**General Inspection Procedures**

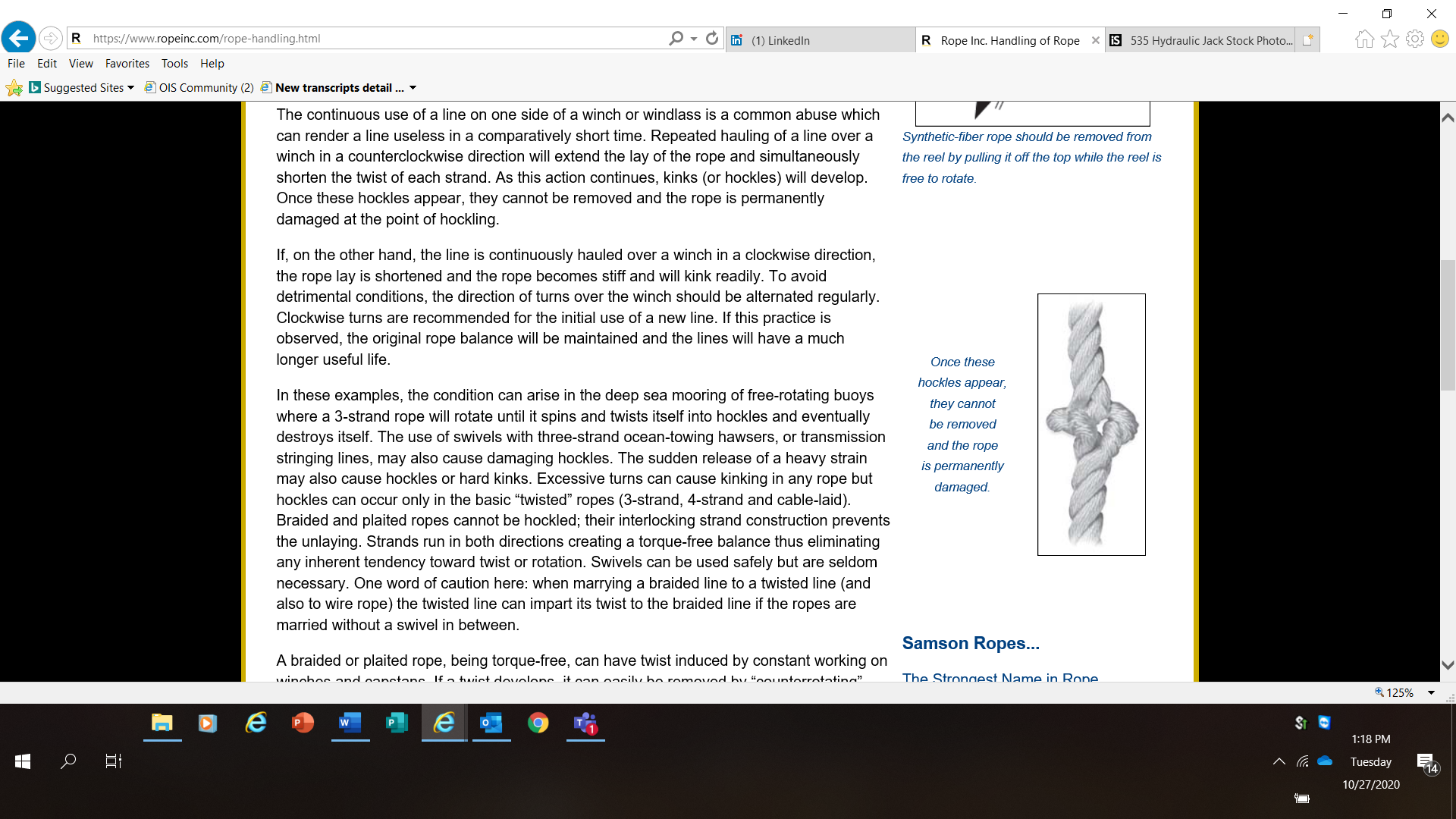
**Specific – Lanyard**

1. **Stitching and webbing.**

Check stitching for broken, burned, cut or pulled stitches. Broken strands of webbing appear as tufts on the webbing surface. To visually check for damage caused by corrosives, heat, chemicals and other conditions, hold the connecting device with your hands six to eight inches apart. Bent the webbing in an inverted “U” to cause surface tension and expose problem areas. Inspect entire length. For deceleration units, check the stitching for broken, burned, cut or pulled stitches, and the breakaway jacket for cuts, tears, broken stitches, stretch marks or other evidence of impact load. For aircraft-cable lanyards, check the full length for breaks, burns or cuts in the vinyl covering and the aircraft cable.

1. **Check for broken strands.**

Inspect rope lanyards for broken strands by twisting the rope slightly to undo the braiding. Inspect the entire lanyard in this manner. Lanyards with broken strands must be discarded.

**NOTE: Twisted rope - Preventive measures include: 1) Never using a lanyard for towing or hoisting, 2) Inspection and smoothing out after each use, and 3) Storing neatly. Some hockling is normal, and in itself is not cause to discard the lanyard.** **AVOID KINKING AND HOCKLING:**  
The continuous use of a line on one side of a winch or windlass is a common abuse which can render a line useless in a comparatively short time. Repeated hauling of a line over a winch in a counterclockwise direction will extend the lay of the rope and simultaneously shorten the twist of each strand. As this action continues, kinks (or hockles) will develop. Once these hockles appear, they cannot be removed, and the rope is permanently damaged at the point of hockling.

1. **Inspect all snap hooks, D-Rings and other metal parts.**

Hardware must be checked for sharp edges and cracks. Rollers should not be distorted in shape and should roll freely. Check all parts, especially corners and attachments points, for wear and cracks.

1. **Destroy and replace all worn or damaged Ultra-Safe equipment.**

If evidence of excessive wear, deterioration or mechanical malfunction is observed, replace the equipment immediately. Never work with worn or damaged Ultra-Safe equipment. Using damaged or worn equipment can cause 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. Do not take any shortcuts’, they could result in injury or death.

**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. Personal protective equipment should be inspected before each use, and immediately removed from service if any sign of wear or damage is found.**

**Preventive measures include:**

1. Never using a lanyard for towing or hoisting,
2. Inspection and smoothing out after each use,
3. Storing neatly. Some hockling is normal and, in and of itself, is not a cause to discard