Inspector Name		Date	
		Location	

Instructions:

1. All parts of the body harness and its attachments must be inspected for wear and damage.
2. This ✔ symbol is for **YES** or **OK**. This **X** symbol is for **NO** or **REPLACE**.
3. Inspect and document monthly
4. Maintain the completed inspection report so that it is readily available for review.

HARNESS SERIAL NUMBER	LANYARD SERIAL NUMBER	HARNESS WEBBING AND/OR LEATHER	ALL STITCHING	RIVETS AND EYELETS	D-RING(S) AND BUCKEL(S) IF APPLICABLE	LANYARD AND DECELERATION DEVICE	HOOK SAFETY LATCH	CERTIFICATION OR DATA TAG
	N/A							
N/A								
	N/A							
N/A								

ALL AREAS ARE TO BE INSPECTED

WEBBING (STRAPS)	STITCHING	METALIC PARTS	PLASTIC PARTS
• Shoulders • Thigh • Sub-pelvic	• Shoulder Straps • Thigh Straps • Shoulder Strap Tips • Thigh Strap Tips • Label • Sub Pelvic Straps	• D-ring • Adjustable buckle • Thigh strap buckle	• Back D-ring locator pad • Chest Strap Guide • Strap Collar • Label

FINDINGS FROM INSPECTION – PASS / FAIL *(Check which applies)*

PASS	☐	FAIL	☐

IF PRODUCT FAILS - *Fill out the following*

Comments	Model Number	Manufacturer Date
	TAKEN OUT OF SERVICE	Yes ☐ No ☐

MONTHLY HANRESS AND LANYARD SIGN OFF

Inspector Signature	Operations Manager Name	Operations Manager Signature

Note: *Flip page over for more details on how to inspect your harness properly and what to look for.*

HARNESS/LANYARD INSPECTION – ADDITIONAL INFORMATION

HARNESS	
(1)	WEBBING
Grasp the webbing with your hands 6 inches to 8 inches apart. Bend the webbing in an inverted "U". The surface tension resulting makes damaged fibers or cuts easier to detect. Follow this procedure for the entire length of the webbing, inspecting both sides of each strap. Look for frayed edges, broken fibers, pulled stitches, cuts, burns, and chemical damage	
(2)	D-RINGS
Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely.	
(3)	ATTACHMENTS OF BUCKELS
Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the buckle or D-ring attachments.	
(4)	TONGUE/GROMMETS
The tongue receives heavy wear from repeated buckling and unbuckling. Inspect for loose, distorted or broken grommets. Webbing should not have additional holes punched.	
(5)	TONGUE BUCKLES
Buckle tongues should be free of distortion in shape and motion. They should overlap the buckle frame and move freely back and forth in their socket. Roller should turn freely on the frame. Check for distortion or sharp edges.	
(6)	FRICTION AND MATING BUCKLES
Inspect the buckle for distortion. The outer bars and center bars must be straight. Pay special attention to corners and attachment point at the center bar.	

LANYARD
WIRED ROPE LANYARD
While rotating the wire rope lanyard, watch for cuts, frayed areas, or unusual wearing patterns on the wire. Broken strands will separate from the body of the lanyard.
WEBBED LANYARD
While bending webbing over a pipe or mandrel, observe each side of the webbed lanyard. This will reveal any cuts or breaks. Swelling, discoloration, cracks and charring are obvious signs of chemical or heat damage. Observe closely for any breaks in stitching.
ENERGY ABSORBING -LANYARD
Examine as a web lanyard (described above). However, also look for the warning flag or signs of deployment. If the flag has been activated, remove this energy--absorbing lanyard from service.
ROPE LANYARD
Rotate the rope lanyard while inspecting from end-to-end for any fuzzy, worn, broken or cut fibers. Weakened areas from extreme loads will appear as a noticeable change in original diameter. The rope diameter should be uniform throughout, following a short break-in period.
SELF RETRACTING LANYARD
Check Housing - Before every use, inspect the unit's housing for loose fasteners and bent, cracked, distorted, worn, malfunctioning or damaged parts. Retraction and Tension – Test the lifeline retraction and tension by pulling out several feet of the lifeline and allow it to retract back into the unit. Always maintain a light tension on the lifeline as it retracts. The lifeline should pull out freely and retract all the way back into the unit. Do not use the unit if the lifeline does not retract. **Lifeline -** The lifeline must be checked regularly for signs of damage. Inspect for cuts, burns, corrosion, kinks, frays or worn areas. Inspect any sewing (web lifelines) for loose, broken or damaged stitching. **Braking Mechanism -** The braking mechanism must be tested by grasping the lifeline above the impact indicator and applying a sharp steady pull downward which will engage the brakes. There should be no slippage of the lifeline while the brakes are engaged, once tension is released, the brakes will disengage and the unit will return to the retractable mode. Do not use the unit if the brakes do not engage.