



SAS 2011

SUPER ANCHOR SAFETY®

Full Body Harness
Harnais de sécurité

Lifeline w/ Snaphook
Ligne de vie avec crochet
(Classe F, ajustable)

Shock Absorbing Lanyard
Ligne de vie avec absorbeur d'énergie E-4

Mechanical Rope Grab
Coulisseau de sécurité

Hinged Anchor™
Includes Fasteners
Ancrage à charnières
avec fixations

Quick-Strap™
Ancrage Quick-Strap



Complies with CSA/ANSI/OSHA Standards
Conformes aux normes CSA/ANSI/OSHA

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SPECIFICATIONS OF USE:

The equipment specified in this manual is rated for Fall Arrest and Fall Restraint/Work Positioning for one person and is ensured for component compatibility as described in **section 7**. Equipment mfg. by others and used with **SAS** equipment must have compatibility ensured by "competent/qualified person"*.

HORIZONTAL LINES/MULTIPLE USERS:

The Quick Strap and Hinged Anchor are rated for two person use when there is no exposure to a free fall. Not rated for Horizontal Lines.

ENERGY ABSORBER/ROPE GRAB: Maximum user wt. is 220lb(100kg).

E-4 model I6061k or I6061 energy absorber is fitted with a Snap-hook for connecting to the harness D-Ring. Maximum arrest force (MAF) for a 6'(1.8m) free fall is 900lb(4kN). The deployment length is 42"(1.06m). Rope grab N°4015M is factory attached to the energy absorber and is rated at 3,600lb(16kN). Complies with CSA Z259.11-05 / ANSI Z359.1 / OSHA 1926:502

FULL BODY HARNESS: Maximum user wt. is 220lb(100kg).

6,000lb(27kN) rated polyester webbing fitted with a proof loaded 5,000lb(22kN) rated di-chromate plated D-Ring, Fall Impact warning labels and serial number/date of mfg. label. Complies with CSA Z259.10-06 Class A.

LIFELINE:

5/8"(16mm) dia. 3-strand, 9,300lb(4,200kg) strength polyester lifeline fitted with a plastic thimble and locking type Snap-hook. The rope splice is encapsulated with clear shrink tube. Fitted with specification and serial number labels. Complies with CSA Z259.11-05 class F adjustable lanyard. Complies with ANSI Z359.1 as vertical lifeline.

Property of | Propriété de: _____ Purchase Date | Date d'achat: _____

*Qualified Person: According to the definition of the Industrial Safety Standards for your area.

CARACTÉRISTIQUES D'UTILISATION:

L'équipement de sécurité mentionné dans ce manuel est qualifié en tant que système de protection contre les chutes et en tant que dispositif de positionnement pour un ouvrier. Tel qu'il est mentionné à la section 7, l'équipement et les accessoires sont compatibles. La compatibilité de l'équipement fabriqué par d'autres fournisseurs et utilisé avec les produits **SAS** doit être garantie par un ingénieur*.

LIGNES HORIZONTALES/UTILISATEURS MULTIPLES:

D'une capacité d'ancrage de 2 ouvriers, la Quick-Strap™ et le Hinged Anchor™ peuvent être utilisés lorsqu'il n'y a pas risque de chute libre. Usage non compatible avec les lignes horizontales.

ABSORBEUR D'ÉNERGIE/COULISSEAU DE SÉCURITÉ: Conçu pour un poids maximal de 220lb(100kg), l'absorbeur d'énergie E-4 (modèle I6061k ou I6061) est muni d'un crochet à ressort pour l'attacher à l'anneau en D du harnais. La force d'arrêt maximale (FAM) lors d'une chute libre de 6pi(1.8m) est de 900lb(4kN). L'allongement maximal est de 42"(1.06m). Le coulisseau de sécurité N°4015M est fixé en usine à l'absorbeur d'énergie. Il a une capacité de 3 600lb(16kN). Conformés à la norme CSA Z259.11-05 / ANSI Z359.1 / OSHA 1926:502

Le coulisseau de sécurité N°4015M est fixé en usine à l'absorbeur d'énergie. Il a une capacité de 3 600lb(16kN). Conformés à la norme CSA Z259.11-05 / ANSI Z359.1 / OSHA 1926:502

HARNAIS DE SÉCURITÉ: Conçu pour un poids maximal de 220lb(100kg).

Fait de polyester d'une capacité de 6 000lb(2 721kg), le harnais est muni d'un anneau en D bichromaté d'une capacité de 5 000lb(2 267kg), d'étiquettes d'avertissement contre les chutes et d'une étiquette du fabricant (numéro de série/date de fabrication).

LIGNE DE VIE:

D'un diamètre de 5/8"(16mm), cette ligne de vie en polyester trois fils a une capacité de 9 300lb(4 200kg) et est munie d'une cosse en plastique et d'un crochet à ressorts verrouillable. L'épissure est encapsulée dans une gaine de protection transparente. La gaine est munie d'une étiquette d'avertissement et du numéro de série. La ligne de vie ajustable classe F est conforme à la norme CSA Z259.11-05.

*Ingénieur: selon la définition des normes de sécurité industrielle régissant votre type de travail

ADJUSTING A NEW HARNES:

Hold the harness by the metal D-Ring. Unbuckle the chest strap and leg strap friction buckles. Remove any twists in the webbing. Insert arms through the shoulder straps so the D-Ring is on your back and the arrow indicator on the shoulder strap, shown at Fig.3, is pointing up toward your head. Leg straps should be hanging down with no twists or tangles. Adjusting for personal fit may require the harness to be put on and taken off a few times.



Fig.2

CHEST AND SHOULDER STRAP ADJUSTMENT:

1. Align the shoulder straps so they are parallel to each other as shown at Fig.1. Buckle the chest strap by inserting buckle "A" through buckle "B" as shown at Figs.5, 6 and 7 below. Adjust the chest strap length by moving the webbing through buckle "A" so the shoulder straps do not extend past your armpits. For an average size person the length between the shoulder straps should be no more than 12". The chest strap should be positioned at armpit level as shown at Fig.1.

Note: Shoulder Strap Webbing is Adjusted by Shortening or Lengthening the Leg Straps



Fig.1

LEG STRAP ADJUSTMENT:

2. Buckle the leg straps and adjust for a snug fit. Shorten or lengthen the strap by unbuckling and moving the webbing through the "A" buckle.

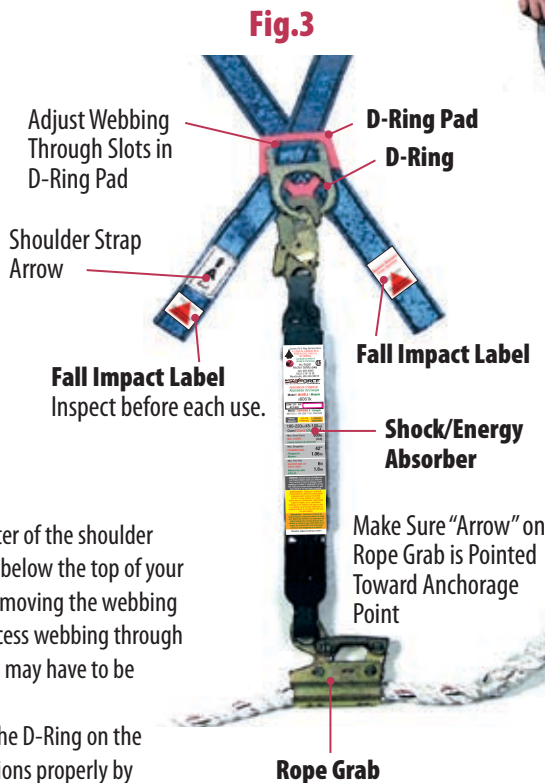


Fig.3

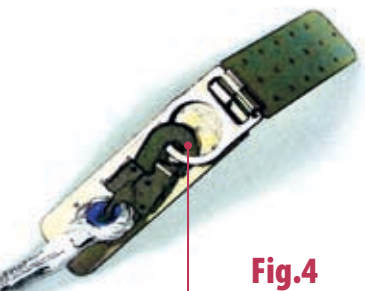


Fig.4

6. Attach lifeline to anchorage device with the Snap-hook. Ensure the Snap-hook is locked and the lifeline is not twisted or entangled.

D-RING ADJUSTMENT:

3. The D-Ring on harness back should position about the center of the shoulder blades as shown at Fig.2. Position the D-Ring pad at least 4" below the top of your shoulders but no more than 6". Adjust the D-Ring location by moving the webbing through the slots in the D-Ring pad (Fig.3) and taking up excess webbing through the leg strap friction buckles (Fig.1). The chest strap position may have to be adjusted after moving the D-Ring pad.

4. Connect shock absorber as shown at Fig.3 to the back of the D-Ring on the harness with the Snap-hook. Make sure the Snap-hook functions properly by following instruction in Section 5-B.

5. Lifeline should be installed through the rope grab with the arrow indicator pointing toward the anchor-point end of the lifeline shown at Fig.4. Follow the instructions for the rope grab adjustment at Section 3 before use.

FRICTION BUCKLES:

7. Friction buckles are locked by inserting the smaller "A" buckle through the larger "B" buckle (Fig.5). Turn "A" buckle at an angle as shown at Fig.6 and slide through "B" buckle. The "A" buckle should lay flat over the top of the "B" buckle as shown at Fig.7.

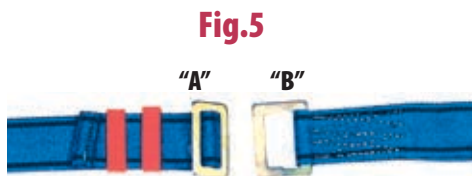


Fig.5

Insert Small Buckle "A" Into Large Buckle "B"



Fig.6

At an Angle

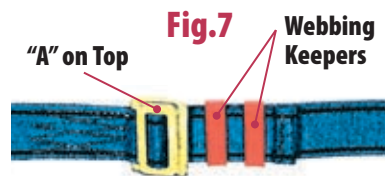


Fig.7

Buckle "A" Lays Over the Top of Buckle "B"

Webbing Keepers

WARNING:
IF THE HARNES IS NOT ADJUSTED FOR A SNUG FIT, IT IS POSSIBLE TO COME OUT OF THE HARNES IF YOU FALL. THE CHEST STRAP MUST BE CLOSED AND BUCKLED AT ALL TIMES WHEN YOU ARE WEARING THE HARNES FOR FALL PROTECTION.

The shock absorber is designed to arrest a fall one time only and it must be replaced. The original length is approximately 17" (430mm). When the absorber is subjected to a free fall the tear-away fabric will rip out a maximum of 42" (1.06m) as it slows the fall and then comes to a complete stop. It takes about 650-750 lbs of force to deploy or initiate the rip out function.

1. ENERGY ABSORBER E-4:

Factory attached E-4 Energy absorber N°16061k or 16061 has a maximum user wt. of 220lb (100kg) shown at **Fig.1**. Do Not Remove from Rope-Grab.

REMOVE FROM SERVICE IF ANY OF THE FOLLOWING INSPECTIONS FAIL:

- a) Snap-hook or rope grab are missing.
- b) Snap-hook does not pass inspection in **Section 5-B**.
- c) Web loop at Snap-hook or rope grab are worn or cut.
- d) Clear shrink tube cover is missing, cut, or damaged. **Fig.2-B**.
- e) Warning label is missing.
- f) The absorber has been fully or partially deployed in a fall or by applying some other force as shown at **Fig.2-A**. and is longer than the factory length of 17" (430mm).
- g) Webbing stitching is missing, cut, or loose.

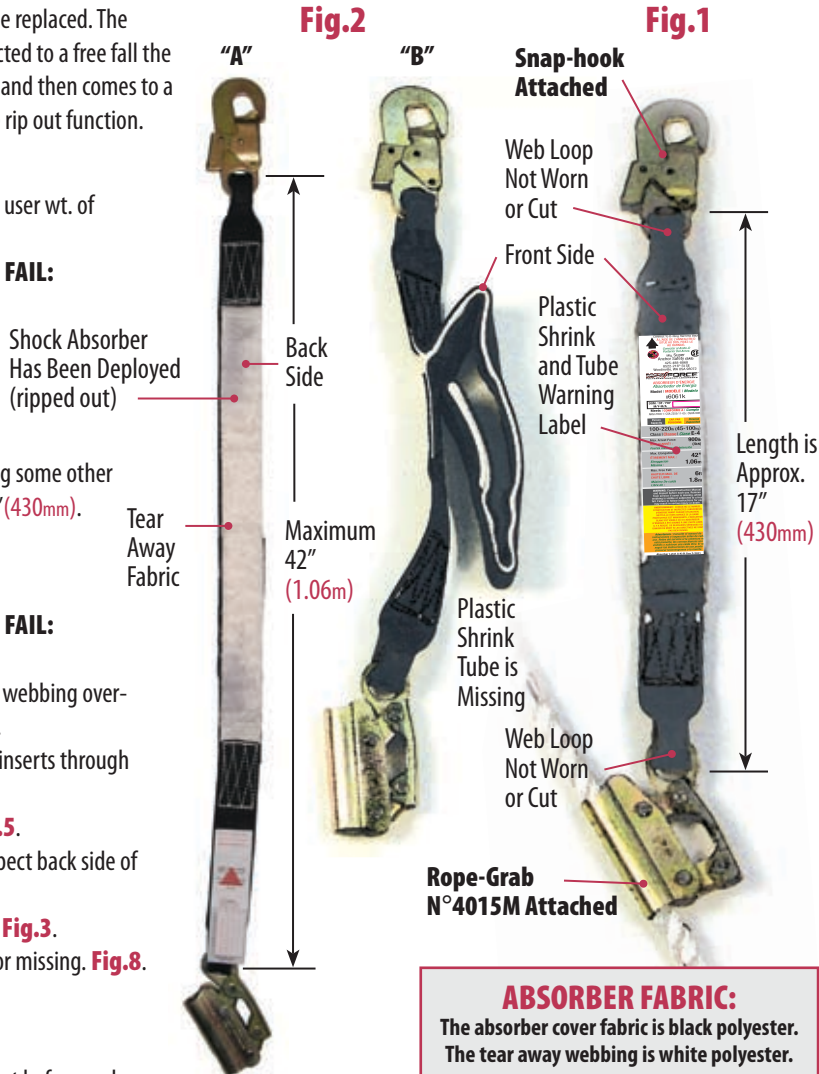
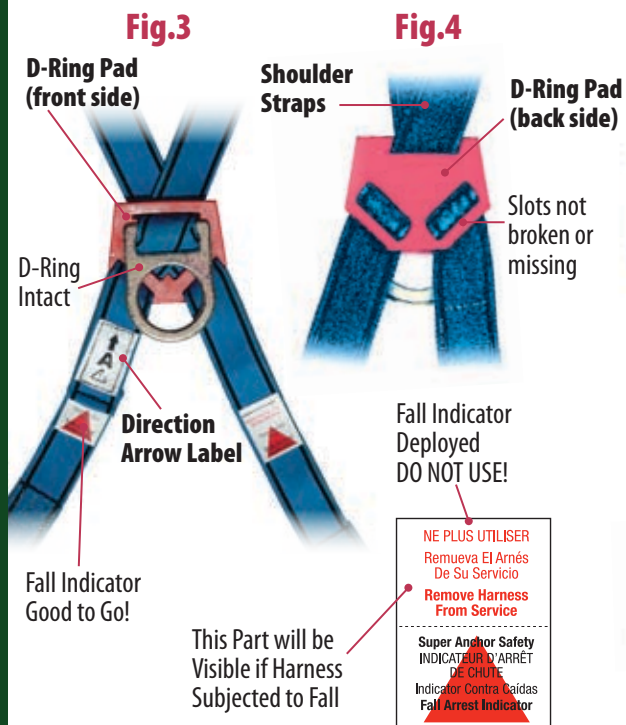
2. BODY HARNESS:

REMOVE FROM SERVICE IF ANY OF THE FOLLOWING INSPECTIONS FAIL:

- a) Webbing is cut or damaged in any way.
- b) Webbing stitches are loose, pulled apart, broken or cut. **Fig.6**. Inspect webbing overlaps and stitches on the underside of stitch pattern as shown at **Fig.7**.
- c) Friction buckles are bent, cut, damaged or corroded. Small buckle "A" inserts through buckle "B" and locks in place. **Fig.8**.
- d) Chest strap webbing holders (black plastic) are broken or missing. **Fig.5**.
- e) D-Ring chafe pad slots where webbing passes through are broken. Inspect back side of pad. **Fig.4**.
- f) Front side of chafe pad D-Ring is missing, broken, cracked or corroded. **Fig.3**.
- g) Plastic webbing keepers and webbing terminations are loose, broken or missing. **Fig.8**.
- h) Fall indicator or warning labels are missing. **Fig.3, 9**.

Fall Indicators Shown at Fig.3:

Fall Indicators sewn into the webbing are located below the D-Ring. Inspect before each use. When subjected to a free fall or other force, the **Remove From Service** warning will be visible. **Remove harness from service immediately!**



ABSORBER FABRIC:
The absorber cover fabric is black polyester.
The tear away webbing is white polyester.

OSHA 1926:502(d)(16)(iii) Allows a worker to free fall no more than 6'(1.8m) before his equipment begins to arrest the fall. During a fall the rope grab device locks onto the lifeline when all the slack of the various components are taken up in the fall. The shock absorber will deploy, slow the fall, and the worker will come to a complete stop before contacting the ground or lower level.

ADJUSTMENT SLACK EXAMPLE:

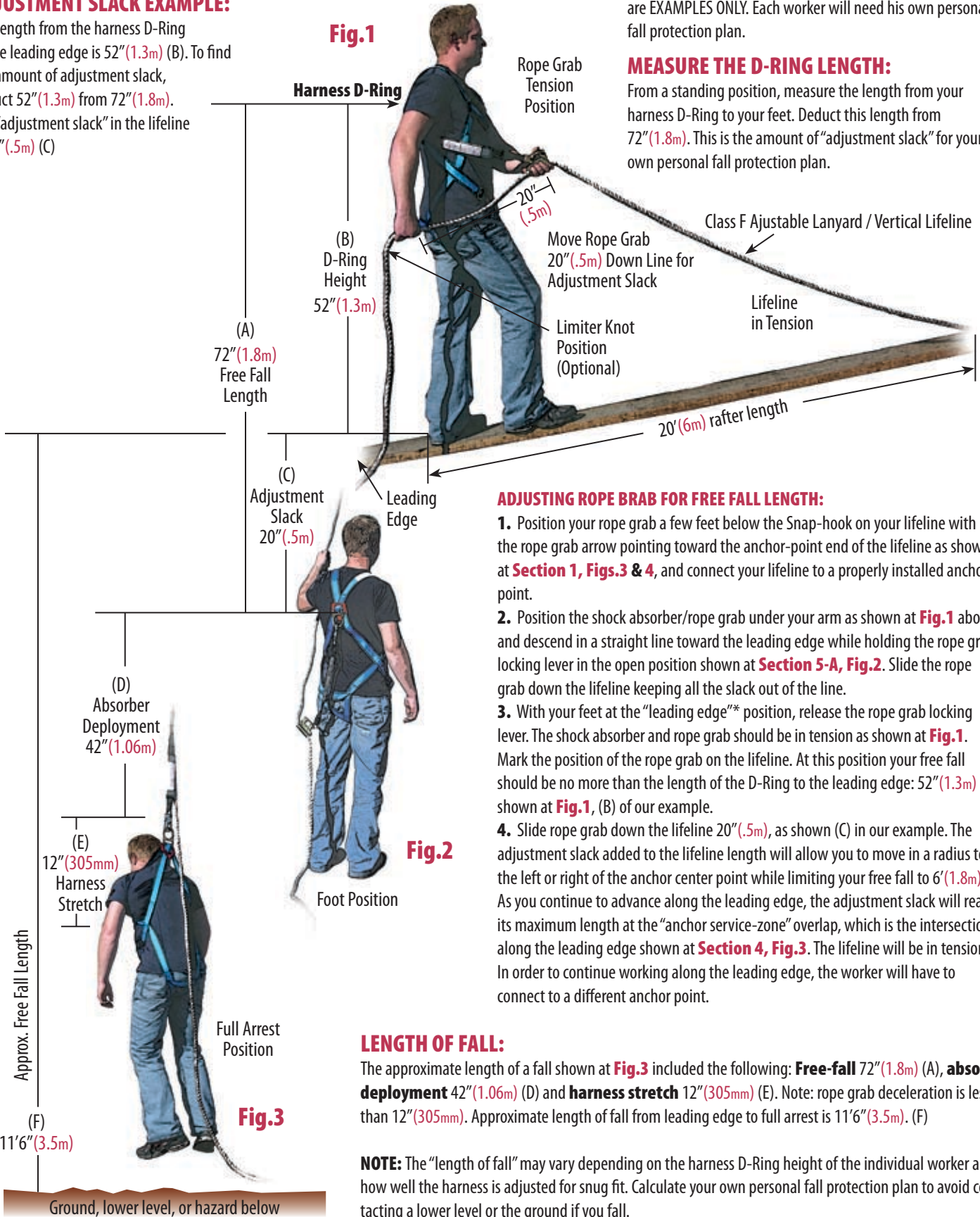
The length from the harness D-Ring to the leading edge is 52"(1.3m) (B). To find the amount of adjustment slack, deduct 52"(1.3m) from 72"(1.8m). The "adjustment slack" in the lifeline is 20"(.5m) (C)

The 6'(1.8m) length is measured from the "leading edge" (as shown at Fig.1, where the worker is standing) to the point where the equipment begins to arrest the fall. (Fig.1 foot position to Fig.2 foot position).

The following method to gauge a free fall is a recommendation only and all measurements in this manual are EXAMPLES ONLY. Each worker will need his own personal fall protection plan.

MEASURE THE D-RING LENGTH:

From a standing position, measure the length from your harness D-Ring to your feet. Deduct this length from 72"(1.8m). This is the amount of "adjustment slack" for your own personal fall protection plan.



ADJUSTING ROPE BRAB FOR FREE FALL LENGTH:

1. Position your rope grab a few feet below the Snap-hook on your lifeline with the rope grab arrow pointing toward the anchor-point end of the lifeline as shown at Section 1, Figs.3 & 4, and connect your lifeline to a properly installed anchor point.
2. Position the shock absorber/rope grab under your arm as shown at Fig.1 above, and descend in a straight line toward the leading edge while holding the rope grab locking lever in the open position shown at Section 5-A, Fig.2. Slide the rope grab down the lifeline keeping all the slack out of the line.
3. With your feet at the "leading edge" position, release the rope grab locking lever. The shock absorber and rope grab should be in tension as shown at Fig.1. Mark the position of the rope grab on the lifeline. At this position your free fall should be no more than the length of the D-Ring to the leading edge: 52"(1.3m) as shown at Fig.1, (B) of our example.
4. Slide rope grab down the lifeline 20"(.5m), as shown (C) in our example. The adjustment slack added to the lifeline length will allow you to move in a radius to the left or right of the anchor center point while limiting your free fall to 6'(1.8m). As you continue to advance along the leading edge, the adjustment slack will reach its maximum length at the "anchor service-zone" overlap, which is the intersection along the leading edge shown at Section 4, Fig.3. The lifeline will be in tension. In order to continue working along the leading edge, the worker will have to connect to a different anchor point.

LENGTH OF FALL:

The approximate length of a fall shown at Fig.3 included the following: **Free-fall** 72"(1.8m) (A), **absorber deployment** 42"(1.06m) (D) and **harness stretch** 12"(305mm) (E). Note: rope grab deceleration is less than 12"(305mm). Approximate length of fall from leading edge to full arrest is 11'6"(3.5m). (F)

NOTE: The "length of fall" may vary depending on the harness D-Ring height of the individual worker and how well the harness is adjusted for snug fit. Calculate your own personal fall protection plan to avoid contacting a lower level or the ground if you fall.

SERVICE ZONE:

An “anchor service zone” is the area of fall protection provided by a single anchor point. A lifeline attached to an anchor point becomes a radius line that creates a 360° circle over the work area as shown at Fig.1. When a portion of the circle extends beyond the leading edge as shown by the blue shaded area at the bottom of Fig.1, the worker is exposed to a free fall. In order to limit the free fall to no more than 6’ (1.8m), the worker needs to adjust his position on the lifeline by using the rope grab shown at Section 3, Fig.1.

ANCHOR LOCATION:

Some anchors can be installed as permanent fixtures, while others serve as temporary anchor points that are removed after use. “Anchor service zones” provide a way to calculate how many anchors may be needed and where to locate them.

USING SERVICE ZONES TO LIMIT FREE FALL:

A single anchor point shown at Fig.1, provides fall protection for the entire area within the radius of anchor “A”, while limiting free fall to 6’ (1.8m) along the leading edge fall hazard. The area outside the “A” service zone will require using another anchorage point.

EXAMPLE: Lifeline “A” rope grab position is adjusted 20” (.5m) from the leading edge so as to limit the free fall to 6’ (1.8m) as shown at Fig.4. The worker may travel to any area on the work surface that is inside service zone “A” as long as there are no other exposures to a fall hazard. When working along the leading edge where zone “A” overlaps into zone “B” shown at Fig.3, the worker can not travel into zone “B” Leading Edge because the rope grab position on the lifeline has reached its limit. In order to do work in zone “B” along the leading edge, the worker will have to disconnect from anchor point “A” and connect to anchor point “B” as shown at Fig.2, resulting in limited hazard exposure.

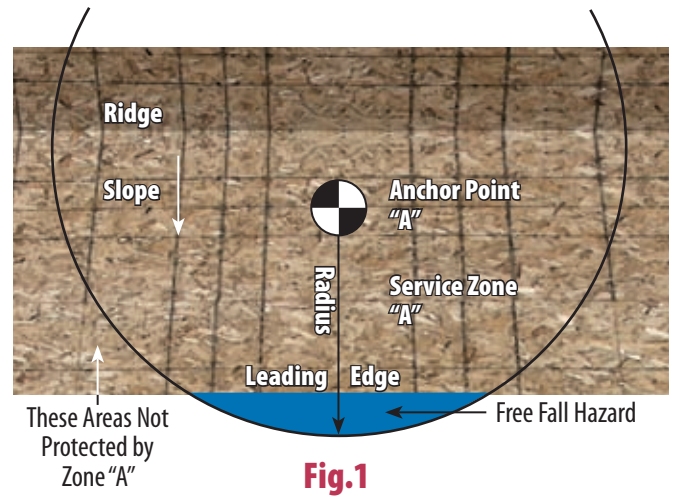
Note: Limited hazard exposure may be reduced by using a two lifeline/rope grab system. While still connected to rope grab “A”, attach lifeline rope grab “B” then disconnect rope grab “A”. If the worker unlocks the rope grab and continues to move along the leading edge, the free fall will be greater than 6’ (1.8m).

As the worker at Fig.4 travels along the leading edge toward Fig.3, the rope grab fixed position on the lifeline will force him up-slope away from the leading edge where zone overlaps occur.

WARNING: FALL HAZARD—
 Note: If the rope grab is adjusted on lifeline “A” to allow travel into zone “B”, the free fall and swing fall hazard will become greater than 6’ (1.8m). Refer to Section 8 for common fall hazards

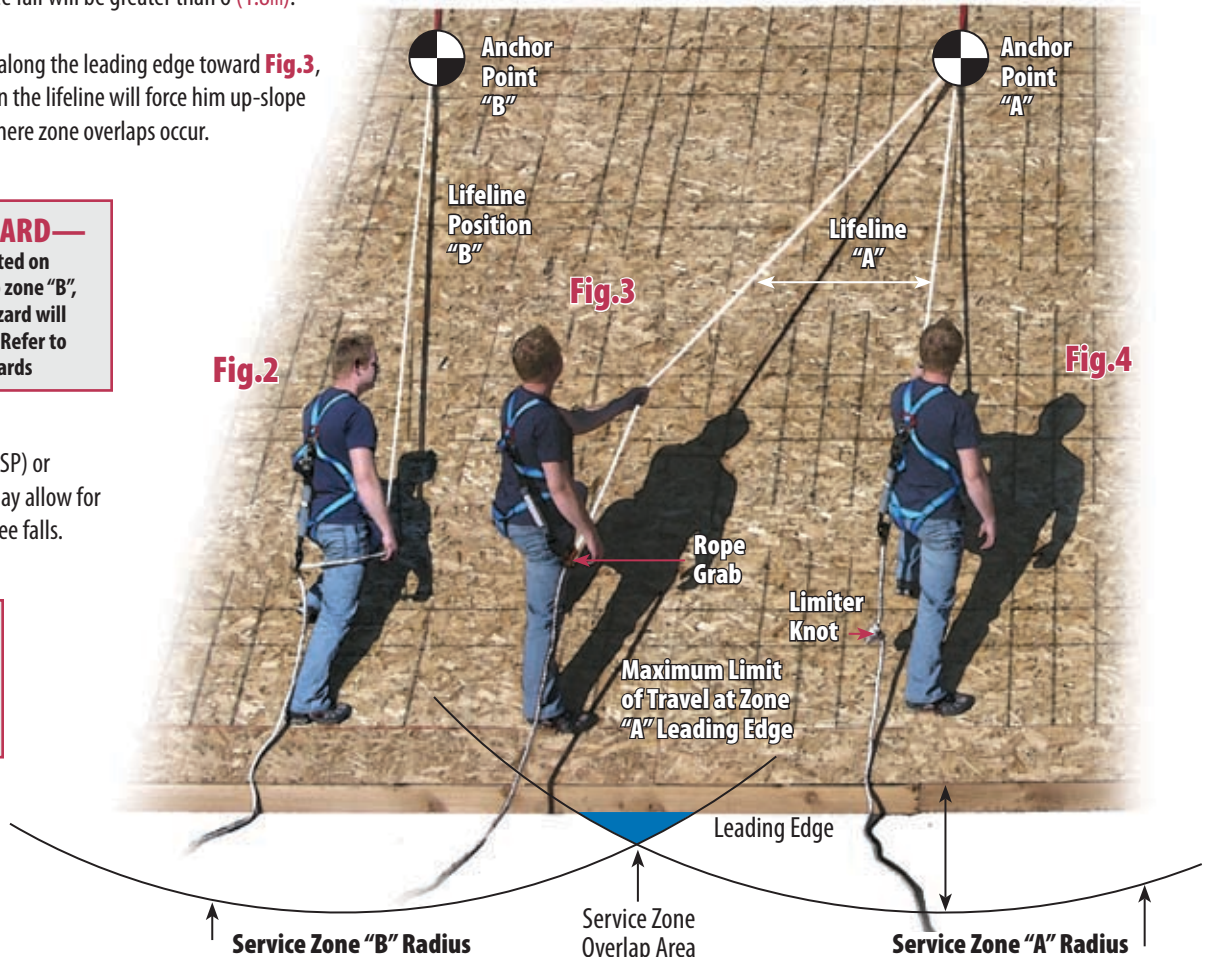
NOTE: A Jobsite safety Plan (JSP) or personal fall protection plan may allow for limited duration exposure to free falls.

SAFETY STATISTIC:
 Falls from elevated work surfaces are among the top 3 leading causes of death on construction sites in the US.



LIMITER KNOT:

The rope grab position on the lifeline is used as a reference point for the free-fall based on the adjustment slack. However during the course of work the rope grab position can change. To mark or gauge the adjustment slack position at Section 3, Fig.1, a limiter-knot may be tied just below the rope grab as a gauge to mark the maximum free fall length.



Mechanical Rope Grab N°4015M is required to be used with an energy absorbing device when free fall hazards exist. For CSA this device is certified for use on 5/8" (16mm) lifelines supplied by Super Anchor Safety (SAS) only. Not certified for use on lifelines manufactured by others. **WARNING: If the Rope-Grab is not installed with arrow pointing up serious injury or death may result in the event of a fall.**

BEFORE USE: TEST LOCKING FUNCTION:

Before each use verify arrow indicator is pointing up to the lifeline connector end. Perform locking function test shown at **Fig.2 and 3**.

Do not use if locking function test fails. Do not use if the lifeline fails section 5-B inspections.

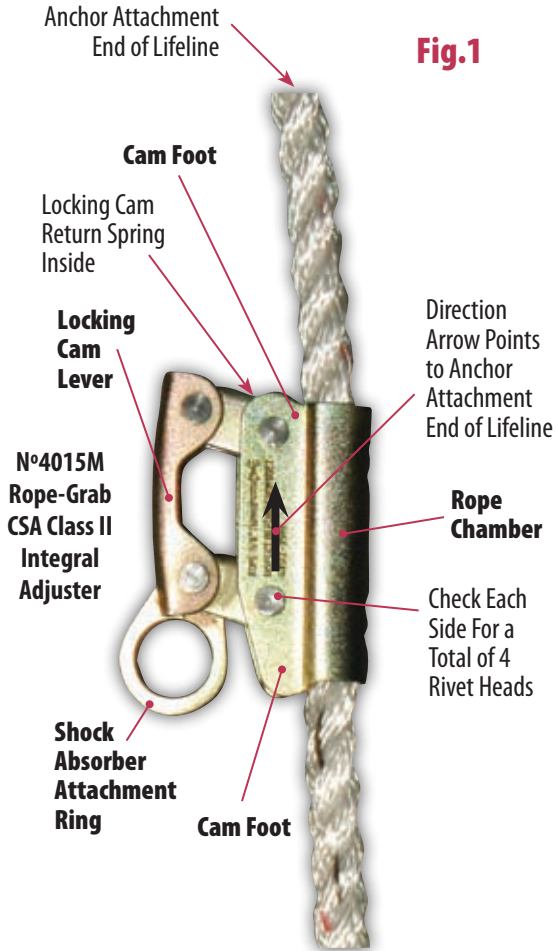


Fig.1

INSTALLATION/REMOVAL OF THE ROPE GRAB:

Canadian Max Kits: Class F-Lanyards are required to have a termination that prevents the Class II Integral Adjuster (rope-grab) from being removed off the lifeline. **Fig.1a.**

USA Max Kits: Are fitted with a termination knot (**Fig.1b**), that may be untied to allow the rope-grab to be removed by following instructions shown at **Fig.2**. **Warning: The termination knot IS REQUIRED to prevent accidental disengagement of the Rope-Grab in the event of a fall or during normal use.**

INSTALLING THE ROPE GRAB/ USA USE ONLY:

- With the direction arrow pointed toward the anchor attachment, hold the rope grab in the open position shown at **Fig.2** and insert the tail end of the lifeline through rope grab chamber.
- Re-tie the termination knot 4" (100mm) from the tail end of the lifeline.

CLEANING/MAINTAINING/INSPECTING THE ROPE GRAB:

Normal use of the lifeline will cause the rope diameter to enlarge as the lifeline absorbs dirt and dust. Although this will not prevent the rope grab from locking onto the lifeline, it may become difficult to move the rope grab up and down the lifeline. Check for abrading of the lifeline, cut or damaged filaments, paint, caulking, or other contaminants on the lifeline which can also interfere with the rope grab movement. Debris can also get trapped inside the rope grab device and may require cleaning.

CLEANING THE ROPE GRAB:

Note: For CSA the Rope-Grab may not be removed from the lifeline. Use air pressure to clean. Do not use lubricants and do not allow solvents to come in contact with the lifeline. For USA the rope grab may be removed for cleaning.

INSPECTING THE ROPE GRAB:

- Check for debris in the locking cam
- Make sure all locking lever rivets are intact and none are missing or broken
- Move the locking lever to the open position shown at **Fig.3**. Release the locking lever and it should return to the closed position shown at **Fig.3**. A failure to close may be caused by a broken or damaged locking cam return spring or some other damage. Check for broken spring or trapped debris inside the rope grab.
- Make sure the Rope Grab attachment ring, locking lever, or any other components are not broken, cracked or distorted in any way.

WARNING: IF THE RETURN TO LOCK FUNCTION DOES NOT WORK, THE ROPE GRAB WILL FAIL WHEN SUBJECTED TO A FREE FALL IMPACT. IMMEDIATELY REMOVE FROM SERVICE.

Do not use if damaged. If the rope grab is subjected to a free fall, it must be removed from service and not used again.

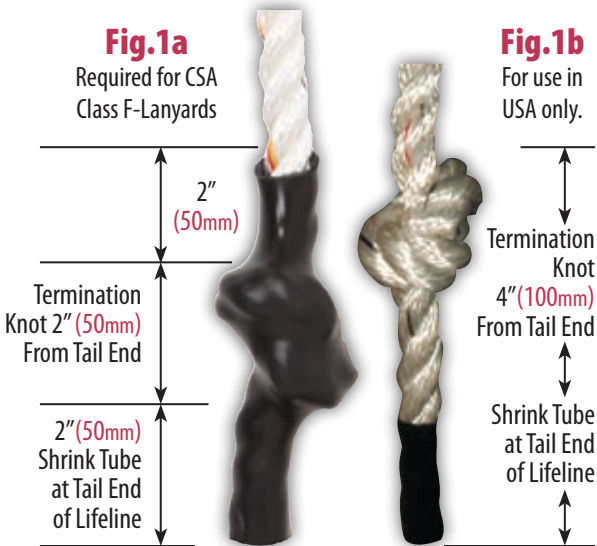


Fig.1a

Required for CSA Class F-Lanyards

Fig.1b

For use in USA only.

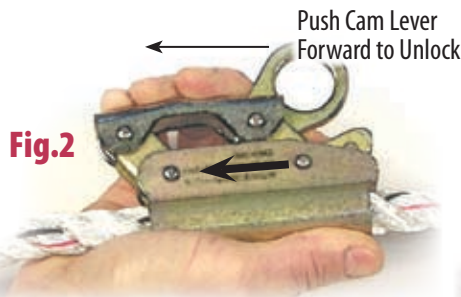


Fig.2

Locking Cam Open Position
Lifeline Slides easily Through



Fig.3

Rope Grab Should Not Move on the Lifeline

USER INSPECTIONS:

All components of a personal fall protection system need to be inspected before each use by the person using the equipment. The inspection procedures in this manual are recommendations only and should be used as a guideline for your own inspection plan.

EMPLOYERS/USERS CERTIFICATION INSPECTION:

A scheduled or routine inspection of all safety equipment should be carried out by a "qualified" or "competent" *person to ensure that all components are free from defects. Such an inspection should consider the specific type of work being done, job site conditions to which the equipment is exposed, and the frequency of use.

1. SPLICE AND EYE THIMBLE:

Remove from service if any of the following conditions are present:

- a) Plastic eye thimble is oval, oblong, cut, smashed, or melted. **Fig.2-D.**
- b) Thimble is missing from the lifeline. **Fig.2-C.**
- c) Shrink tube plastic cover and warning label are missing. **Fig.2-C, D.**
- d) Rope strands are pulled loose, sticking out, or splice is coming loose. **Fig.2-C, D.**

2. LIFELINE:

Inspect the entire length of the lifeline for defects and remove from service if the following conditions are present:

- a) Rope strands are cut or sticking out as shown at **Fig.2-A and 2-B.**
- b) Signs of chemical or heat damage; such as melted or distorted strands.
- c) Tail end of rope is coming undone, frayed because the shrink tube termination is missing, or the rope has been cut.
- d) Termination knot is missing. Fix by re-tying.

3. SNAP-HOOK FUNCTION TEST:

The auto-lock Snap-hook has two internal springs that cause the gate to remain in the locked position. To pass inspection, the gate must remain locked when the safety is released.

SAFETY LOCK TEST:

- a) Push down on the safety lock as shown at **Fig.3** and release. The safety should spring back to the closed position.

LOCKING GATE TEST:

- b) As shown at **Fig.4** push on locking gate only and do not push on the safety lock. The gate should not move at all.
- c) Hold the Snap-hook in hand as shown at **Fig.5** and push down on the safety lock. The locking gate should open. Release the safety lock the gate should close by itself. Make sure all moving parts do not have any contaminants inside or outside that might interfere with the opening and closing of the gate, such as caulk or roof cement.

SNAP-HOOK FRAME:

The Snap-hook frame shown at **Fig.6** does not have any defects. If the frame locking gate, or safety lock mechanism is bent, distorted, cut, gouged, or damaged in any way, remove it from service.

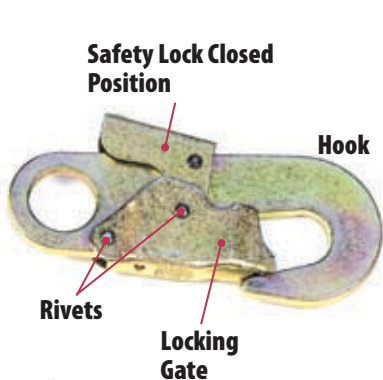


Fig.3

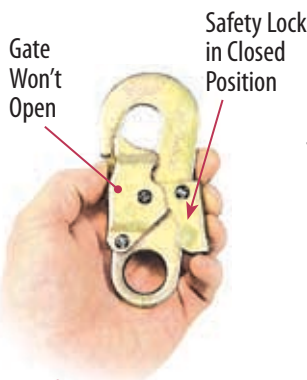


Fig.4

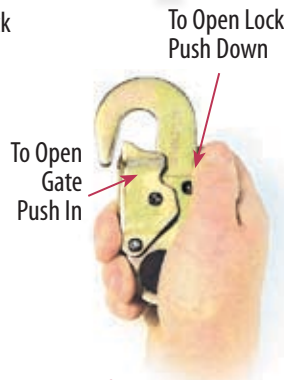
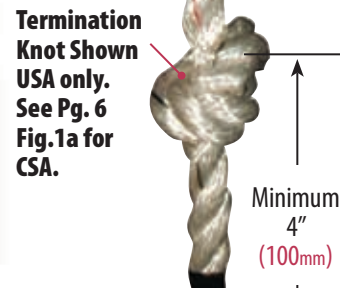


Fig.5



Fig.6



Tail End Shrink Tube Cover

To "REMOVE FROM SERVICE" means **DISPOSE OF** and **DO NOT USE**.

Fig.2 FAIL INSPECTION; REMOVE FROM SERVICE.

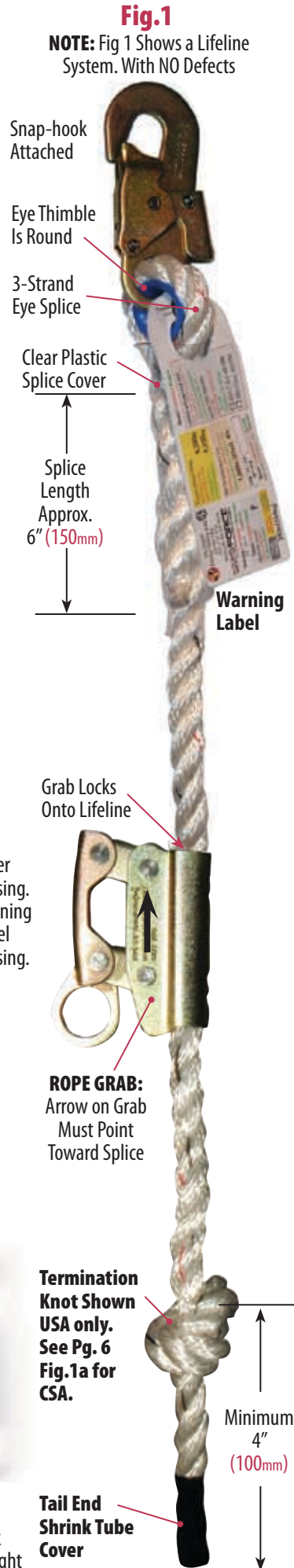
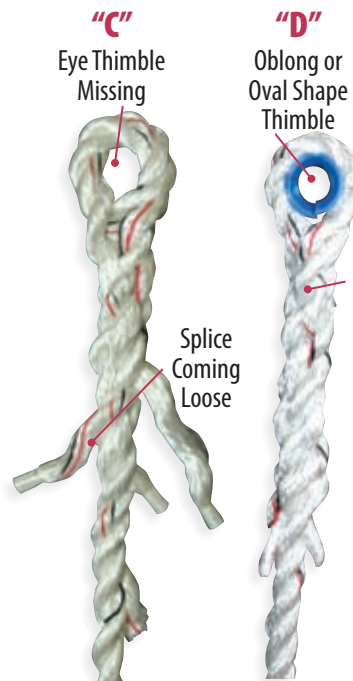
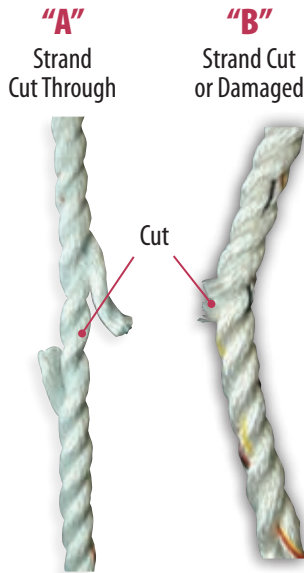


Fig.1
NOTE: Fig 1 Shows a Lifeline System. With NO Defects

ADJUSTABLE HINGED ANCHOR™

Re-usable 11ga. di-chromate plated legs fitted with a proof loaded D-Ring. Install at the peak or in the field that is sloped less than 20/12 (60°). Installs over 7/16" (11mm) or greater thickness OSB/Plywood sheathing attached to a minimum 2x4 top chord or truss as shown at **Fig.1** and **Fig.5**. Leg "A" is stamped with basic instructions. Remove from use anchors that are damaged or have been subjected to a fall impact. **DO NOT USE IF ONE LEG MISSING.** Framing must be capable of supporting 5,000lb (22kN) or two times the intended load if safety standards allow.

FACTORY CERTIFIED FASTENERS:

Use only SAS Factory supplied fasteners and replacement fasteners **DO NOT SUBSTITUTE WITH GENERIC FASTENERS.** Use fasteners only once and dispose of after use.

WARNING:
DO NOT REUSE NAILS OR SCREWS AFTER REMOVAL
 Because the Strength of the Fasteners will be Reduced.
DO NOT USE GALVANIZED 16d
INSTEAD OF VINYL SINKERS

REMOVING ANCHOR:

Pull nail heads only. Remove the screws by unscrewing. Do not remove the anchor by prying the underside of the anchor leg or by pulling on the D-Ring. Prying or pulling on the D-Ring or anchor legs can result in damage to the D-Ring itself or the welds that attach the D-Ring to the legs.

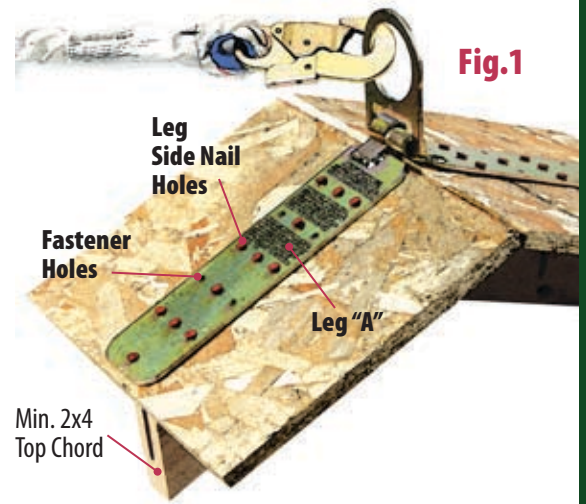


Fig.1

Fig.5

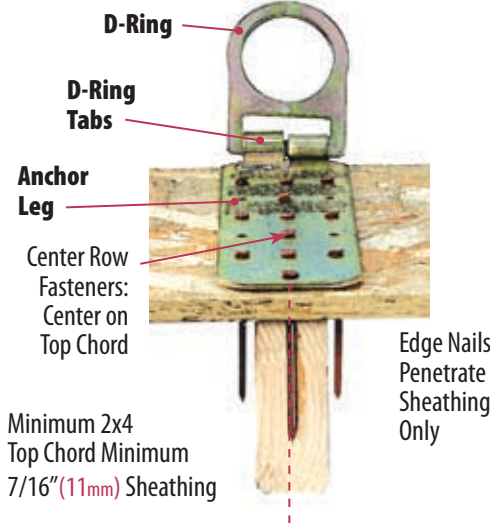


Fig.2

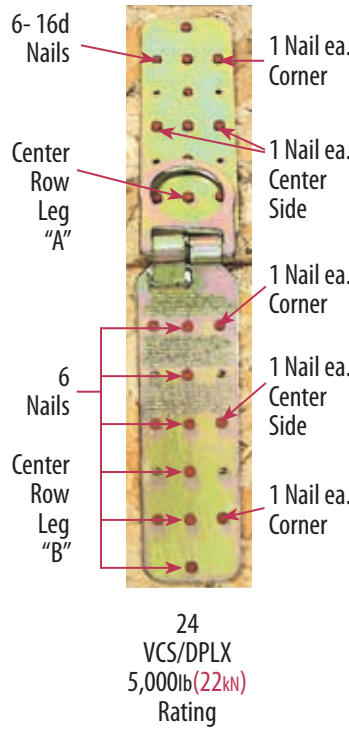


Fig.3

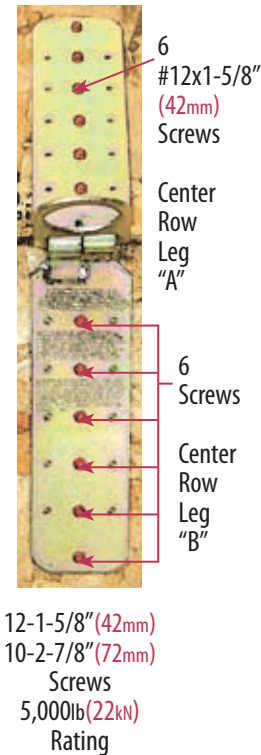
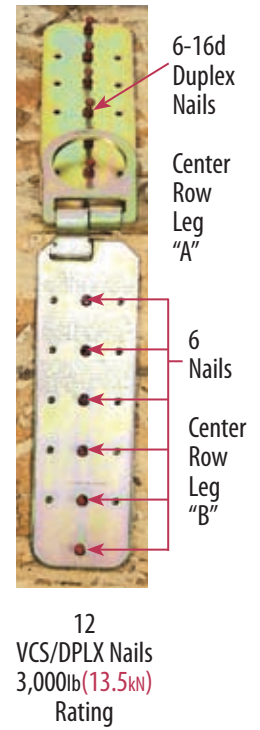


Fig.4



ANCHOR FASTENING REQUIREMENTS:

The total number of fasteners (T) requires an equal amount to be installed through each anchor leg. 24T= 12 fasteners for leg A and 12 fasteners for leg B.

INSPECTION:

- a)** Examine the anchor legs for deformation, cracks or other signs of damage.
- b)** Inspect the D-Ring and attachment tabs at the legs for cracking, deformation, broken welds or other signs of damage.
- c)** The D-Ring must rotate freely without binding or forcing them open.

FRAMING INSPECTION REQUIRED:

Inspection underside of framing/sheathing at the anchor location and make sure none of the center top chord fasteners are visible through the sides of the top chord. Inspection failure requires to re-install at another location.

Note: Specification for anchor attachment through sheathing only is not in this instruction. Consult Universal Anchor Manual.

FASTENER MATRIX:

Fastener			Number of Fasteners Required				See Fig. #
			Fasten Into Center Of Top Chord		Fasten Through Sheathing		
Part #	No.	Type	3,000lb (13.5kN)	5,000lb (22kN)	3,000lb (13.5kN)	5,000lb (22kN)	
3007	24	16d VCS	12/12T	12/24T		12/24T	2
3012	12	16d DPLX	12/12T	12/24T		12/24T	4
3008	12	HHS	12/12T				3
		#12x1-5/8"					
2011	30	#12x1-5/8"			24/24T	30/30T	2
2009	10	#12x2-7/8"		10/10T			3

VCS: VINYL COATED SINKER. DPLX: UNCOATED DUPLEX. HHS: HEX HEAD SCREW
 NOTE: T=TOTAL NUMBER OF FASTENERS REQUIRED FOR TOP CHORD AND SHEATHING

ATTACHMENT SPECIFICATIONS:

The Quick-Strap™ is designed to be wrapped around a rafter, truss top chord, header, beam, or other structural member that is capable of supporting 5,000lb (22kN) or two times the intended fall protection load when Industrial Safety Standards permit.

INSTALLATION METHOD:

Wrap the Quick-Strap around the supporting structure and insert the D-Ring through web loop end shown at **Fig.2** and **3**. Cinch tight with the webbing flat against the tie-off surface. Do not allow twists or knots to form. Blocking or sheathing is required on sloped or flat chords as shown at **Fig.4** to prevent movement on the top chord. For installation or removal when sheathing is present, cut a 4"x4" (100 x 100mm) evacuation hole over the top chord center as shown at **Fig. 5**. Attach to the D-Ring with a locking Snap-hook or locking Carabiner. DO NOT tie a lifeline or lanyard directly to the D-Ring or connect a Snap-hook to the web loop end (see **Section 7**). The web loop end may be inserted through the D-Ring only when using a locking type Carabiner as a connector.

WEBBING HAZARDS:

Avoid contact with sharp edges, exposed fasteners, hanger hardware, truss web connector plates, high heat, petroleum products, chemicals, caulk, wet concrete, wet stain, wet paint, solvents, Rice Krispies or liquids that could degrade or weaken the webbing.

MAINTAINANCE:

Do not store if webbing is wet or damp. Mildew can form and deteriorate the webbing and stitching. Do not dry using high heat. To remove moisture: hang in an open area at room temperature or outside in warm air. Clean webbing using compressed air or wash with warm water and mild detergent. DO NOT USE SOLVENTS OR CHEMICAL CLEANING AGENTS ON WEBBING.

INSPECTION:

Before each use inspect D-Ring for cracks, cuts, gouges, deformation or elongation. The D-Ring should lay flat and be perfectly round. Inspect the stitching for cut, broken, or damaged stitches. The webbing must be free of cuts, abrasions, punctures, or contaminants. Examine the inside of the webbing loops where they attach to the D-Ring and web loop end. Remove from service if inspection fails or the strap has been subjected to a free fall.

NON-SPECIFIED USES:

Do not use as a permanent tie-off point. Do not use for lifting, hoisting, towing, or securing of loads. Do not link two or more straps together.

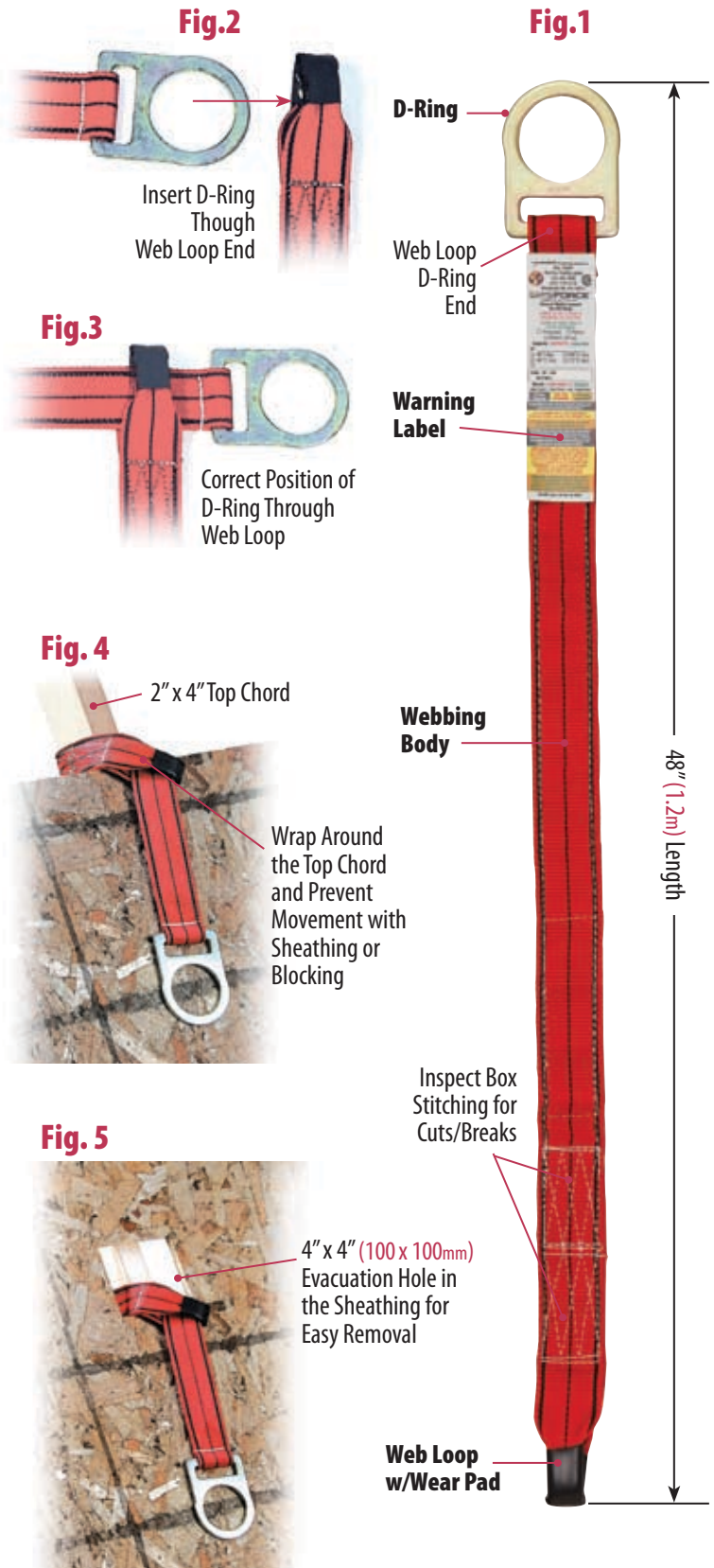
SERVICE LIFE:

Webbing products in regular outside use should be removed from service and replaced annually. Do not leave exposed to moisture or high UV exposure for prolonged periods.

SAS Model #3005

QUICK-STRAP SPECIFICATION: PART #3005

Fabricated with two layers of 1-3/4" x 48" (45mm x 1.2m) red polyester webbing sewn together. Fitted with a proof loaded di-chromate plated D-Ring on the connector attachment end and a web loop on the opposite end. Rated for single person use with a maximum body weight of 310lb. May be used for 2 persons for fall restraint or work positioning only. Energy/Shock absorbers must be worn.



Fall Protection components are linked together with web loop ends shown at **Fig.5**, rope thimbles shown at **Fig.3** and D-Rings shown at **Fig. 4**. The two primary connectors used to link components are double locking type Snap-hooks shown at **Fig.1** and carabiners shown at **Fig.2**. During a free fall all components and connectors are linked properly and are ensured for component compatibility to prevent accidental or unintentional disengagement. That means using equipment for the purpose it was designed and following industrial safety standards and manufacturers specification for use.

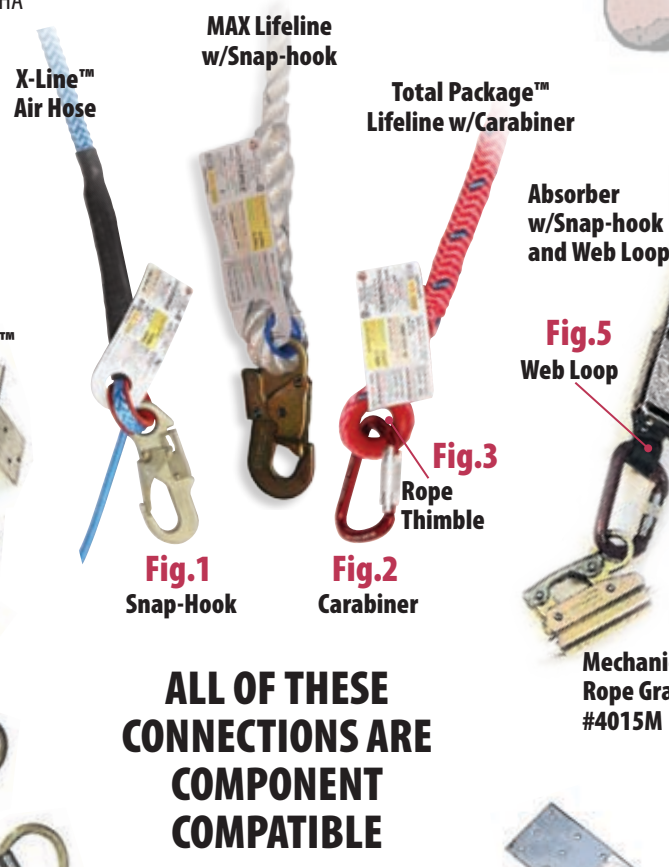
NON-COMPATIBILITY

Warning: Linking components that are not designed to be used together can result in serious injury or death. Never attach two connectors together and do not connect a Snap-hook to a web loop as shown at **Fig.6**.

EXEMPT FROM COMPLIANCE STANDARDS:

ANSI and CSA currently do not have safety standards that apply to the Super Grab™, Value Grab™, or anchorage devices. SAS tests and certifies our equipment to meet the intent of OSHA 1926:502. Compliance letters from US Dept of Labor, WISHA, and Cal-OSHA are available upon request.

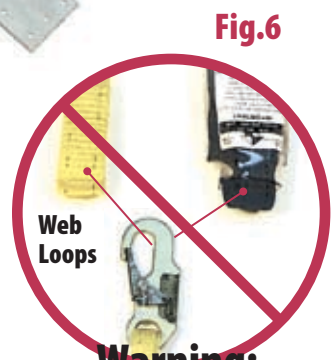
Fig.4



ALL OF THESE CONNECTIONS ARE COMPONENT COMPATIBLE



Note: Not all anchorage devices Mfg. By Super Anchor Safety are shown.



Warning: Not Compatible

AJUSTEMENT D'UN NOUVEAU HARNAIS:

Tenez le harnais par l'anneau en D. Défaites la boucle de la bretellepectorale ainsi que la boucle de friction de la sangle d'entrejambe. Enlevez toutes torsades. Insérez les bras dans les courroies d'épaule afin que l'anneau en D soit dans votre dos et que la flèche de signalisation sur la courroie d'épaule pointe vers votre tête (voir Fig.3). Les sangles d'entrejambe doivent pendre sans qu'il y ait présence de torsades ou d'entremêlements. Pour un ajustement individuel, il est possible que vous deviez mettre et enlever le harnais quelques fois.



Fig.2

AJUSTEMENT DE L'ANNEAU EN D:

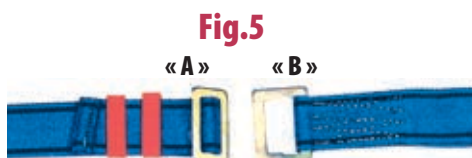
3. L'anneau en D doit être placé au centre entre les omoplates (voir Fig.2). Placez le coussin protecteur de l'anneau en D au moins 4" plus bas que vos épaules, mais pas plus de 6". Ajustez la position de l'anneau en D en passant la sangle dans les fentes du coussin protecteur (voir Fig. 3) et insérez la portion excédentaire dans la boucle de friction de la sangle d'entrejambe (voir Fig.1). La position de la bretellepectorale aura peut-être besoin d'ajustement si le coussin de l'anneau en D a été déplacé.

4. À l'aide du crochet à ressorts, au dos de l'anneau en D, attachez l'absorbeur d'énergie au harnais (voir Fig.3). Assurez-vous que le crochet à ressorts fonctionne adéquatement. Suivez les instructions à la section 5-B.

5. La ligne de vie doit être placée dans le coulisseau de sécurité avec la flèche de signalisation pointant vers le point d'ancrage situé à l'extrémité de la ligne de vie (voir Fig.4). Suivez les instructions d'ajustement du coulisseau de sécurité à la section 3 avant l'utilisation.

BOUCLE DE FRICTION:

7. La boucle de friction est verrouillée lorsque la petite boucle « A » passe au travers de la grande boucle « B » (voir Fig.5). Placez en angle la boucle « A » et glissez-la dans la boucle « B » (voir Fig.6). La boucle « A » doit être à plat au-dessus de la boucle « B » (voir Fig.7).



Insérez la petite boucle « A » dans la grande boucle « B »

Super Anchor Safety (SAS)

AJUSTEMENT - BRETELLE**PECTORALE ET COURROIES D'ÉPAULE:**

1. Alignez les courroies d'épaule afin qu'elles soient parallèles (voir Fig. 1). Attachez la bretellepectorale en insérant la boucle « A » dans la boucle « B » (voir Fig.5, 6 et 7). Ajustez la longueur de la bretellepectorale en passant la sangle au travers de la boucle « A » afin que les courroies d'épaule ne dépassent pas vos aisselles. Pour une personne de grandeur moyenne, la longueur des courroies d'épaule ne doit pas dépasser 12". La bretellepectorale doit être placée au niveau des aisselles (voir Fig.1)

Note: Les courroies d'épaule peuvent être ajustées en rapetissant ou en allongeant les sangles d'entrejambe.

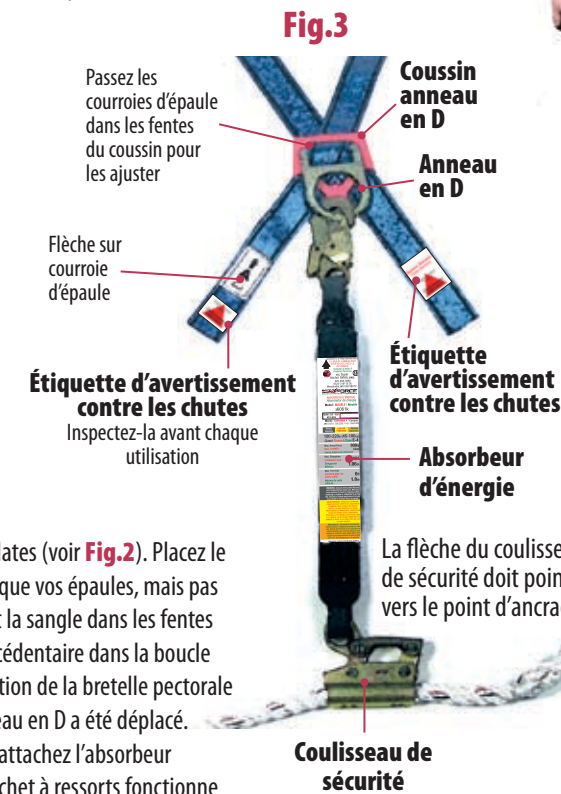


Fig.3



Fig.1

AJUSTEMENT DES SANGLES D'ENTREJAMBE:

2. Attachez les sangles d'entrejambe et ajustez-les pour un ajustement serré. Rapetissez ou agrandissez la longueur des sangles en les détachant et en les bougeant dans la boucle « A ».

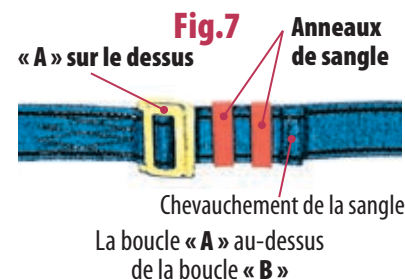
6. Fixez la ligne de vie à l'ancrage grâce au crochet à ressorts. Assurez-vous qu'il est verrouillé. Aucune torsade ni aucun entremêlement dans la ligne de vie.



Fig.4

ANNEAUX DE SANGLES:

8. La portion excédentaire de la bretellepectorale, des courroies d'épaule ou des sangles d'entrejambe peut être placée dans les anneaux en plastique (voir Fig.7). La finition des sangles est faite en pliant et cousant le bout des sangles en place (chevauchement). Cela évite que les sangles ne glissent au travers de la boucle « A ». Pour cette raison, NE COUPEZ PAS la portion excédentaire. N'UTILISEZ PAS le harnais s'il y a absence de chevauchement au bout des sangles.



La boucle « A » au-dessus de la boucle « B »

AVERTISSEMENT:
SI LE HARNAIS N'EST PAS AJUSTÉ PRÈS DU CORPS, IL EST POSSIBLE QUE VOUS GLISSIEZ HORS DE CE DERNIER LORS D'UNE CHUTE. LA BRETELLE PECTORALE DOIT ÊTRE FERMÉE ET BOUCLÉE EN TOUT TEMPS LORSQUE VOUS PORTEZ LE HARNAIS COMME DISPOSITIF DE PROTECTION CONTRE LES CHUTES.

L'absorbeur d'énergie est conçu pour arrêter une seule chute. Il doit alors être remplacé. Sa longueur d'origine est approx. 17" (430mm). Lors d'une chute libre, la bande déchirable de l'absorbeur d'énergie se déploie à un max. de 42" (1.06m) jusqu'à l'arrêt complet. Cela prend une force entre (294-340kg) pour amorcer le système de déploiement de la bande déchirable.

1. ABSORBEUR D'ÉNERGIE E-4

L'absorbeur d'énergie E-4 N°16061k ou 16061 fixé en usine est conçu pour un poids maximal de 220lb (100kg). Voir Fig.1. NE LE DÉTACHEZ PAS du coulisseau.

NE L'UTILISEZ PAS S'IL ÉCHOUÉ LES INSPECTIONS SUIVANTES:

- a) Il y a absence de crochet à ressorts ou de coulisseau de sécurité.
- b) Le crochet à ressorts échoue l'inspection de la section 5-B.
- c) La boucle de sangle du crochet ou du coulisseau est endommagée ou coupée.
- d) La gaine de protection transparente est endommagée, coupée ou manquante. Fig.2-B.
- e) L'étiquette d'avertissement est manquante.
- f) L'absorbeur d'énergie a été partiellement ou totalement déployé lors d'une chute ou par une autre force (voir Fig.2-A), et il est plus long que la longueur d'origine de 17" (430mm).
- g) Le piquage de la sangle est coupé, détendu ou manquant.

2. HARNAIS DE SÉCURITÉ:

NE L'UTILISEZ PAS S'IL ÉCHOUÉ LES INSPECTIONS SUIVANTES:

- a) La sangle est coupée ou endommagée d'une quelconque façon.
- b) Le piquage de la sangle est détendu, défait, dé cousu ou coupé (voir Fig.6). Inspectez le chevauchement de la sangle et le piquage au dos. Il doit y avoir le même schéma qu'à la Fig.7.
- c) Les boucles de friction sont pliées, coupées, endommagées ou corrodées. La petite boucle « A » s'insère dans la boucle « B » et se verrouille (voir Fig.8).
- d) Les attaches (plastique noir) pour les sangles de la bretelle pectorale sont brisées ou manquantes. Fig.5.
- e) Les fentes du coussin de l'anneau en D, là où passe la sangle, sont brisées. Inspectez le dos du coussin (voir Fig.4).
- f) Le devant de l'anneau en D est endommagé, corrodé ou manquant (voir Fig.3).
- g) Les anneaux de plastique et les bouts de sangles sont défaits, brisés ou manquants (voir Fig.8).
- h) La flèche du harnais ou l'étiquette d'avertissement sont manquantes (voir Fig.3 et 9).

Témoins de chute (voir Fig.3)

Les témoins de chute cousus sur la sangle sont situés sous l'anneau en D. Inspectez-les avant chaque utilisation. Lorsque le harnais est soumis à une chute libre ou à une autre force, l'étiquette « Remove Harness From Service » est visible. Mettez le harnais hors service immédiatement !

