check thread is undamaged and nut runs freely the full length of the thread

Please note: The thread of the adjustable leg and the nut will benefit from the application of a penetrating lubricant.

BRACES



Tubes:

- Check all the GRP tubes are free from damage, cuts, holes, cracks or contamination
- Check warning label is securely attached, complete and legible

Hooks:

- Check hooks and latches for distortion, cracks and damage
- Ensure the hook is securely fixed onto the GRP tube
- Check steel pin and spring are present, undamaged and free from excessive corrosion

Locking Mechanism:

- Check for latch engagement by fitting the brace to a suitable tower end frame, with the hook opening facing upwards. Look along the end frame tube for a gap between the tube and the hook latch, Then grasp the brace tube and apply a twisting action. Check that the brace does not become detached

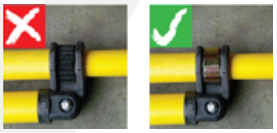
STABILISERS

Tubes and Feet:

- Check GRP tubing is free from cracks, cuts, holes or contamination
- Check feet are present, unbroken, free from cracks, cuts or contamination and are securely fixed to the tube
- Check feet for excessive wear to tread

Stabiliser Clamp:

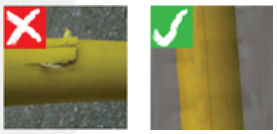
- No cracks, cuts, holes, or contamination
- The pivot bolt and nut are free from excessive corrosion andthe thread runs freely
- Clamp can fully rotate on its pivot bolt
- Locking wheel can fully rotate on its hinge pin
- Check clamp by locking onto frame tube



Telescopic Versions:

- Check the telescopic tube for freedom of movement within the main tube of the stabiliser section.
- Check adjustment holes for excessive wear and damage
- Check spring clip is present and locks telescopic section fully into main stabiliser section.

FRAMES

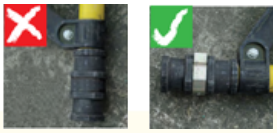


Framework:

- Check that all the GRP tubes are free from damage, cuts, holes, cracks or contamination
- On ladder frames, check the ladder stiles for straightness and check that the rungs are secure and do not rotate
- Check frame label is securely attached and legible

Joints, Spigots Gussets and Foot Rims:

- In place
- Secure
- No cracks or cuts
- Free from contamination
- Spigots are securely fastened to the frame
- Gusset bolts/nuts are tight and free from excessive corrosion



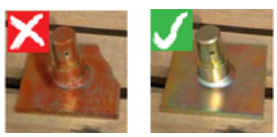
Interlock Clip:

- In place
- Secure
- No cracks or cuts
- Free from contamination
- Spigots are securely fastened to frame

CASTORS & BASE PLATES

Castors:

- Check brake lever operates correctly and that the wheel cannot rotate with the brake locked (down)
- No excessive wear or damage to the wheel, tyre, spigot, or swivel bearings
- Check ball retains castor in adjustable leg

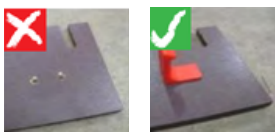


Base Plate:

- No excessive wear in the swivel spigot
- No excessive buckling or corrosion
- Plate secure on stem
- Check base plate is retained in adjustable leg

Please note: Bearings will benefit from the application of a penetrating lubricant. IMPORTANT! Make sure no lubricant is allowed to come in contact with the surface of the wheels or brake surfaces

TOE BOARDS AND TOE BOARD CLIPS



Boards:

- No splits, cracks, cuts, holes, warping or delamination
- Check red plastic clips are present and are not broken, cracked or otherwise damaged
- Check clips are securely fastened to the toe boards

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DEFINITION OF DAMAGE

Cut: Incisions of any dimension in the material of component

Cracks: Fractures of any dimension in the material of the components resulting from over-loading; accidental damage or abuse. In the GRP sections, cracks penetrate through the top surface and partially or fully through the thickness of the material (see below Examples 1 and 3). Joint lines in the surface layer which occur in the production of the GRP sections are not cracks (see Example 4).

Cracks may also occur in the black nylon fittings resulting from accidental damage or abuse (see Example 2).

Holes: Punctures of any dimension, partially or fully through the thickness of the material.

Breaks between layers (Plywood): Delamination of one or more of the plywood layers over an area of the platform surface greater than one patch measuring 625sq mm (e.g. 25mm x 25mm) in an area of 300mm x 300mm. Breaks between layers may result from age, incorrect storage or use in extreme conditions, overloading, accidental damage or abuse.

Contamination: Soiling of the component material. Contamination is considered unacceptable if the contaminant renders the component inoperable or dangerous to use or handle, creates a chemical or biological risk, or if it could have a damaging effect on the material of the component. The condition, quantity, and nature of the contaminant are critical factors.

Examples would be:

- Oil, which could cause a slip hazard in use (on a platform or rung of a tower) a handling hazard (slipping through hands) or a dermatological risk.
- Dried plaster or paint on the surface of a Platform could render the surface smooth and slippery.
- Chemicals may attack the GRP, nylon, aluminium, steel, or plywood components of the towers leading to the weakening of the structure.
- Dried plaster, cement or paint on the claw mechanism may render it inoperable

Broken Surface: Damage to the surface of the plywood results from age, incorrect storage, use in extreme conditions, overloading, accidental damage or abuse. The surface is considered broken if the damage is:

- Equal to or greater than, the depth of one ply layer or over an area greater than one patch measuring 625sq mm (e.g. a patch 25mm x 25mm) in an area of 300mm x 300mm.
- Where the surface is raised or uneven such that it creates a trip hazard
- Where the surface is sufficiently, rough or splintered, to create a risk of graze or cut injuries

Excessive Corrosion: Evidence of red rust and pitting on steel components or a white powder and pitting on aluminium components.

Loose, Missing or Damaged Rivets: Loose rivets will move under moderate hand pressure when inspected according to the procedures. Damaged rivets have the head or the underside missing or they are worn, broken or corroded

Example 1 - Cracked Horizontal

Example 2 - Cracked T Joint

Example 3 - Cracked Platform

Example 4 - Surface Joint

Any questions?

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