REQUEST FOR USER INSPECTION: DMM HARNESSES

8th July 2016

Following the discovery of missing structural sewing on a DMM Brenin Harness during a routine inspection by an end user, we are issuing the following information to users of all DMM harnesses, and asking them to carry out a visual inspection on the key structural sewing on their harnesses.

This is the first instance of this product fault in the history of DMM harness production. As both the manufacturing and quality control processes on the Brenin are shared with our other harness models, we feel that issuing a precautionary instruction advising climbers to check all DMM harnesses is the appropriate response.

Upon notification of the missing structural sewing, DMM immediately initiated a full investigation and quality control audit on harness production, carried out a 100% re-inspection of all harness stock, and are now issuing this request for user inspection.

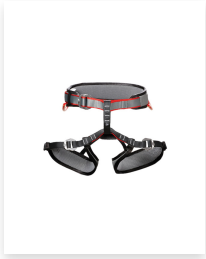
Please visit dmmclimbing.com for detailed inspection guidance

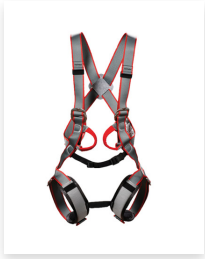

Mithril & Venture


Maverick 2 & Vertesse

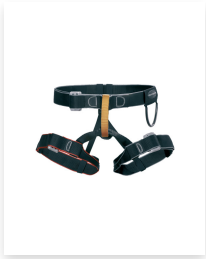

Renegade 2 & Puma 2

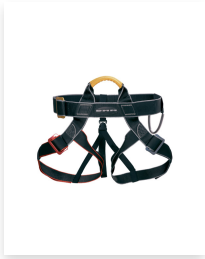

Viper 2 & Vixen


Tomcat


Tomkitten


Super Couloir


Brenin


Centre Alpine


Chest Harness

Q&A's

How was the missing structural sewing found?

- The missing bar tack was found by a customer during a routine equipment inspection. It is important to note that no harness failures, accidents, or injuries have occurred. DMM were informed, a full investigation was carried out. Corrective and preventative measures have been implemented.

What is the effect on strength?

- The bar tacks are the main structural stitching on a harness. Depending on the style of the harness, there is often secondary stitching with a certain level of strength. With a bar tack missing, the harness breaking strength will be reduced. The returned Brenin harness was subjected to a full torso harness test in accordance with the European Standard EN 12277 and withstood 15kN loading without failure.

What harnesses are potentially affected?

- In the past decade, several hundred thousand harnesses have been produced and sold by DMM, with the current harness return being the first occurrence of missing structural sewing. This request applies to all DMM harness styles still in service, no matter the age. We feel it is important to spread the net far and wide to ensure we reach as many end users as possible, raise awareness, and maximise user safety. Only by adopting this method will DMM and the climbing market be 100% reassured.

What is a 'Request for User Inspection'?

- This is a process used to proactively raise awareness of a potential product issue and to determine its scale and scope. As the presence of structural sewing is easy to inspect (using the Harness Inspection Sheets), it is possible for the users of our equipment to identify any faults. This helps us to ensure that this issue is not widespread, that maximum levels of safety are maintained, with the minimum of inconvenience for climbers. This is not a recall. A recall occurs when there is evidence of a widespread product issue with associated safety concerns.

What happens if missing structural sewing is discovered?

- If your harness is missing the structural sewing, stop using the harness, quarantine, and contact DMM directly as per the instructions on the Harness Inspection Sheets.

What if I'm not 100% confident in my inspection?

- If you have any doubt, please email returns@dmmwales.com . We will be happy to help you get to the correct conclusion. As always with PPE it is important to be 100% confident in your equipment.

What steps are DMM taking to make sure this can't/won't happen again?

- 100% Re-Inspection of all DMM harness stock.
- A full investigation and audit of the harness quality control and manufacturing systems is underway.
- Process improvements will be implemented.