

## 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

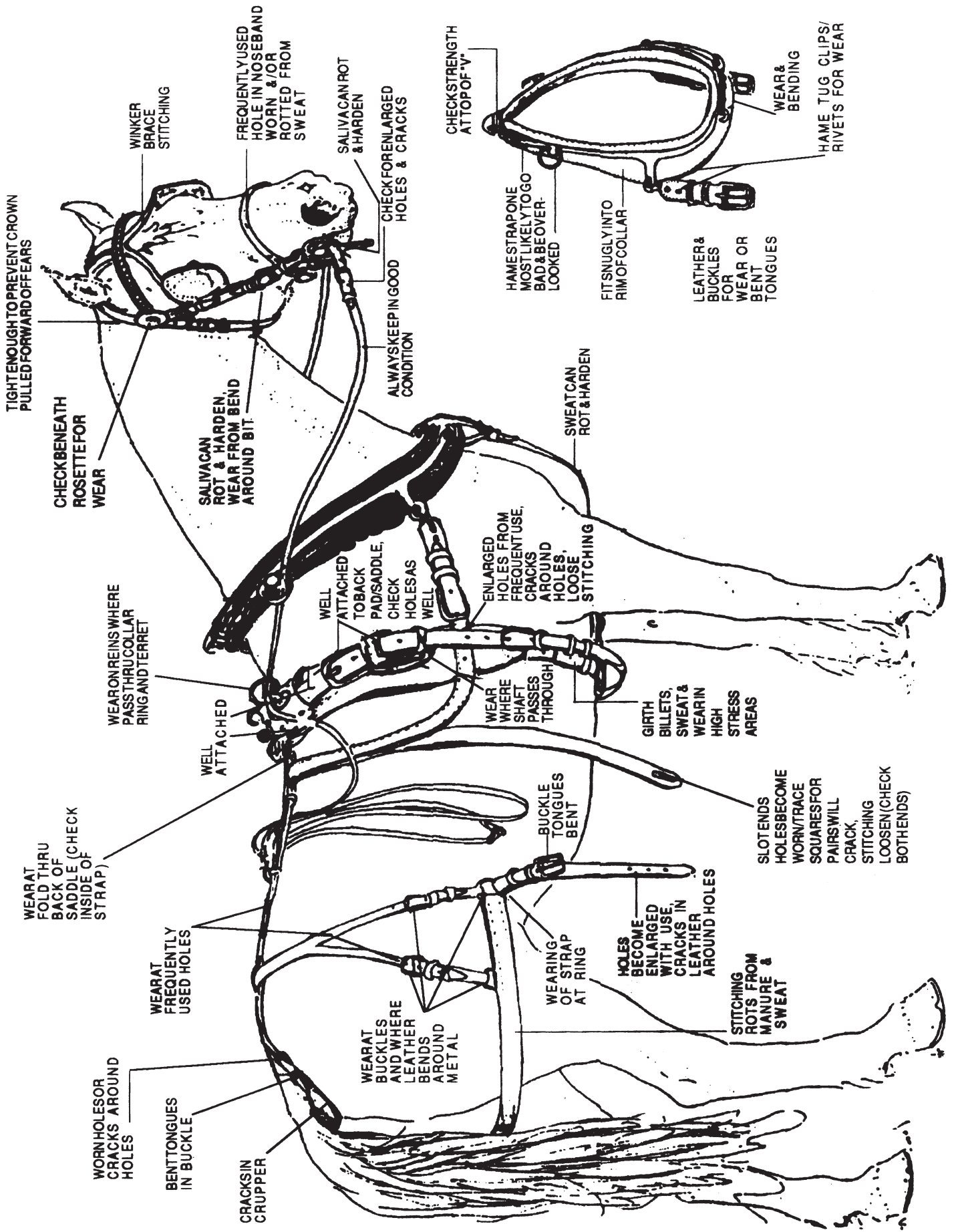
1. Clean with sponge and water, restore and examine harness after every use - dirt acts like sandpaper.
2. Use a glycerine or castile soap to remove sweat, hair and dirt.
3. Restore leather if dry or wet.
4. Wash and polish metal - rust is destructive to leather.
5. Do not dry leather by leaving in the 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 NOSEBAND  
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