



## **Quarterly Harness Visual Inspection Procedure**

Product should be visually inspected before issue, points highlighted in **BLUE** set out the minimum Pre-Service Inspection criteria. Thereafter the below Checks should be performed. All harness inspections should be carried out by a competent person whose competence is recognised by the manufacturer SpiderWebb, competency courses are available on request, note that the wearer himself should be made aware of the inspection criteria as an inspection should be conducted by the wearer at each donning instance:

### **A: HARNESS**

- 1. Check that harness label clearly displays SABS certification mark and harness serial number.**  
(Pre service inspection)
- 2. Check that harness design complies with Employer's in house design and or brand criteria if applicable. (Pre service inspection)**
- 3. All stitch-blocks to be checked for damaged stitching if inspecting an in service harness.**
- 4. No stitching to exceed or go beyond any edge of the webbing. (Pre service inspection)**
- 5. Check for wear and tear damage to edges of harness webbing if inspecting an in service harness.**
- 6. Check for holes and incisions, however small, in harness webbing if inspecting an in service harness.**
- 7. Check all harness buckles for damage, excessive corrosion and pitting if inspecting an in service harness.**
- 8. Check D-ring for damage, excessive corrosion and pitting if inspecting an in service harness.**
- 9. Inspect Dorsal, Sternum or Side Dees (Pre service inspection) to ensure each Dee is symmetrical and Dee complies with Employer's in house design criteria (e.g. stainless steel vs. alloy OR stamped Dee vs. Drop Forged Dee).**
- 10. Check Webbing in situ of the D-ring for wear where the steel of the Dee might move against the Polyester Webbing if inspecting an in service harness.**

### **B: SHOCK ABSORBER**

1. Check that shock absorber cover is intact if inspecting an in service harness.
2. Check that shock absorber label clearly displays SABS certification mark (Pre service inspection) and complies with Employer's in house criteria (e.g. tear webbing vs. bar tack webbing; co-joined twin tail vs. doubled single tail design)
3. Check the stitching on shock absorber joint loops (Pre service inspection), stitching not to exceed or go beyond any edge of the webbing.
4. All stitch blocks to be checked for damaged stitching if inspecting an in service harness.
5. Ensure stitched webbing on webbing "fold overs", are parallel with the main webbing against which the "fold over" is stitched (Pre service inspection), refer to attached "failed" pictures of a Harness erroneously cleared for service by an incompetent / untrained inspector.
6. Check Webbing in situ of the D-ring for wear and tear where the steel of the Dee might move against the Polyester Webbing if inspecting an in service harness.

### **C: LANYARD**

1. Check stitching on shock absorber (Pre service inspection), stitching not to exceed or go beyond any edge of the webbing.
2. All stitch blocks to be checked for damaged stitching, if inspecting an in service harness.
3. Check for damage to edge of lanyard webbing if inspecting an in service harness.
4. Check for holes and incisions, however small, in lanyard webbing if inspecting an in service harness.
5. Check Lanyard complies with (Pre service inspection) Employer's in house design criteria (e.g. Scaffold Hooks vs. Snap Hooks; or the use of "Combi" webbing Hooks).

### **D: HOOKS** (in service harness inspection)

1. Check that hook double-action mechanism is working freely.
2. Hook should close properly.
3. Check hook for damage, excessive corrosion and pitting.

### **E: WASHING YOUR HARNESS**

It is recommended that the employer facilitate the machine washing of In-service Harnesses, cold wash with normal automatic washing machine detergent, washing line hung until dry (no dry cleaning or tumble drying), this will not only promote hygienic work conditions but also assist in maximizing the life span use of the harness. SpiderWebb are able to offer a washing service as part of its Inspection and Repair Service if the Employer is unable to facilitate this part of Harness Maintenance.

**Each harness is supplied with a specific log sheet, which should be kept on file. The periodic checks made by the responsible person should be logged onto this log sheet or other Employer recognised Record file or logbook.**

**If the harness is returned to SpiderWebb for a factory inspection or repair, the log sheet should accompany that harness to the factory for the factory work to be logged.**

**The above criteria serve as a minimum guide to Best Practice in the **Pre Service** and In Service inspections of SpiderWebb Harnesses. This guide is not exhaustive and serves as a minimum requirement to satisfy the Employer that all harnesses on their site(s) comply to their requirements and specifications (both In-House and National or International Specifications) and ensure and assist in the safety of their employees or contractors whilst at the same time maximizing the in service life of the Harness system.**

**If the Employer is unable to facilitate inspections, SpiderWebb are able to conduct on site Inspections if needed, if you require such a service please do contact us to obtain a list of our Inspection Services and Charges.**