

- 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 done with the manufacturer's instructions available for reference. Download the instructions at [PETZL.COM](http://PETZL.COM)



## I'D S, I'D L and RIG

### 1. Known product history

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

The user should:

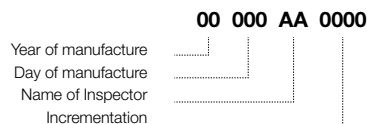
- Provide precise information on the usage conditions.
- Report any exceptional event regarding his PPE.  
 (Examples: fall or fall arrest, use or storage at extreme temperatures, modification outside manufacturer's facilities, etc.).

### 2. Preliminary observations

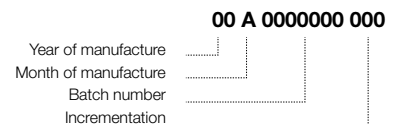
Verify the presence and legibility of the serial number and the CE mark.

**Attention**, 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:



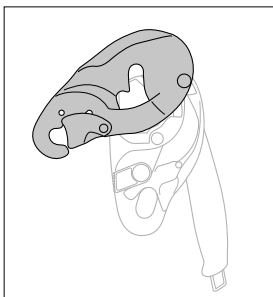
Code B:



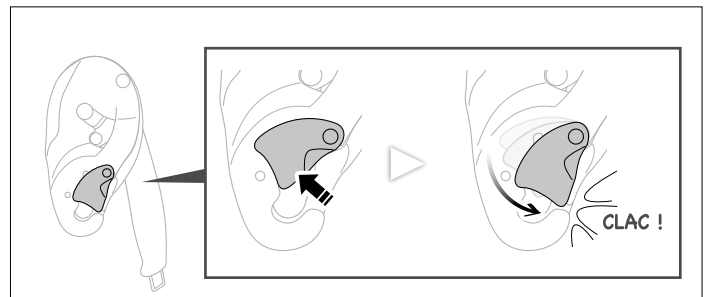
Verify that the product lifetime has not been exceeded.

Compare with a new product to verify there are no modifications or missing parts.

### 3. Checking the moving side plate

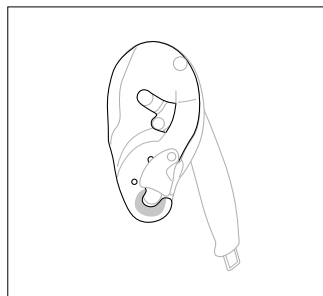
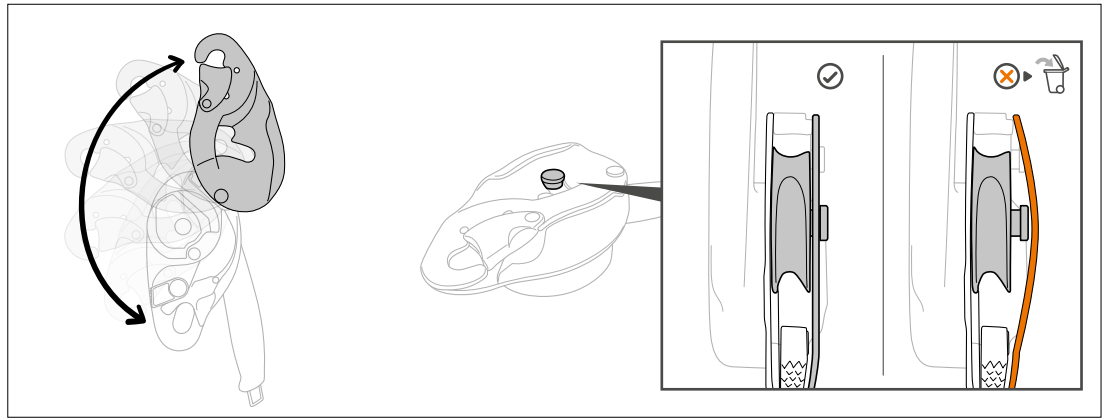


- Check the condition of the moving side plate (marks, deformation, fouling, cracks, wear...).

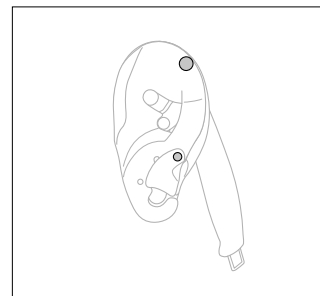


- Check the condition of the safety gate and the effectiveness of the spring.

- Verify that the moving side plate opens and closes properly. Check the moving side plate for deformation or excessive play: if the side plate can pass over the head of the cam axle, discontinue use of the product.

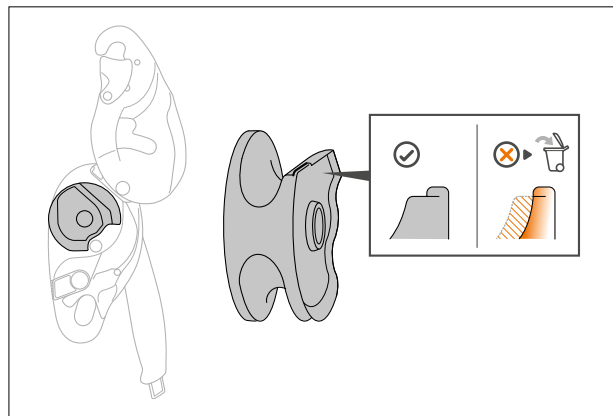
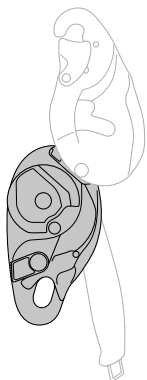


- Check the condition of the attachment hole (marks, deformation, cracks, corrosion...).

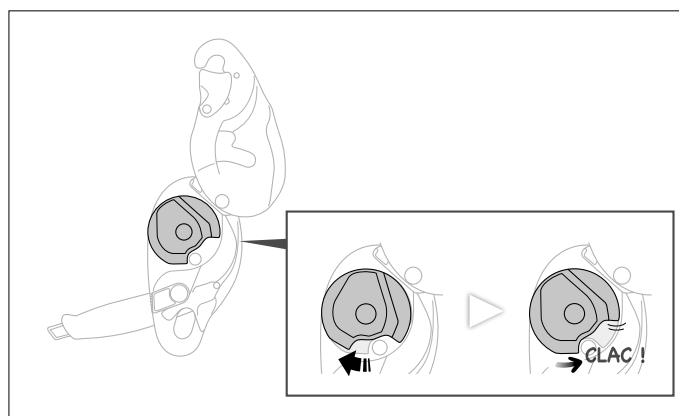


- Check the condition of the rivets (marks, deformation, cracks, corrosion, absence of play...).

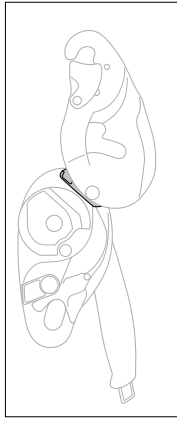
#### 4. Checking the condition of the frame



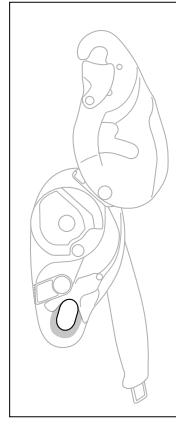
- Check the condition of the cam and its axle (marks, deformation, fouling, cracks, crazing, corrosion...).
- Wear indicator (I'D only) if the cam groove is worn to the wear indicator, discontinue use of the I'D.



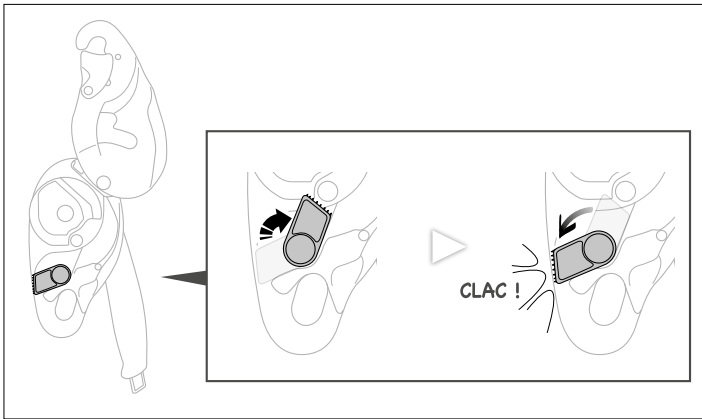
- Check the cam's rotation and the effectiveness of the return spring.



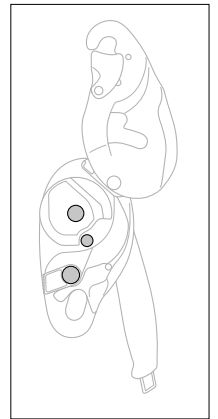
- Check the condition of the friction plate (marks, deformation, fouling, cracks...).



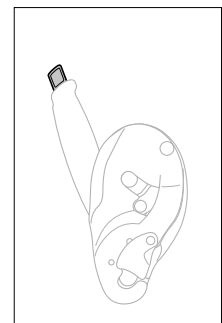
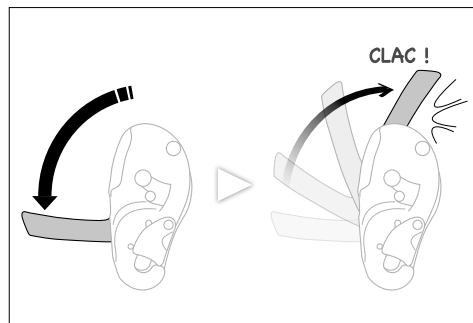
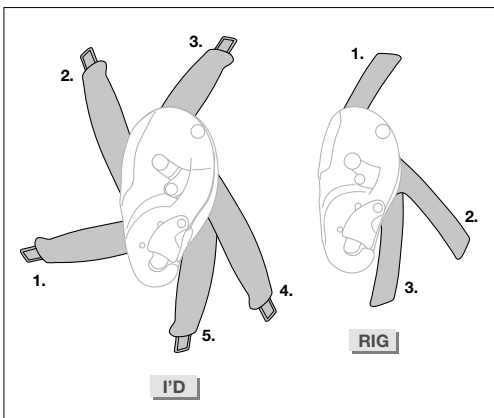
- Check the condition of the attachment hole (marks, deformation, cracks, corrosion...).



- On the I'D, check the condition of the anti-error catch (marks, deformation, cracks, corrosion...) Check that all teeth are present and check their state of wear. The teeth must not be fouled. If necessary, clean them with a brush.
- Check the rotation of the anti-error catch and the effectiveness of the return spring.
- Check the condition of the rivets (marks, deformation, cracks, corrosion, absence of play...).



## 5. Checking the condition of the handle

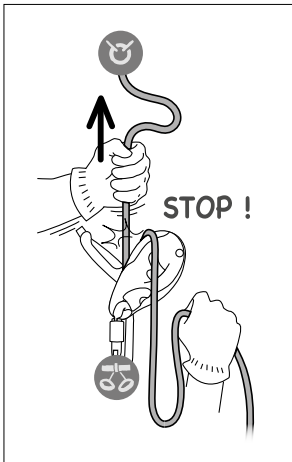


- On the RIG, check that the handle return spring is working properly.

- On the I'D, verify that the horizontal positioning button is working properly.

- Check the condition of the handle (marks, deformation, cracks...).
- Verify that all of the handle positions are accessible and well defined.

## 6. Function check



- Do a function check with the device on the harness. Pull on the anchor side of the rope; the rope must lock in the device.

## 7. Appendix: examples of I'D, RIG that are worn out, or that should be retired

• Dirty I'D



• Stuck button



• Corrosion



• Bent side plate



• Hole in side plate



• Worn cam groove



• Deformed catch



• Broken handle



- Hole in cam



- Attachment hole deformed by a shock load



- Cam groove worn to wear indicator

