

PRE-DRIVE CHECK LIST

1. Check that all buckles are buckled and secure in keepers and at the proper fit and adjustment.
2. Check high stress areas at EVERY use - they will be the first to give if you have an incident.
3. Check every hole for cracks or enlargement.
4. Check buckles for bent tongues - if bent, they are too soft and could break or pull through.
5. If using a neck collar, check hame strap every time, and don't forget to tighten it securely once collar is placed on horse...be sure hames fit snugly into collar rim and are in good condition.
6. Check bit for wear or cracks.
7. Check sewing behind buckles.
8. Check leather for dryness and cracking.
9. Back strap should be checked where it fits through saddle - it wears on the inside.
10. Breeching straps should be checked around ring as well as holes and on up-tugs where leather and ring attach to breeching.
11. Check carriage thoroughly for looseness in wheels or wear on metal parts.
12. Check underneath the carriage for loose bolts or cracks.
13. Are spares on board? Binder twine, knife, hammer and block included.
14. Replace any area or part in question...Remember, equipment failure is one of the leading causes of accidents.

PROPER USE, CARE, CLEANING

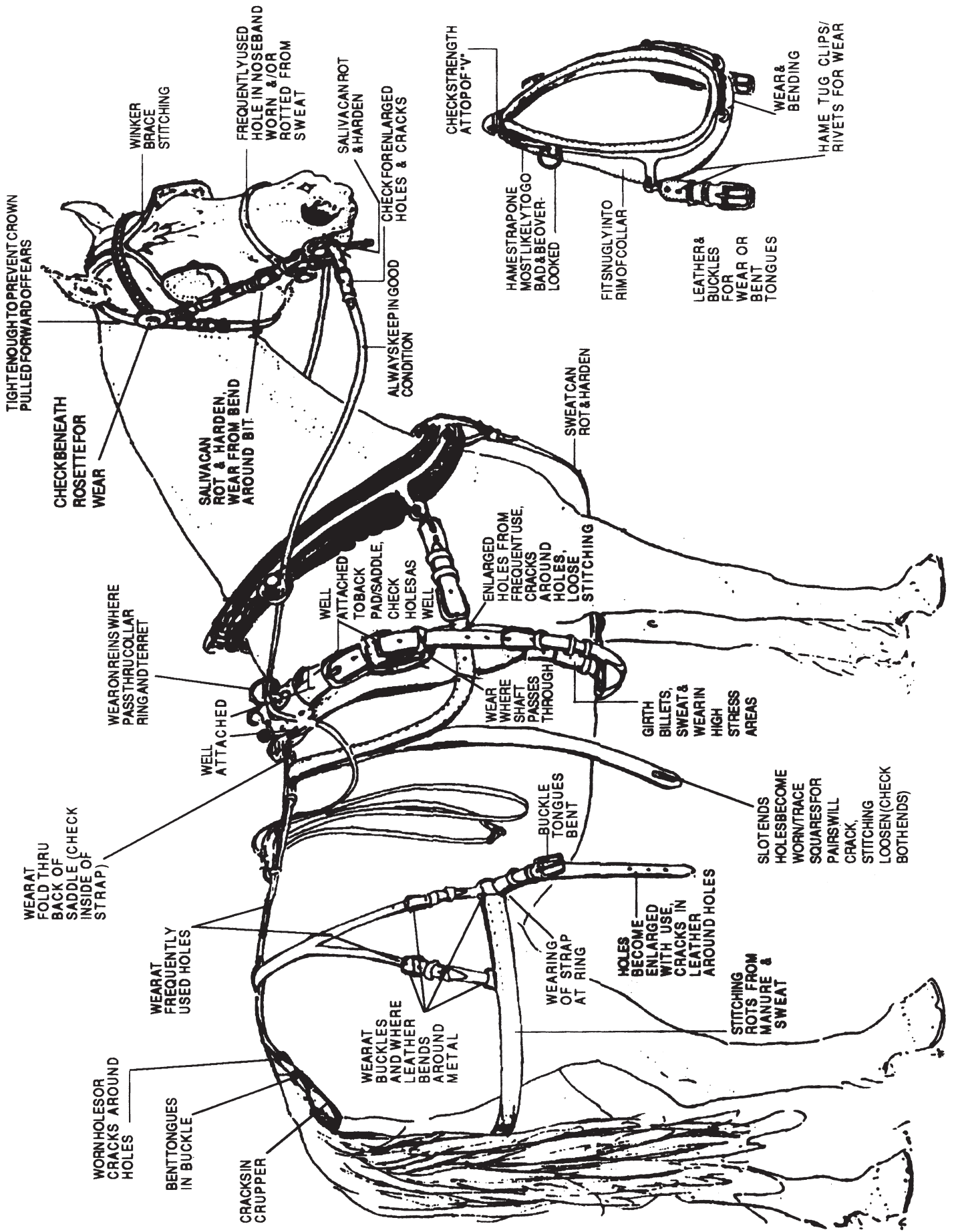
1. Clean with sponge and water, restore and examine harness after every use - dirt acts like sandpaper.
2. Use a glycerine or castile soap to remove sweat, hair and dirt.
3. Restore leather if dry or wet.
4. Wash and polish metal - rust is destructive to leather.
5. Do not dry leather by leaving in the sun or by heat.
6. Do not store in hot, dry areas or in the cold and damp - 70 degrees is ideal.
7. Give extra attention to bridle billets and rein billets - due to contact with acid in saliva.
8. Keep leather in proper ph balance.
9. Avoid oil on patent leather.
10. Switch leather that can be switched from side to side, or if possible alternate holes to reduce wear.

WARNING SIGNS

1. Stiffness and cracking.
2. Stretching or elongated holes.
3. Limpness =over oiled.
4. Broken loops or keepers.
5. Cut or warped straps.
6. Bent tongues or worn or bent buckles.
7. Broken stitching.
8. Cracks in metal hardware.
9. Loose stitching - may give way

QUALITY WILL ULTIMATELY NOT PROTECT AGAINST MISUSE, NEGLECT OR ABUSE.

Prepared by the Safety Committee of The American Driving Society September 1991



TIGHTEN TO PREVENT CROWN
PULLED FORWARD OFF EARS

WINKER
BRACE
STITCHING

FREQUENTLY USED
HOLE IN NOSE BAND
WORN &/OR
ROTTED FROM
SWEAT

SALIVACAN ROT
& HARDEN

CHECK FOR ENLARGED
HOLES & CRACKS

CHECK STRENGTH
AT TOPOF 'V'

HAMESTRAP ONE
MOST LIKELY TO GO
BAD & BE OVER-
LOOKED

FITS SNUGLY INTO
RIM OF COLLAR

LEATHER &
BUCKLES
FOR
WEAR OR
BENT
TONGUES

WEAR &
BENDING
HAME TUG CLIPS/
RIVETS FOR WEAR

CHECK BENEATH
ROSETTE FOR
WEAR

SALIVACAN
ROT & HARDEN,
WEAR FROM BEND
AROUND BIT

ALWAYS KEEP IN GOOD
CONDITION

SWEAT CAN
ROT & HARDEN

WEAR ON REINS WHERE
PASS THROUGH COLLAR
RING AND TERRET

WELL
ATTACHED
TO BACK
PAD/SADDLE,
CHECK
HOLES AS
WELL

ENLARGED
HOLES FROM
FREQUENT USE,
CRACKS
AROUND
HOLES,
LOOSE
STITCHING

WELL
ATTACHED

WEAR
WHERE
SHAFT
PASSES
THROUGH

GIRTH,
BILLETTS,
SWEAT &
WEAR IN
HIGH
STRESS
AREAS

WEAR AT
FOLD THRU
BACK OF
SADDLE (CHECK
INSIDE OF
STRAP)

WEAR AT
FREQUENTLY
USED HOLES

BUCKLE
TONGUES
BENT

SLOT ENDS
HOLES BECOME
WORN/TRACE
SQUARES FOR
PAIRS WILL
CRACK,
STITCHING
LOOSEN (CHECK
BOTH ENDS)

WORN HOLES OR
CRACKS AROUND
HOLES

BENT TONGUES
IN BUCKLE

CRACKS IN
CRUPPER

WEAR AT
BUCKLES
AND WHERE
LEATHER
BENDS
AROUND
METAL

WEARING
OF STRAP
AT RING

HOLES
BECOME
ENLARGED
WITH USE,
CRACKS IN
LEATHER
AROUND HOLES

STITCHING
ROTS FROM
MANURE &
SWEAT