

## Harness & Lanyard System Inspection Procedures

Source: Ultra-Safe USA | Authorized Distributor: Fall Protection Dallas | ANSI Z359 / OSHA Compliant

### INSPECT BEFORE EVERY USE

Do not use any fall protection equipment that fails inspection. Remove from service immediately and destroy. Using damaged or worn equipment can cause serious injury or death. OSHA requires all employers to inspect and maintain all PPE before each use.

### 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.
- 2 Inspect hardware for malfunctions and cracks.**  
Check all snap hooks, buckles, and D-Rings for damage, distortion, or malfunction.
- 3 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 Inspection — Harness

- 1 Stitching and webbing.**  
Check stitching for broken, burned, cut or pulled stitches. Broken strands appear as tufts on the surface. 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.
- 2 Buckle and belt ends.**  
Inspect the ends of all straps — subject to wear from 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.

3

**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 — equipment should fail inspection.

4

**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 — fail inspection.

5

**Tongue buckles.**

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

6

**Friction slide adjusters.**

Check for sharp edges and distortion. Make sure that the outer bars and center bars are straight. Also check corners and attachment points for wear and cracks.

7

**Easy-connect buckle (square rings).**

Check for distortion, sharp edges and cracks. For stitched attachment points, verify stitching is not broken, burned, cut or pulled.

8

**Friction style buckle.**

Check for sharp edges, cracks and distortion. Make sure outer bars and center bar are straight. Also check corners and attachment points for wear.

9

**Leather components.**

Leather should be soft and supple. Check for cracks, tears, burns, brittleness or other signs of damage, age or abuse. While leather components are not load bearing, damage to the leather signals the entire harness may not be in acceptable condition — re-inspect the entire system.

10

**Destroy or replace worn or damaged harnesses.**

If evidence of excessive wear, deterioration or mechanical malfunction is observed, the harness should be destroyed. Never work with worn or damaged equipment.

11

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

Check all equipment thoroughly and follow all safety procedures and guidelines. Do not take shortcuts.

**OSHA Requirement:** 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 employee or the company. All Ultra-Safe equipment must be inspected before each use and immediately removed from service if it does not pass inspection.

## Specific Inspection — Lanyard

1

**Stitching and webbing.**

Check stitching for broken, burned, cut or pulled stitches. Hold the lanyard with your hands six to eight inches apart. Bend the webbing in an inverted "U" to expose problem areas. For deceleration units, check stitching 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.

2

**Check for broken strands.**

Inspect rope lanyards by twisting the rope slightly to undo the braiding. Inspect the entire lanyard. Lanyards with broken strands must be discarded. NOTE: Twisted rope lanyards can experience "hockling" (twisting similar to a telephone cord) from normal use. Preventive measures: 1) Never use a lanyard for towing or hoisting. 2) Inspect and smooth out after each use. 3) Store neatly. Some hockling is normal and by itself is not cause to discard.

3

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

Hardware must be checked for sharp edges and cracks. Rollers should not be distorted and should roll freely. Check all parts — especially corners and attachment points — for wear and cracks.

4

**Destroy and replace all worn or damaged lanyards.**

If evidence of excessive wear, deterioration or mechanical malfunction is observed, replace immediately. Never work with worn or damaged equipment.

5

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

Check all equipment thoroughly and follow all safety procedures. Do not take shortcuts — they could result in injury or death.

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

## Quick Reference — Pass / Fail Criteria

| Component            | Pass                         | Fail — Remove from Service             |
|----------------------|------------------------------|----------------------------------------|
| Webbing / Stitching  | Intact, no fraying, pliable  | Cuts, burns, broken stitches, abrasion |
| D-Rings              | Smooth, no distortion        | Pitting, cracks, bend, corrosion       |
| Buckles & Hardware   | Moves freely, no sharp edges | Distortion, cracks, corrosion, jams    |
| Snap Hooks           | Gate locks cleanly, no play  | Bent, corroded, gate won't lock        |
| Rivets               | Tight, flush, undamaged      | Loose, pitted, corroded                |
| Leather (if present) | Soft, supple, no cracks      | Brittle, cracked, burned, torn         |
| Rope / Cable         | No broken strands or kinks   | Broken strands, cuts, hockling         |

| Component         | Pass                          | Fail — Remove from Service           |
|-------------------|-------------------------------|--------------------------------------|
| Deceleration pack | Sewn intact, no stretch marks | Torn jacket, stretch marks, deployed |

**FALL PROTECTION DALLAS**

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