WAC 296-59-135 Appendix 1—Nonmandatory alternative lock-out procedure for ski lifts and tows. (1) To ensure the safety of all personnel engaged in lift maintenance activities, we insist that the following procedure be strictly adhered to.

(a) Criteria.

(i) Equipment shall be deactivated and locked or tagged out before an employee is placed in a position where there is a hazard created by exposure to the components of ski lift or tows, equipment and/or systems.

(ii) This procedure relies on positive communication to indicate when lock-out safety is assured. At any time this crew is working at a location remote from the control station, this procedure shall be used by only one work crew whose members are working in close proximity to one another.

(iii) The operator and all potentially exposed employees shall have a positive means of communication at all times. If anyone loses the communication means, it shall be restored before exposure can occur or lock-out or tag-out can be broken.

(iv) Other radio transmissions breaking in or overriding the communications between control operator and remote work crew, if not controlled, can be a problem. There are considerations that should be followed:

(A) The first preferred method is to provide an isolated radio channel for communications between operator and remote work crew.

(B) If an isolated radio frequency is not possible, the entire area crew should be trained to recognize the radio conversation characteristics of this type of work to be notified when the work is in progress and be required to restrict use of their radios.

(v) All personnel working under this procedure shall be thoroughly trained in the specific procedures to be followed and their individual requirements. The ski lift or tow controls shall be under control of a fully qualified operator at all times.

(vi) Signs shall be posted in motor rooms on the control panel or the master disconnect stating "men working on lifts."

(vii) The control operator shall not leave the close proximity of the control station unless the master disconnect is thrown to the off position and padlocked.

(viii) The "standby drive" shall be locked out of service in such a manner that precludes the operation of the lift by jumping ignition, throwing a clutch, or hooking up a coupling, etc., whenever work is being performed on the equipment or system.

Methods for securing "standby drive" may be, but are not limited to the following:

(A) Removal to secure a location or locking up "standby" drive coupling chain, belts, etc.;

(B) Denying access to the standby motor by locking motor room door.

(ix) When the crew is working at either terminal in proximity of bullwheels, shafts, guideage, gears, belts, chains, etc., the master disconnect shall be thrown to the off position and padlocked.

(b) Work chair.

(i) Prior to crew loading on work chair, controls and communications shall be thoroughly checked to confirm that they are in good working condition.

(ii) The operator and work crew shall discuss and determine the safe speed for that particular lift. At no time shall the work chair travel around either terminal bullwheel except at a very slow speed.

(iii) Employees riding in the work chair shall face the direction of travel when chair is in motion.

(iv) Employees in work chair shall pay special attention to ensure that equipment or tools, etc., will not be entangled on towers, ramps, or terminals as work chair passes by.

(v) Safety belts are required and there is a designated device on each work chair to hook onto. At no time will it be allowed to hook onto the tower or tower equipment while in the work chair, or hook onto a moving part of the lift if standing on the tower.

(c) Operator and controls.

(i) Manual reset stop switches are required on all lifts. The operator shall check and confirm that the lift cannot be started from any control location when the stop switch is depressed. The operator will leave the stop switch depressed until remote crew directs that they are ready to move.

(ii) Communications between operator and remote work crew will be on name basis. This is especially important if there are other radio communications or other crews working on other lifts.

(2) Summation.

(a) If all these rules are adhered to, the operator can use the control circuit stop switch for repetitive type maintenance on towers. If the remote crew is to be at the location for some time, it is recommended that the operator throw the master disconnect switch to the off position and padlock it.

(b) A padlock on the disconnect switch is required when anybody is working on either terminal.

[Statutory Authority: Chapter 49.17 RCW. WSR 88-23-054 (Order 88-25), § 296-59-135, filed 11/14/88.]