**General Inspection Procedures**

1. **Check for wear and deterioration.**

Before each use, carefully inspect your harness for signs of wear, deterioration, or evidence of impact loading. Visually inspect for loose threads, pulled rivets, burns, cuts, distortions, abrasions, or any other evidence of chemical or physical deterioration that may have weakened the material or assembly.

1. **Inspect hardware for malfunctions and cracks.**

Check all snap hooks, buckles and D-Rings.

1. **Remove from service and replace all worn or damaged equipment.**

If any part does not pass inspection, immediately remove the harness from service and destroy.

**Specific – Harness**

1. **Stitching and webbing.**

Check stitching for broken, burned, cut or pulled stitches. Broken strands appear as tufts on the surface. To inspect, hold the webbing with your hands six to eight inches apart. Bend the webbing in an inverted U to cause surface tension, exposing problem areas. Inspect all web areas. Damage from cuts, abrasion, corrosives, heat or chemicals should be apparent.

1. **Buckle and belt ends.**

Inspect the ends of all straps. They are subject to wear as a result of repeated opening and closing. Enlargement or distortion of holes may indicate excessive wear or possible damage through impact loading. Harnesses with unusually enlarged or distorted holes should fail inspection.

1. **D-Rings.**

All D-Rings should be checked for distortion. D-ring attachment points should be checked for unusual wear or damaged fibers. Badly pitted D-rings indicate chemical corrosion, and the equipment should fail inspection.

1. **Stitching or rivets at hardware attachment points.**

For stitched attachment points, check that stitching is not broken, burned, cut or pulled. Check all riveted attachment points for tightness. Badly pitted rivets indicate chemical corrosion, and the equipment should fail inspection.

1. **Tongue buckles.**

All tongue buckles should be checked for distortion, sharp edges and cracks. The tongue should move freely and overlap the frame. Rollers should not be distorted and should roll freely.

1. **Friction slide adjusters.**

Friction slide adjusters should be checked for sharp edges, distortion. Make sure that the outer bars and center bars are straight. Also check corners and attachment points for wear and cracks.

1. **Easy-connect buckle.**

Easy-connect buckle (square rings) should be checked for distortion, sharp edges and cracks. For stitched attachment points, check that stitching is not broken, burned, cut or pulled.

1. **Friction style buckle.**

Friction style buckles should be checked for sharp edges, cracks and distortion. Make sure outer bars and center bar are straight. Also check corners and attachment points for wear.

1. **Leather.**

Leather should be soft and supple. Visually check leather for cracks tears, burns, brittleness or other signs of damage age or abuse. While the leather components of the system are not load bearing, damage to the leather is a sign that the entire harness MAY NOT be in acceptable condition. Re-inspect entire system. Leather should both look and feel good

1. **Destroy or replace worn or damaged Harnesses.**

If evidence of excessive wear, deterioration or mechanical malefaction is observed; the harness should be destroyed. Never work with worn or damaged equipment. Using damaged or worn equipment can cause serious injury or death.

1. **The inspector is the most important part of any inspection procedure.**

Check all equipment thoroughly and follow all safety procedures and guidelines. Don’t take any shortcuts.

**Important Note: OSHA specifies that all employers covered by the Occupational Safety and Health Act are responsible for inspection and maintenance of all tools and equipment used by employees, whether owned by the employees or by the company.**