

2. Testing

The tests should be carried out according to the intended use of the whole system (e.g. EN 358:2018, EN 795:2012, EN 12841:2006 ...). If there is no applicable standard for the whole system, the tests should be carried out according to a risk assessment which considers: the intended use (manufacturer's instructions and information), the Essential Health and Safety Requirement of the PPE Regulation, test procedures from other EN standards and applicable RfUs (e.g. maximum user weight).

Test shall include a grab test according to EN 12841:2006 – 4.3.3 (5.5.2)

Test should include static test(s) (to assess the resistance of the combination) and dynamic test(s) (to assess the behaviour of the combination).

All combinations of different knots and knot materials ('lanyards') on different guiding ropes **shall** be tested.

Example for a friction hitch on a guiding rope the following test protocol would apply:

- Guiding rope A + Lanyard A as prusik
- Guiding rope A + Lanyard A as distel
- Guiding rope B + Lanyard A as prusik
- Etc...

3. Marking

Each load bearing component that might be removable must have a marking, which states the correspondence to the whole system.

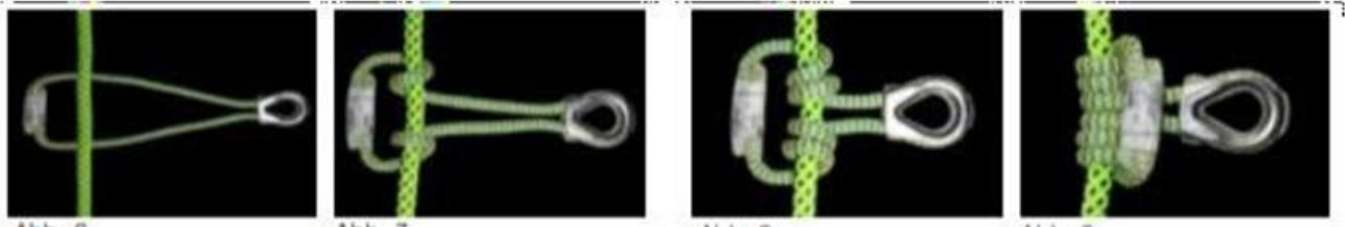
Example: 'Component name 1' part of 'system name', 'Component name 2' part of 'system name', etc.

4. Manufacturer's instructions and information

The manufacturer's instructions and information must show and explain all possible attachments of the system.

If parts can be replaced, or if it is very likely that they will be replaced by the end user, a detailed description with pictures must be included in the Instructions for use

Example for prusik (3-coil):



Every tested and approved combination of guiding rope and friction hitch must be explained in manufacturer's instructions and information.

Note: The length of the lanyard (for the friction hitch) is very important for the functionality and performance of the whole system.

The setup of all approved friction knots must be explained in the instructions for use.

Every system component must be identifiable.

There must be a described functional test in the manufacturer's instructions and information to test the performance of the friction knot (which movement is allowed; in which directions the knot should not move etc)

There must be a warning to check the reliable grab function of the friction hitch before every use