

- In addition to routine checks for each use, PPE should regularly undergo a detailed inspection by a competent person. Petzl recommends an inspection every 12 months and after any exceptional event in the life of the product.
 - PPE inspection should be conducted with the manufacturer's Instructions for Use.
- Download the instructions at [PETZL.COM](https://www.petzl.com).

WARNING: your intensity of use may cause you to inspect your PPE more frequently.

SPORT HARNESSES

1. Known product history

Any PPE showing questionable degradation should be quarantined, pending a detailed inspection.

The user should:

- Provide precise information on the usage conditions.
- Report any exceptional event regarding their PPE.
 (Examples: fall or fall arrest, use or storage at extreme temperatures, modification outside manufacturer's facilities).

2. Preliminary observations

Verify the presence and legibility of the serial number and the CE mark.

Note: the serial number code on our products is evolving. Two types of code will coexist. See below for details on each serial number code.

Code A:

00 000 AA 0000

Year of manufacture	.....	.....	.....	.....
Day of manufacture	.....	.....	.....	.....
Name of Inspector	.....	.....	.....	.....
Incrementation	.....	.....	.....	.....

Code B:

00 A 0000000 000

Year of manufacture	.....	.....	.....	.....
Month of manufacture	.....	.....	.....	.....
Batch number	.....	.....	.....	.....
Incrementation	.....	.....	.....	.....

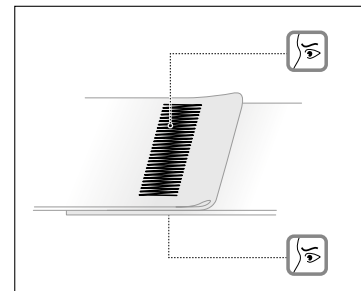
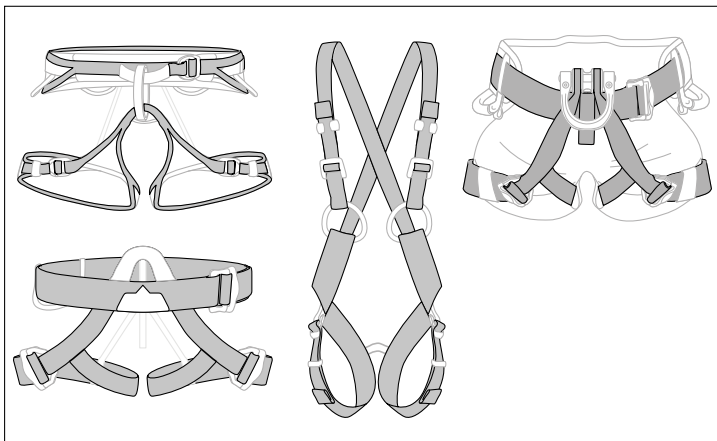
Verify that the product lifespan has not been exceeded.
 Compare with a new product to verify there are no modifications or missing parts.



3. Checking the condition of the straps

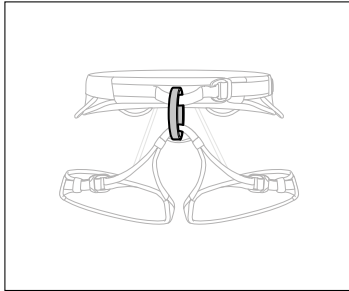
- Check for cuts, swelling, damage and wear due, for example, to use, to heat, and to contact with chemicals. Check the waistbelt straps, waistbelt bias tapes, and leg and shoulder straps if any. Be sure to check any areas hidden by buckles or protectors.

- Check the condition of all safety stitching on both sides. Look for any threads that are loose, worn, or cut. Safety stitching is identified by thread of a different color or surface appearance than that of the webbing.



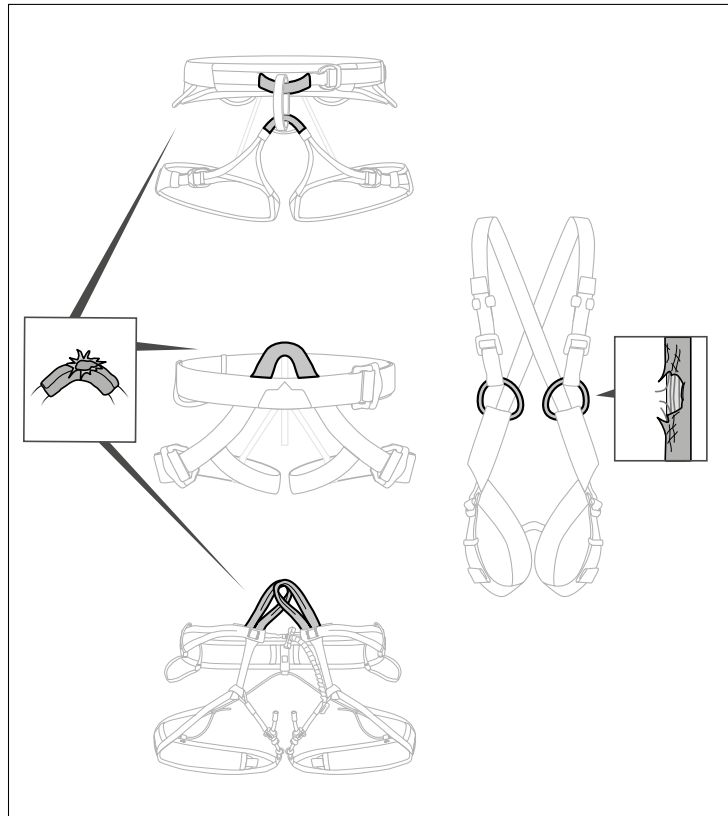
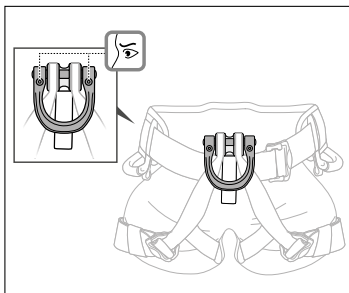
4. Checking the tie-in points and belay loop

- Check the condition of the belay loop. Look for cuts, wear, swelling and damage due, for example, to use, to heat, to chemicals.



- Check the condition of the protective webbing on the tie-in points. Look for cuts, wear, swelling and damage due, for example, to use, to heat, to chemicals. If the protective webbing on the tie-in points shows signs of wear (holes, cut threads, frayed webbing), retire your harness. Certain harnesses (e.g. SIMBA, LUNA, SELINA, ADJAMA, SAMA sold up until 2018) have a red wear indicator on the lower tie-in point. Retire your harness if this indicator is visible.

- Verify that the screws on the gated attachment point are present and properly tightened. Verify the absence of deformation, cracks, marks, wear, corrosion.



5. Checking the condition of the adjustment buckles

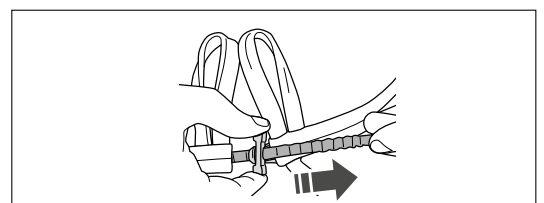
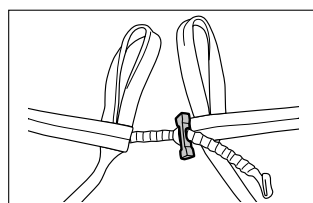
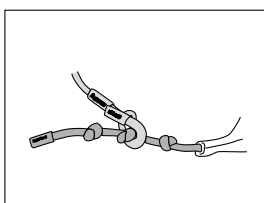


- See your harness Instructions for Use.
- Check the condition of the adjustment buckles (absence of deformation, cracks, marks, wear, corrosion...).
- Check that the straps are correctly threaded, with no twists.
- Verify that the buckles operate properly.

6. Special case for FLY harness

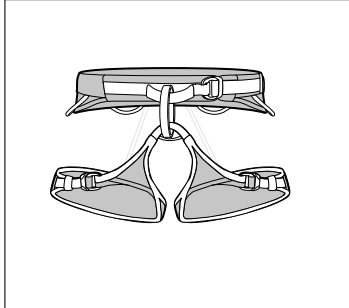
- Verify the knots are present and check the condition of the cord. Look for cuts, wear, swelling and damage due, for example, to use, to heat, to chemicals.

- Verify that the toggle and the waistbelt elastic band are working properly.

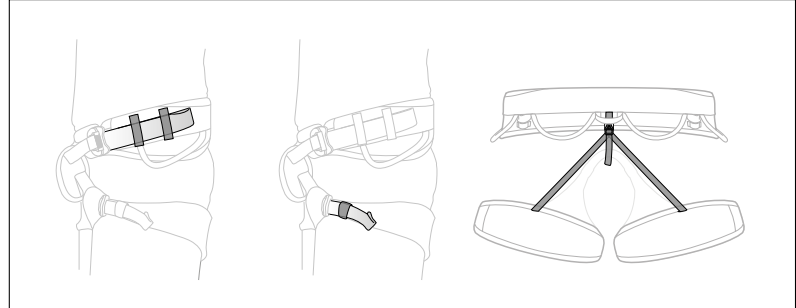


7. Checking the comfort parts

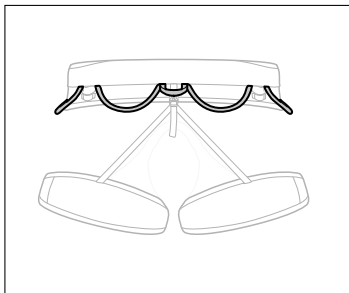
- Check the condition of the waist and leg foams (cuts, wear, tears...).



- Check the condition of the elastic keepers and leg loop elastic bands (cuts, wear, tears...).



- Check the condition of the equipment loops (cuts, wear, tears...).



8. Appendix: Examples of common issues to look for during inspection

- Discoloration



- Elastic band coming unstitched



- Damaged elastic



- Worn belay loop and tie-in point



- Worn belay loop and tie-in point



- Damaged safety stitching



• Worn tie-in point



• Worn tie-in point



• Visible wear indicator



• Marks on the webbing



• Unstitched hem



• Damaged webbing



• Cut hem



• Torn webbing



• Traces of paint



- Damaged buckle retaining strap



- Corrosion



- Corrosion



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- Broken male buckle

