



The Ultimate in Fall Protection

<b>CEN/TS 16415:2013</b>	
<b>CE Type Test</b> No. 0086 BSI Kitemark Court Davy Avenue Knowlhill Milton Keynes MK5 8PP United Kingdom	<b>CE Production Quality Control</b> No. 0086 BSI Kitemark Court Davy Avenue Knowlhill Milton Keynes MK5 8PP United Kingdom

## A-Frame Rail Fall Arrest System

Model Numbers:  
(See Inside Back Cover)

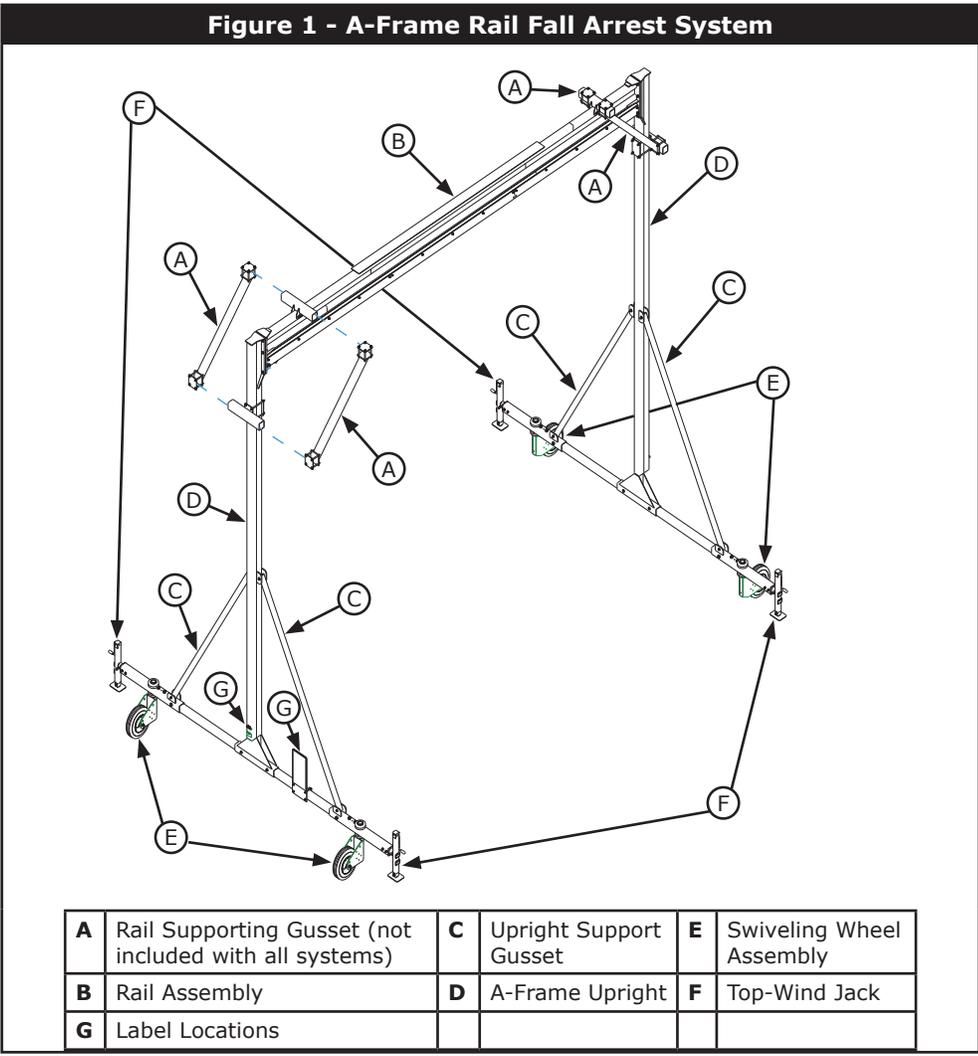
## USER INSTRUCTION MANUAL A-FRAME RAIL FALL ARREST SYSTEM

*This manual is intended to meet industry standards, including OSHA and ANSI Z359.1-2007, and should be used as part of an employee training program as required by OSHA.*

**WARNING:** This product is part of a personal fall arrest system<sup>1</sup>. The user or rescuer<sup>2</sup> must read and follow the manufacturer's instructions for each component or part of the complete system. These instructions must be provided to the user/rescuer utilizing this equipment. The user/rescuer must read and understand these instructions or have them explained to them before using this equipment. Manufacturer's instructions must be followed for proper use and maintenance of this product. Alterations or misuse of this product or failure to follow instructions may result in serious injury or death. If this product is resold outside the original country of destination, the re-seller must provide these instructions in the language of the country in which the product will be used.

**IMPORTANT:** If you have questions about the use, care, or suitability of this equipment for your application, contact Capital Safety.

**IMPORTANT:** Before using this equipment, record the product identification information from the ID label in the Inspection and Maintenance Log at the back of this manual.



**DESCRIPTION:**

The A-Frame Rail Fall Arrest System (Figure 1) is an A-frame supported Trolley Rail assembly for overhead horizontal anchorage of Capital Safety fall arrest or fall restraint equipment. Wheeled Trolleys travel along Rail Assemblies and serve as moving anchorage points for Self-Retracting Lifelines (SRLs) or Lanyards. The Rail Assemblies are supported in a horizontal overhead position by A-Frame Uprights equipped with Swiveling Wheel Assemblies and Top-Wind Jacks for portability and secure positioning.

**IMPORTANT:** The A-Frame Rail Fall Arrest System shall only be used as supporting structure for Personal Fall Protection Equipment. It shall not be used as supporting structure for lifting equipment.

**1 Fall Arrest System:** A system that prevents the worker from colliding with an obstruction or lower level by arresting a fall.  
**2 Rescuer:** Person or persons other than the rescue subject acting to perform an assisted rescue by operation of a rescue system.

## 1.0 APPLICATIONS

### 1.1 PURPOSE: Personal Protective Equipment against falls from a height

The A-Frame Rail Fall Arrest System (Figure 1) combines easy access to elevated work areas with fall protection from the ground for the duration of the work performed. The system includes a Horizontal Rail Assembly with up to four Trolleys that ride in Track Rails to any position along the Rail Assembly. The Trolleys serve as attachment points for the anchorage of a Personal Fall Arrest System (PFAS). The system can be moved by hand or towed by a maintenance vehicle when equipped with proper accessories.

### 1.2 LIMITATIONS: The following limitations must be considered before using this product. Failure to observe product limitations could result in serious injury or death.

- A. ASSEMBLY:** The rail system must be assembled in accordance with the requirements stated in Section 6.
- B. PERSONAL FALL ARREST SYSTEMS:** Personal Fall Arrest Systems (PFAS) used with the A-Frame must meet applicable state and federal regulations, or CE regulations, and the requirements stated in this instruction.
- C. CAPACITY:** The maximum working load for this product is two (2) persons (unless otherwise specified by system labeling). The maximum weight of one person (including tools, clothing, and PFAS) is 310 lbs. (141 kg). Only one person and one PFAS may be connected to a Trolley.
- D. PHYSICAL AND ENVIRONMENTAL HAZARDS:** Use of this equipment in areas with physical or environmental hazards may require that additional precautions be taken to reduce the possibility of damage to this equipment or injury to the user. Hazards may include, but are not limited to: high heat (welding or metal cutting), acid or caustic chemicals, corrosive environments such as exposure to seawater, high voltage power lines, electrical hazards, explosive or toxic gases, moving machinery, abrasive surfaces, or sharp edges. Contact Capital Safety if you have questions about the application of this equipment in areas where physical or environmental hazards are present.
- E. TRAINING:** This equipment is to be assembled, installed, and used by persons who have been trained in its correct application and use.

### 1.3 STANDARDS: Refer to local standards, national standards, and OSHA requirements, for more information on the application of this and associated equipment.

## 2.0 SYSTEM REQUIREMENTS

**2.1 COMPATIBILITY OF COMPONENTS:** Capital Safety equipment is designed for use with Capital Safety approved components and subsystems only. Substitutions or replacements made with non-approved components or subsystems may jeopardize compatibility of equipment and may effect the safety and reliability of the complete system.

**2.2 COMPATIBILITY OF CONNECTORS:** Connectors are considered to be compatible with connecting elements when they have been designed to work together in such a way that their sizes and shapes do not cause their gate mechanisms to inadvertently open regardless of how they become oriented. Contact Capital Safety if you have any questions about compatibility. Connectors (hooks, carabiners, and D-rings) must be capable of supporting at least 5,000 lbs (22.2kN). Connectors must be compatible with the anchorage or other system components.

Do not use equipment that is not compatible. Non-compatible connectors may unintentionally disengage (see Figure 2). Connectors must be compatible in size, shape, and strength. Self-locking snap hooks and carabiners are required by OSHA.

**2.3 CONNECTIONS:** Only use self-locking snap hooks and carabiners with this equipment. Only use connectors that are suitable to each application. Ensure all connections are compatible in size, shape, and strength. Do not use equipment that is not compatible. Ensure all connectors are fully closed and locked.

Capital Safety connectors (snap hooks and carabiners) are designed to be used only as specified in each product's user instructions. See Figure 3 for inappropriate connections. Capital Safety snap hooks and carabiners should not be connected:

- A.** To a D-ring to which another connector is attached.
- B.** In a manner that would result in a load on the gate.

**NOTE:** Large throat snap hooks should not be connected to standard size D-rings or similar objects which will result in a load on the gate if the hook or D-ring twists or rotates. Large throat snap hooks are designed for use on fixed structural elements such as rebar or cross members that are not shaped in a way that can capture the gate of the hook.

- C.** In a false engagement, where features that protrude from the snap hook or carabiner catch on the anchor, and without visual confirmation seems to be fully engaged to the anchor point.

- D. To each other.
- E. Directly to webbing or rope lanyard or tieback (unless the manufacturer's instructions for both the lanyard and connector specifically allows such a connection).
- F. To any object which is shaped or dimensioned such that the snap hook or carabiner will not close and lock, or that roll-out could occur.
- G. In a manner that does not allow the connector to align properly while under load.

**Figure 2 - Unintentional Disengagement**

If the connecting element to which a snap hook (shown) or carabiner attaches is undersized or irregular in shape, a situation could occur where the connecting element applies a force to the gate of the snap hook or carabiner. This force may cause the gate (of either a self-locking or a non-locking snap hook) to open, allowing the snap hook or carabiner to disengage from the connecting point.

Small ring or other non-compatibly shaped element

Force is applied to the Snap Hook.

The Gate presses against the Connecting Ring.

The Gate opens allowing the Snap Hook to slip off.

**Figure 3 - Inappropriate Connections**

A. Snap hook to snap hook

B. Snap hook to webbing

C. Snap hook to incompatible shape

D. Snap hook to incompatible shape

E. Snap hook to webbing

F. Snap hook to incompatible shape

G. Snap hook to structural member

### 3.0 TROLLEYS

**Glide Rail Trolleys:** Table 1 presents the Trolley option and defines the Trolleys for your frame system.

**Table 1 - Four-Wheeled, Small Eyed SRL Trolleys**

Connection point for SRLs attached with an approved Double-Locking Carabiner. Small eye minimizes loss of overhead clearance, keeping the worker's attachment point as high as possible relative to their dorsal D-Ring. Model Numbers and dimensions are as follows:

Part	W	L
8521711	2.38" (60.45 mm)	6.50" (165.10 mm)
8522028 <sup>1</sup>	2.77" (70.36 mm)	6.50" (165.10 mm)

**1 Wider wheel-based Trolley for use with "Super Extrusion" Rail Assemblies.**

$\text{Ø } \frac{5}{8}'' (15.875 \text{ mm})$

W

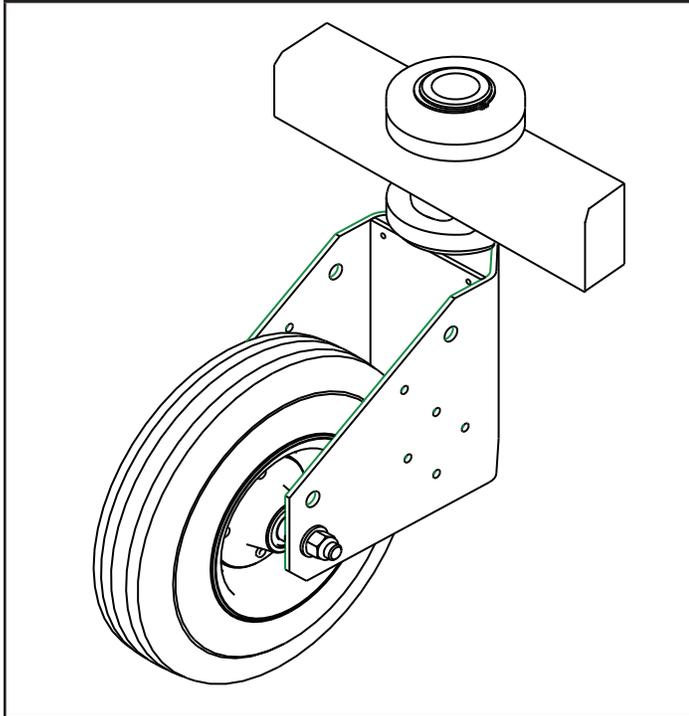
L

**IMPORTANT:** After the Trolleys has been fully installed, reinspect all components for damage, correct orientation, and proper torque on all nuts and bolts. Attach the intended fall arrest equipment (SRLs, Lanyards, etc.) to each Trolley and walk the Trolley the entire length of the Track Assembly to ensure the Trolley Wheels travel smoothly in the Track.

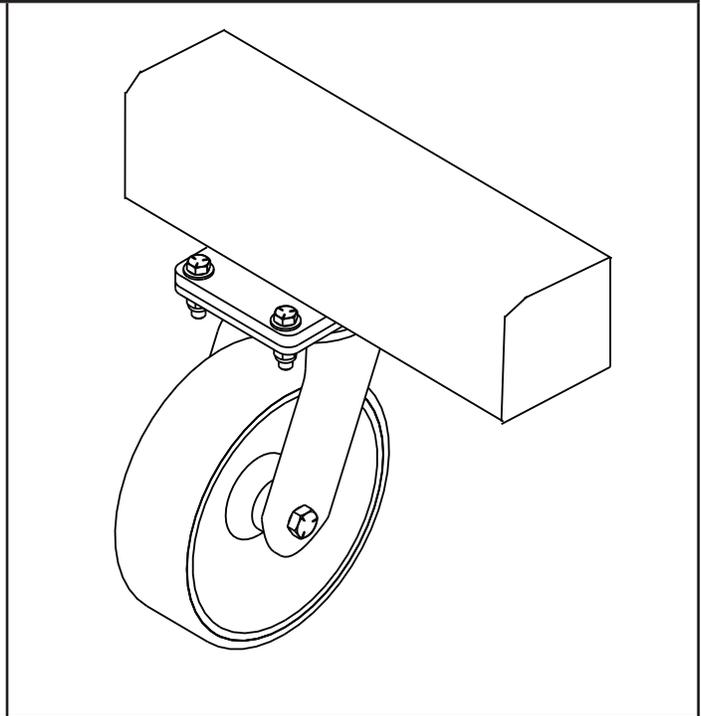
## 4.0 WHEELS

**NOTE:** There are two available wheel options for the A-Frame--A 16-inch pneumatic foam-filled wheel and an 8-inch urethane wheel.

**Figure 4 - Pneumatic Foam-Filled Wheel**



**Figure 5 - Urethane Wheels**



## 5.0 A-FRAME STYLES

**NOTE:** The Port A-Frame Freestanding Rail System comes in two different styles: Fixed-Height and Adjustable-Height. Read and understand the section that applies to your system.

**NOTE:** A-Frames that are more than 20' tall will have two side-tubes that are welded together.

### 5.1 FIXED-HEIGHT A-FRAME

Fixed-Height A-Frames are not adjustable. The height of the A-Frame is dictated by the length of the A-Frame Uprights.

**IMPORTANT:** do not attempt to adjust the height of the Fixed A-Frame by setting items under the jacks to gain more height. The Fixed-Height A-Frame must only be used when the Jacks are safely touching the ground.

### 5.2 ADJUSTABLE HEIGHT A-FRAME

Adjustable A-Frames have an adjustable A-Frame Upright. The height of the Rail Assemble can be changed by lifting or lowering the A-Frame Rail Assembly.

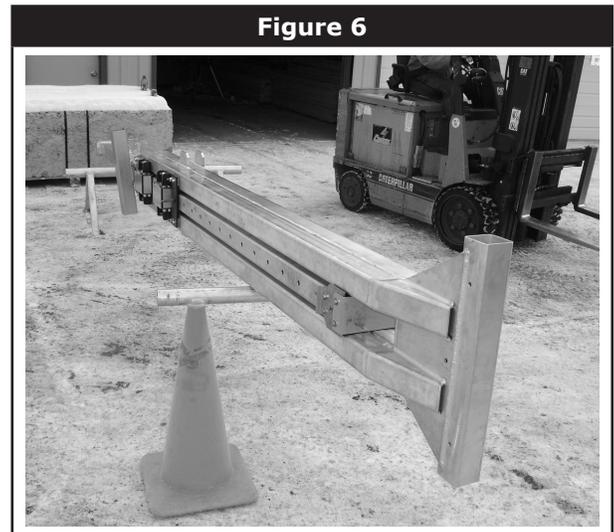
**IMPORTANT:** Verify A-Frame Uprights are free of dirt and debris before adjusting the height.

**NOTE:** A-Frames with a height greater than 20' and a width greater than 20' require Rail Supporting Gussets that need to be installed during assembly (see Figure 1).

## 6.0 A-FRAME ASSEMBLY

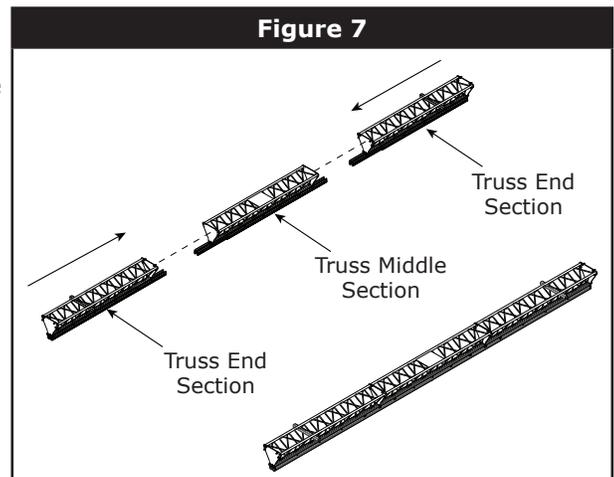
**NOTE:** While A-Frames may vary in shape and size, general assembly procedures will be consistent. Custom A-Frames with a unique design may include a supplemental assembly instruction that supersedes the following steps.

**Step 1:** With a forklift (or other suitable equipment), layout both Upright Assemblies onto a suitable support system (e.g. saw horses, jack stands, etc. [see Figure 6]) while verifying the Upright Assemblies are far enough apart so the Rail Assembly will fit between them.

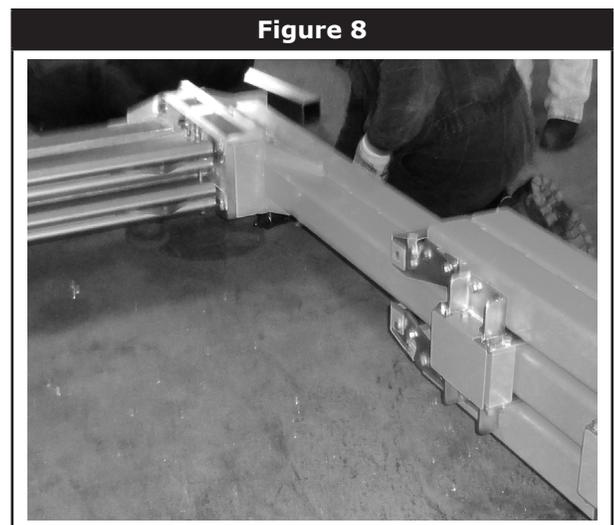


**Step 2:** Perform this step if your A-frame system is equipped with a "truss" style rail assembly comprised of multiple rail sections. If your A-frame has a standard one piece beam please skip to the next step.

To assemble the truss, slide the end sections onto the middle section as shown in Figure 7. Fasten the large connecting plates together with the supplied 3/4" hardware. Once the connecting plates have been secured, fasten the overlapping trolley rail sections together using the supplied 3/8" hardware.

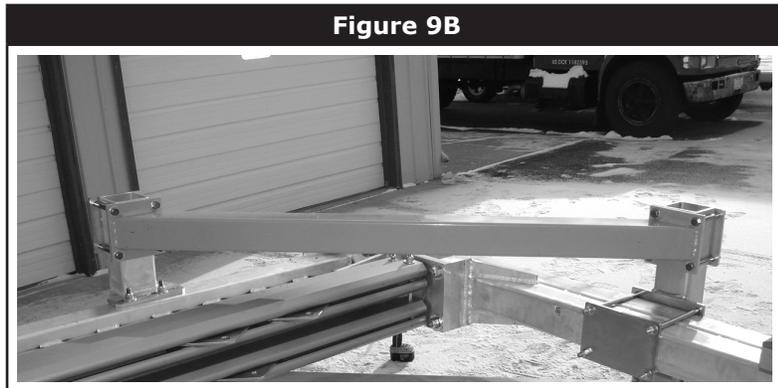
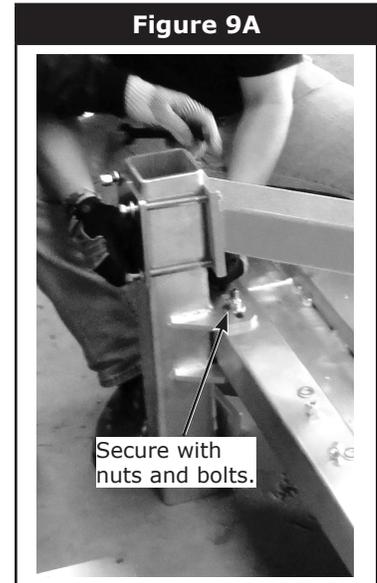


**Step 3:** With a forklift (or other suitable equipment), guide the Rail Assembly in to place between the Upright Assemblies. Bolt in place with the head of the bolt inserted from inside of the Frame. Ensure the mating surfaces are plumb (Figure 8). Verify the Trolley Rail will be at the bottom and pointing to the ground when the A-Frame is in the vertical position.



**Step 4:** If included with the system, install the Rail Supporting Gussets from the Rail Assembly to both Upright Assemblies (Figure 9A). Ensure the angle of the Rail to the Upright is 90 degrees.

Verify the Gusset Support Brackets mounted to the Rail Assembly are secured by checking the bolts with a wrench (Figure 9B).

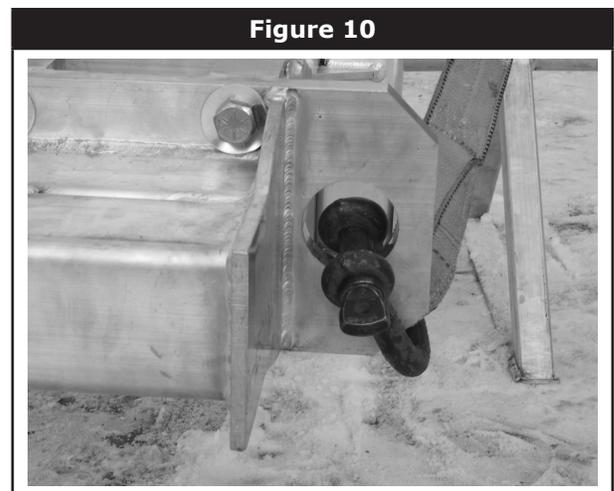


**Step 5:** After all the Rail Supporting Gussets have been installed, torque the nuts and bolts (that hold them to the mounting supports) to the proper specification (Table 2).

Table 2 - Recommended Torque Values		
Size	Torque Values	
	lb-ft	N-m
3/8"	45	61
1/2"	60	81
5/8"	75	101
3/4"	130	176
1"	210	284

**Step 6:** Attach lifting straps to both Lifting Anchors on the Rail Assembly (Figure 10).

**NOTE:** Before the A-Frame is lifted to the vertical position, it is recommended that you attach all SRL's, taglines, and lanyards to the trolley(s).



**Step 7:** With a crane (or other suitable equipment) and after all the nuts and bolts have been torqued to the required specification, lift the entire A-Frame Assembly off the ground and in to the vertical position (Figure 11).

**Figure 11 A**



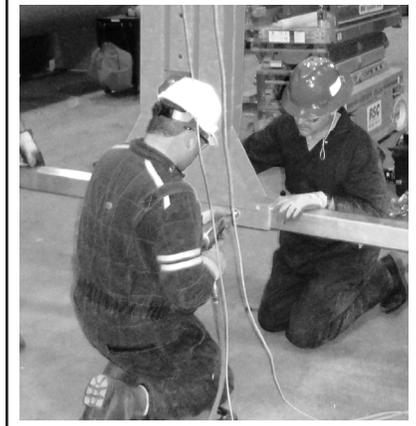
**Figure 11 B**



**Step 8:** With the A-Frame Assembly supported by the crane (or other suitable equipment), insert both Base Supports into the Upright Assembly Base Support Tubes (Figure 12).

**Step 9:** After the Base Supports are equally positioned on both sides of the Upright Assemblies, bolt the Base Supports in to position.

**Figure 12**



**Step 10:** Attach the Wheel Assemblies by inserting the Base Supports into the Wheel Assemblies (Figure 13).

**Figure 13**



**Step 11:** Align the Upright Gusset to the fixed bracket on the Upright Assembly. Insert the bolt, secure the nut, and tighten (Figure 14).

**Step 12:** Align the Upright Support Gusset with the bracket on the Wheel Assembly by sliding the Wheel Assembly until the bolt can be inserted. After the bolt has been inserted, secure the assembly with a nut and tighten.

**NOTE:** All set screws must be loose to move the Wheel Assembly.

**NOTE:** If the A-Frame is not being supported by an overhead crane, it may be necessary to provide support under the Upright Assembly Base Support Tubes to prevent bowing of the Base Supports before aligning and attaching the Upright Support Gussets to the Wheel Assembly (see double arrows on Figure 14).

**NOTE:** Repeat steps 11 and 12 for each of the remaining three (3) Upright Support Gussets.

**Step 13:** After all the nuts and bolts have been tightened to the proper torque specification, drill and tap the holes for the Wheel Lock Bolts.

**IMPORTANT:** Each Wheel Assembly has one pre-drilled hole located on the top-side between the two locking bolts. Drill and tap to the size of the pre-drilled hole.

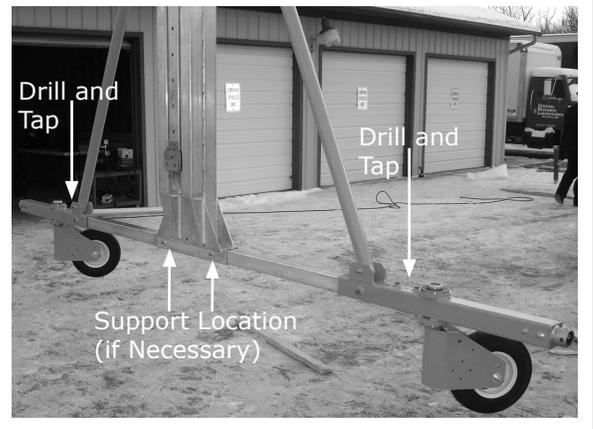
**Step 14:** Insert the Wheel Lock Bolts and torque to the proper specification.

**Step 15:** With the crane (or other suitable lifting equipment), lower the A-Frame Assembly onto the ground.

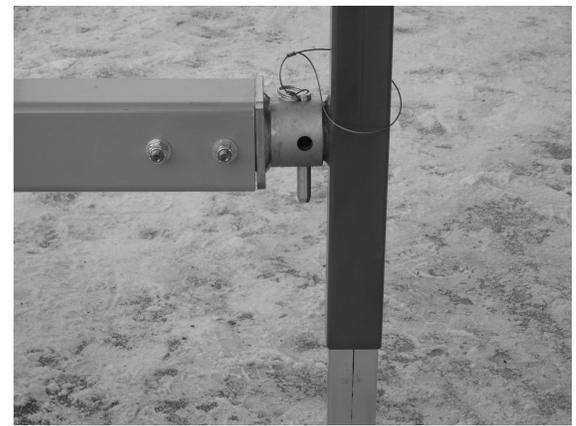
**Step 16:** Use a ladder (or other suitable device) to remove the lifting straps.

**Step 17:** Attach all four Supporting Jacks to the end of the Wheel Assembly (Figure 15).

**Figure 14**



**Figure 15**



## 7.0 RAISING AND LOWERING THE A-FRAME SYSTEM

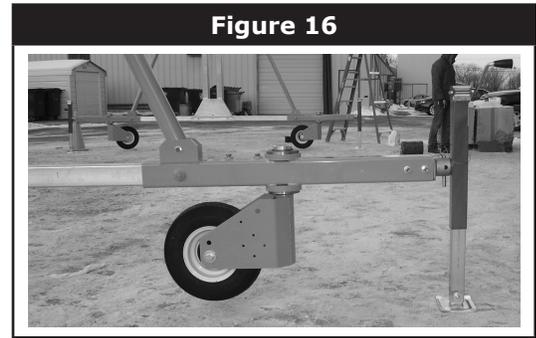
**NOTE:** This section applies to A-Frame systems with height adjustment. If your A-Frame system is not adjustable, disregard this section.

**7.1 MANUAL HEIGHT ADJUSTMENT:** To raise and lower A-Frame systems with manual height adjustment:

**Step 1:** After the A-Frame system has been completely assembled, lower the jacks until the Support Pads are touching the ground.

**Step 2:** After the Support Pads are touching the ground, turn each jack handle 8 to 10 times so the wheels are completely off the ground and so the entire A-Frame system is resting on all four jacks (Figure 16).

**Step 3:** Hook up lifting straps to the lifting anchors on the top of the Rail Assembly.

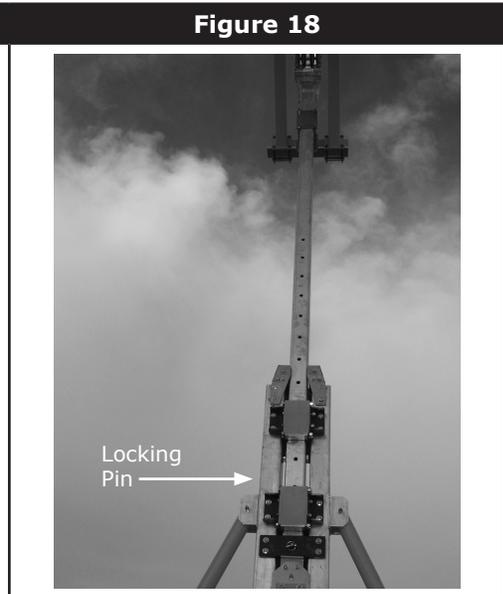


**Step 4:** Remove the locking pins on the Adjustable Upright Assembly (Figure 17).

**Step 5:** Hook the lifting straps to the crane (or other suitable equipment) and lift the Rail Assembly to the desired height (Figure 18).

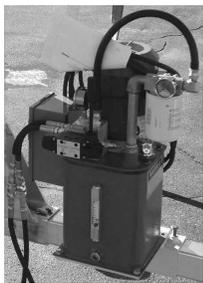
**Step 6:** Insert the locking pins into the Adjustable Rail Assembly.

**Step 7:** Remove the lifting straps from the Lifting Eyes.



**7.2 HYDRAULIC HEIGHT ADJUSTMENT:** To raise and lower A-Frame systems with hydraulic height adjustment:

**IMPORTANT:** The hydraulic power unit is not designed for outdoor storage. Do not operate the hydraulic system in rainy or snowy conditions. If the A-Frame system will be exposed to inclement weather, protect the hydraulic power unit from rain, snow, etc. with a tarp, shield, or similar device.

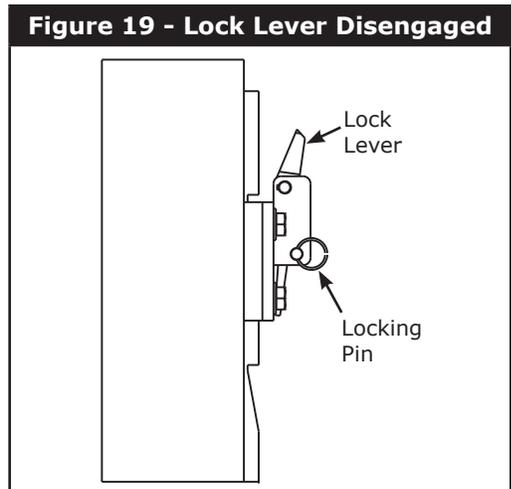


**Step 1:** Position the A-frame system on a flat surface and use the stabilizing jacks to raise the wheels until they spin freely. further adjust each jack until the system is level.

**Step 2:** Remove the pins to release the spring loaded lock levers on each leg see Figure 19.

**IMPORTANT:** The hydraulic hoses and power unit must be inspected before each use. Verify the hydraulic hoses are not leaking, cracked, kinked, or contain any other defect that could cause them to fail. Inspect the hydraulic fittings to ensure they work properly and are not leaking. Inspect the power unit according to the manufacturer's instructions.

**Step 3:** Plug the power unit into a power source of the appropriate voltage.



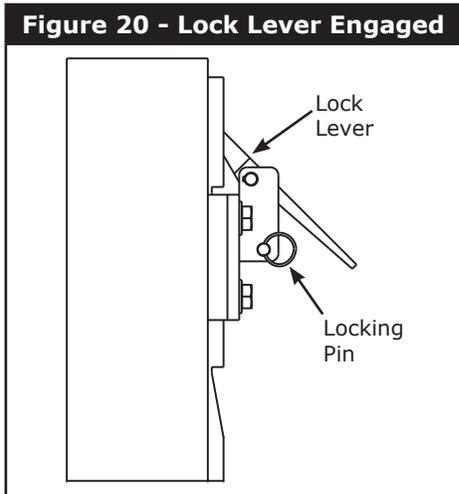
**To Raise the A-Frame system:**

**Step 4:** Press the I/START button on the power unit. Press and hold the directional control lever in the "Raise" direction to raise the system to the desired height.

**WARNING:** Always have a "spotter" present to observe while raising and lowering the A-Frame system near overhead power lines, electrical outlets, or other overhead hazards. Contact with such items may result in injury or death.

**NOTE:** While the A-Frame system is raising, the lock levers will make a clicking sound as they engage the lock notches.

**Step 5:** Once the desired height has been achieved, pull the lever in the "Lower" direction to seat the system on the spring loaded lock levers (see Figure 20).



**To Lower the A-Frame system:**

**Step 6:** Raise the unit to disengage the lock levers.

**Step 7:** The A-Frame system can not be lowered until all lock levers are disengaged. Secure all lock levers in the disengaged position with their locking pins (see Figure 19).

**Step 8:** Press and hold the directional control lever in the "Lower" position to fully retract the A-Frame system. If the system is to be lowered to an position other than fully retracted, the lock levers must be engaged with the A-Frame system seated securely on lock levers.

**8.0 OPERATION AND USE**

**WARNING:** Do not alter or intentionally misuse this equipment.

**WARNING:** Consult Capital Safety when using this equipment in combination with components or subsystems other than those described in this manual. Some subsystem and component combinations may interfere with the operation of this equipment. Use caution when using this equipment around moving machinery, electrical hazards, chemical hazards, and sharp edges.

**WARNING:** Working at height has inherent risks. Some risks are noted here but are not limited to the following: falling, suspension/prolonged suspension, striking objects, and unconsciousness. In the event of a fall arrest and/or subsequent rescue (emergency) situation, some personal medical conditions may affect your safety. Medical conditions identified as risky for this type of activity include but are not limited to the following: heart disease, high blood pressure, vertigo, epilepsy, drug or alcohol dependence, psychiatric illness, impaired limb function, and balance issues. We recommend that your employer/physician determine if you are fit to handle normal and emergency use of this equipment.

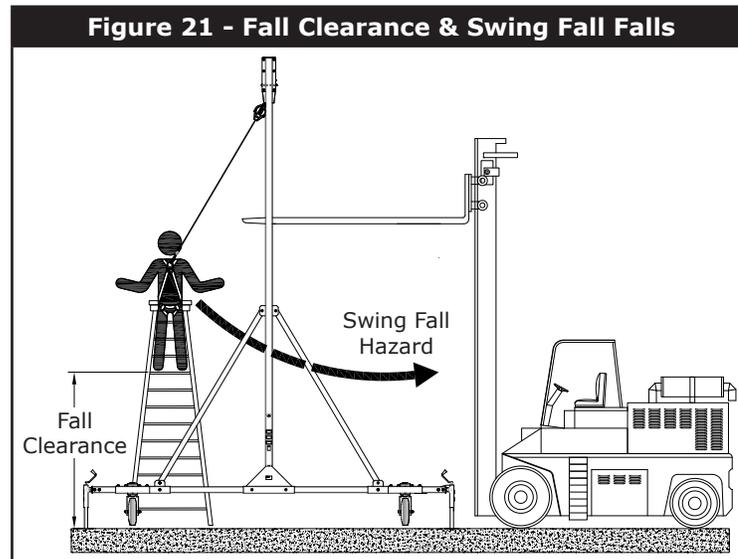
**8.1 BEFORE EACH USE:** Inspect this equipment carefully to ensure it is in good working condition. Check for worn or damaged parts. Ensure all parts are present and secure. Check the entire system for damage and corrosion. See Section 10 for further inspection details. Do not use if inspection reveals an unsafe condition. If the system fails inspection, immediately remove from service and do not use. Contact Capital Safety for information about how to repair the A-Frame system.

**8.2 PLANNING:** Plan your system and how it will function before starting your work. Consider all factors that affect your safety during use. Some important points to consider when planning your system are:

- A. HAZARD EVALUATION:** Evaluate job site hazards prior to starting work. Consult applicable OSHA and industry standards for guidelines and regulatory requirements on equipment such as personal fall arrest systems (PFAS).
- B. WORK SITE GEOMETRY:** The use of the A-Frame Rail Fall Arrest System and attached PFAS must be consistent with the geometric requirements stated in the manufacturer's instruction manual(s). Check for obstructions or sharp edges in the work path. Avoid working where the user may swing and hit an object, or where lines may cross or tangle with that of another worker.
- C. FALL CLEARANCE:** There must be sufficient clearance in your fall path to prevent striking an object or lower level in the event of a fall. A minimum of 6 ft. (1.8 m) from the working level to the lower level or nearest obstruction is recommended but may vary with you application and attached PFAS. See the PFAS manufacturers' instructions.
- D. SWING FALLS:** Swing Falls occur when the, anchorage point is not directly overhead (see Figure 18). The force of striking an object in a Swing Fall may cause serious injury or death. Minimize Swing Falls by maintaining a work position as directly below the anchorage point as possible. In planning your system,

increased clearance is required with Self-Retracting Lifelines or other variable length subsystems to negate the possibility of Swing Falls.

- E. **SHARP EDGES:** Avoid working where components of the A-Frame Rail Fall Arrest System and attached subsystem(s) will contact with or abrade against unprotected sharp edges.
- F. **RESCUE:** When using this equipment, the employer must have a rescue plan and the means at hand to implement it and communicate that plan to users, authorized persons, and rescuers.
- G. **AFTER A FALL:** Any equipment which has been subjected to the forces of arresting a fall or exhibits damage consistent with the effect of fall arrest forces as described in Section 6, must be removed from service immediately and destroyed by the user, the rescuer, or an authorized person.



### 8.3 REQUIREMENTS FOR PERSONAL FALL ARREST SYSTEMS (PFAS): PFAS used with the A-Frame must meet applicable OSHA requirements.

- The PFAS should be rigged to minimize any potential free fall and never allow a free fall greater than 6 ft. (1.8 m). The PFAS used with this equipment are required to include a full body harness as the body support component. PFAS that incorporate full body harnesses must maintain fall arrest forces below 1,800 lbs. (8.0 kN) and arrest the fall within 42 in. (1.1 m). Body belts, unless incorporated into a full body harness, are not allowed for use with this equipment. A typical PFAS includes a full body harness, connecting subsystem or component (self retracting lifeline or shock absorbing lanyard), and the necessary connectors to couple the system together.
- If the system or any equipment has been subjected to the forces of arresting a fall, they must be removed from service immediately. The A-Frame system should be inspected for any damage before it is put back into service.
- PFAS may only be attached to the Trolleys which move along the Rail Assembly (see Figure 1).

**WARNING:** Read and follow manufacturer's instructions for the personal fall arrest equipment selected for use with the A-Frame Rail Fall Arrest System.

**IMPORTANT:** Body belts are not allowed for free fall situations. Body belts increase the risk of injury during fall arrest in comparison to a full body harness. Limited suspension time and the potential for improperly wearing a body belt may result in added danger to the user's health.

### 8.4 USING THE A-FRAME RAIL FALL ARREST SYSTEM: General steps for using the A-Frame are as follows:

**IMPORTANT:** Altering, misusing, or using combinations of components or subsystems, or both, which may affect or interfere with the safe function of each other is prohibited.

- Step 1. Position the A-Frame over the desired work area/object:** Push the unit into position so that the Rail Assembly is centered in the work area to maximize the effective safe work area and reduce the potential for a fall. Wheels and Jacks must be positioned over a stable, level surface or leveled with blocks.
- Step 2. Secure and level the A-Frame:** Lower the Jacks until they apply light pressure to the work surface and then crank each Jack Handle clockwise an additional 8 to 10 turns, or until the wheels are completely off the ground. If the work surface is uneven, level the A-Frame by adjusting the Jacks accordingly. If the A-Frame is equipped with locking wheels, lock the wheels and then adjust the jacks.

**IMPORTANT:** The A-Frame wheels must not be touching the ground after lowering the jacks. After lowering the jacks, verify the wheels the wheels are not touching the ground. The jacks must be supporting the load of the A-Frame.

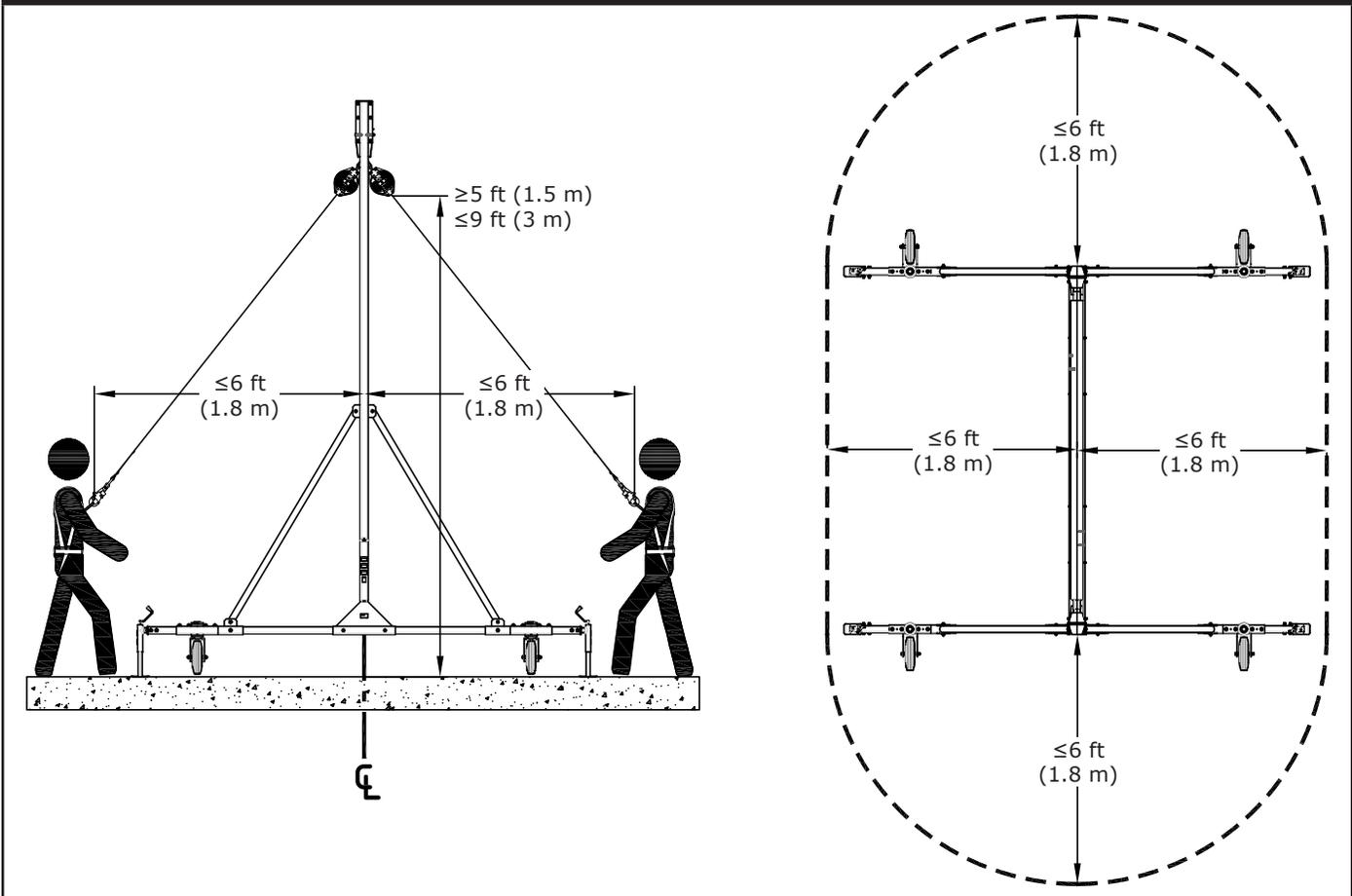
- Step 3. Don a Full Body Harness:** Don a Full Body Harness per the manufacturer’s instructions.
- Step 4. Connect the SRL Lifeline to the Full Body Harness:** Connect the Self Locking Snap Hook or Self Locking/Self Closing Carabiner on the end of the SRL Lifeline to the Front or Back D-Ring on the Full Body Harness. To ensure a safe connection, always follow the instructions provided in the SRL and Full Body Harness manufacturers’ instructions and observe the requirements in this manual regarding *Compatibility of Connectors* (Section 2.2) and *Connections* (Section 2.3).
- Step 5. When attached to the SRL:** The worker is free to move about within recommended working areas at normal speeds. The Trolley should roll freely in the Rail Assembly. The Lifeline should extend smoothly and retract without hesitation. If slack line condition is created in normal use, the unit should be inspected and serviced by an authorized service center. Should a fall occur, the SRL will lock and arrest the fall. Upon rescue, remove the SRL from use. Inspect as described in manufacturer’s instructions. When working with the SRL, allow the lifeline to recoil back into the device under control. Allowing the lifeline to be fully extended for long periods of time may cause premature weakening of the retraction spring.

**NOTE:** A Tagline should be attached to the SRL’s Lifeline Hook so the Lifeline can be pulled down to a proper position for connection to the Full Body Harness.

**IMPORTANT:** A maximum of two (2) persons (unless otherwise stated by the system labeling) may be attached to the A-Frame; each using an individual Trolley and SRL. No more than one (1) person should be attached to a single Trolley at any time.

**NOTE:** The SRL line must not drag or bend over a leading edge while accessing the work area. To eliminate that problem reposition the unit. Follow the SRL manufacturer’s instructions carefully.

**Figure 22 - Positioning and Safe Work Area**



## 9.0 TRAINING

It is the responsibility of the user to assure they are familiar with these instructions, and are trained in the correct care and use of this equipment. Users must also be aware of the operating characteristics, application limits, and the consequences of improper use of this equipment.

**IMPORTANT:** Training must be conducted without exposing the trainee to a fall hazard. Training should be repeated on a periodic basis.

## 10.0 INSPECTION

**IMPORTANT:** After the frame system has been fully installed, perform a complete inspection. Make sure all supplied labels are present and legible. Inspect for loose bolts, cracks, corrosion, or any other type of abnormality. Inspect the Glide Rail and its components to ensure the trolleys roll smoothly along the entire span of the system. Check all nuts and bolts for proper torque and orientation.

**10.1 FREQUENCY:** The Flexiguard A-Frame Rail Fall Arrest System shall be inspected by the user before each use and, additionally, by a competent person<sup>3</sup> other than the user at intervals of no more than one year<sup>4</sup>. Inspection procedures are described in the "Inspection Steps". Results of each Competent Person inspection should be recorded on copies of the "Inspection and Maintenance Log".

### 10.2 INSPECTION STEPS:

- Step 1.** Inspect the frame system for physical damage. Look carefully for any signs of cracks, dents, or deformities in the metal. Make certain the components are not deformed in any way and that they move correctly.
- Step 2.** Inspect the frame system for signs of excessive corrosion.
- Step 3.** Ensure the condition of the mounting surface will support system loads.
- Step 4.** Inspect each system component or subsystem (e.g. self-retracting lifeline, full body harness, etc.) per associated manufacturer's instructions.
- Step 5.** Verify there are no loose nuts and bolts on the system. Tighten all loose bolts to the proper torque specifications.
- Step 6.** Record the inspection date on the inspected equipment.
- Step 7.** If the A-Frame system includes the hydraulic adjustment option, inspect all hoses and fittings for cracks, damage, or excessive wear. Inspect that the lever lock mechanism on both legs for proper functionality. Inspect the power unit per the manufacturer's instructions. If any part of the system inspection uncovers questionable conditions, remove the system from service and contact Capital Safety.

**IMPORTANT:** Only Capital Safety or parties authorized in writing may make repairs to this equipment.

**IMPORTANT:** If the A-Frame system has been subjected to the forces of arresting a fall, remove the system from the field of service. After the system has been removed from service, inspect the system to verify it is in proper working order before using the system.

<sup>3</sup> **Competent Person:** One who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.

<sup>4</sup> **Inspection Frequency:** Extreme working conditions (harsh environments, prolonged use, etc.) may require increasing the frequency of competent person inspections.

## 11.0 MAINTENANCE - SERVICING - STORAGE

**11.1 WHEEL MAINTENANCE:** If the wheel assembly has grease zerks, ensure they are properly greased every six months.

**NOTE:** Not all models of A-Frames have a grease zerk for the wheel assembly. If the A-Frame wheel assembly doesn't have a grease zerk, then the wheel assembly should not be greased.

**11.2 JACK MAINTENANCE:** If the Top-Wind Jacks have grease zerks, ensure they are properly greased every month.

**NOTE:** Not all models of A-Frames have a grease zerk for the Top-Wind Jacks. If the Top-Wind Jack doesn't have a grease zerk, then the jack assembly should not be greased.

**11.3 CLEANING:** Clean the frame system with a mild soap detergent solution. Excessive build-up of dirt, tar, etc. may prevent the system from working properly. If you have any questions concerning the condition of your frame system or have any doubt about putting it into service, contact Capital Safety.

**NOTE:** Additional maintenance and servicing procedures (i.e. replacement parts) must be completed by a factory authorized service center. Authorization must be in writing.

**11.4 STORAGE:** The A-Frame system is designed for storage outdoors during normal weather conditions. If the weather environment is severe, it is recommended to store the A-Frame system in an area that prevents damage to the system.

**11.5 HYDRAULIC SYSTEMS (if so equipped):** Hydraulic A-frame systems must have roller assemblies and moving parts lubricated with a non-corrosive lube every 20 cycles or monthly (whichever comes first). Refer to the hydraulic system manufacturer's product instructions for additional maintenance and service information, including recommended power unit maintenance.

The hydraulic system's power unit must be stored indoors in a dry, clean environment.

**IMPORTANT:** Additional maintenance and servicing of the hydraulic system (parts replacement, etc) must be performed by a factory authorized service center. Authorization must be in writing.

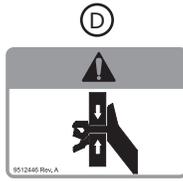
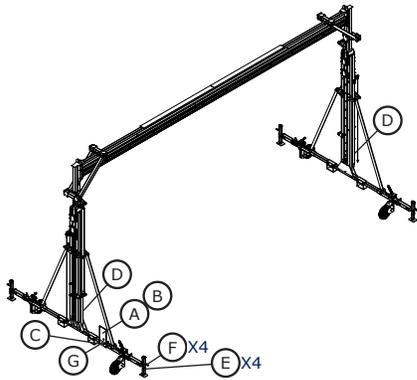
**Hydraulic System Conformance:** Equipment comprising the Hydraulic System is compliant with the following directives:

- Directive 2014/30/EU - Electromagnetic Compatibility (EMC)
- Directive 2014/35/EU - Low Voltage (LVD)

**11.6 INSTALLATION DOCUMENTATION:** After installation of the A-Frame Rail Fall Arrest System, "Installation Documentation" meeting the informational requirements of EN 795:2012 Annex A must be completed by the installer and handed over to the user's designated representative. The Installation Documentation should be kept at the job site for purposes of subsequent examination of the A-Frame Rail Fall Arrest System.

## 12.0 LABELS

The following labels must be present and legible on the A-Frame system:



**READ INSTRUCTIONS:**  
The user/rescuer must read and understand these instructions or have them explained to them before using this equipment.

**WARNING:** Keep clear of moving parts that can pinch, cut, or crush hands, fingers, and other appendages.

**E**

**WARNING AVERTISSEMENT**

**MAXIMUM LIFT CAPACITY: 5000 lbs / 22kN**  
**Capacité maximale de portance: 5000 lbs / 22kN**

Do not remove this label. Fully retract or rotate jack before towing. Engage locking pin on swivel jack before towing or using jack. Blocks used to increase height can cause instability and may cause injury or death. Enlever pas cette étiquette. Retraquer complètement la prise avant le remorquage. Engager la pin pivotant avant de remorquage ou en utilisant la prise. Blocs utilisés pour augmenter la hauteur peut entraîner une instabilité et peuvent cause une blessure ou la mort.

8518723 Rev. B

**F**

**WARNING**

Ensure the leg screws / jacks are in contact with the surface. To prevent instability, screw legs down to contact surface and crank the handle an extra 5 times, approximately one (1) inch of the screw leg. If the surface is uneven adjust accordingly.

Pt# 8524261 Rev.03

**G**

**DBI SALA**

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SERIAL NO.: XXXXXX  
Número de série:

MFRD(YMC) LOT NO. MODEL NO. LENGTH (FT)  
Fabricateur(m) Numéro de lot Numéro du modèle Longueur(m)

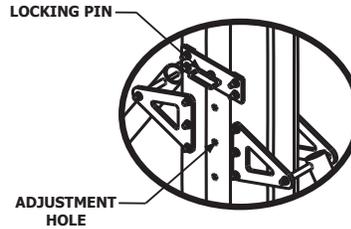
950487 Rev. G

## flexiguard™ PORTABLE A-FRAME SYSTEM WITH HYDRAULIC ADJUSTMENT OPERATORS INSTRUCTIONS

- STEP 1:** POSITION THE A-FRAME SYSTEM ON A FLAT SURFACE AND USE THE STABILIZING JACKS TO RAISE THE WHEELS UNTIL THEY SPIN FREELY. FURTHER ADJUST EACH JACK UNTIL THE SYSTEM IS LEVEL.
- STEP 2:** REMOVE THE LOCKING PINS FROM EACH LEG SEE FIGURE 1.
- STEP 3:** PLUG THE POWER UNIT INTO AN APPROPRIATE VOLTAGE POWER SOURCE.
- STEP 4:** TURN THE POWER BUTTON ON THE POWER UNIT TO ON. PRESS AND HOLD THE DIRECTIONAL CONTROL BUTTON IN THE RAISE DIRECTION TO RAISE THE SYSTEM TO THE DESIRED HEIGHT SEE FIGURE 1.
- STEP 5:** ONCE THE DESIRED HEIGHT HAS BEEN ACHIEVED, INSERT THE LOCKING PIN THROUGH THE ADJUST HOLES ON EACH LEG SEE FIGURE 1.
- STEP 6:** TO LOWER SYSTEM, REMOVED THE LOCKING PIN FROM EACH LEG.
- STEP 7:** PRESS AND HOLD THE DIRECTIONAL CONTROL LEVER IN THE LOWER DIRECTION TO FULLY RETRACT THE SYSTEM. IF THE SYSTEM IS TO BE LOWERED TO ANY POSITION BUT FULLY RETRACTED, THE LOCKING PINS MUST BE ENGAGED INTO ONE OF THE ADJUSTMENT HOLES ON EACH LEG.

FIGURE 1

### UNLOCK AND LOCKING URIGHTS



### POWER UNIT - CONTROL BUTTONS

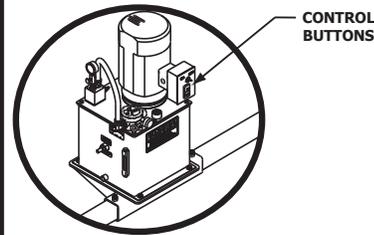
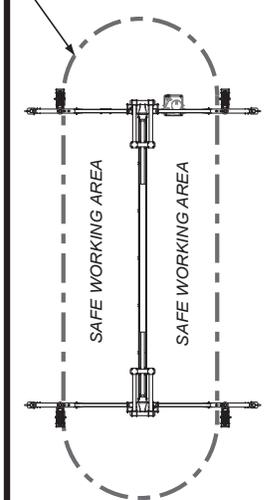


FIGURE 2

6 FT MAX WORKING RADIUS



## WARNING

- IF THE SYSTEM IS EQUIPPED WITH A TOW BAR, DO NOT TOW AT SPEEDS GREATER THAN 5 MPH / 8 KPH. DO NOT TOW ADJUSTABLE SYSTEMS IN ANY POSITION BUT FULLY LOWERED.
  - BE AWARE OF OVERHEAD OBSTRUCTIONS BEFORE ATTEMPTING TO RAISE THE SYSTEM.
  - NEVER USE SYSTEM FOR FALL PROTECTION IF WHEELS ARE CONTACTING THE GROUND.
  - NEVER EXCEED MAXIMUM USER RATING.
  - ALL USERS MUST READ AND UNDERSTAND THE INSTRUCTIONS PRIOR TO USING SYSTEM.
  - DO NOT DISCONNECT HOSES FROM POWER UNIT UNLESS PRESSURE GAUGE READS ZERO (FLOW HANDLE CAN BE MOVED WITH POWER UNIT OFF TO RELEASE PRESSURE INTO TANK). FAILURE TO DO SO MAY CAUSE SYSTEM PRESSURE LOCK.
  - TRANSFERRING FROM ONE SRL TO ANOTHER MUST BE DONE SO YOU ARE ATTACHED TO AT LEAST ONE SRL AT ALL TIMES.
  - NO MORE THAN ONE PERSON IS ALLOWED TO BE ATTACHED TO A GLIDE RAIL TROLLEY AT ANY GIVEN TIME.
  - SYSTEM USERS MUST STAY WITHIN THE SAFE WORKING AREA OR WORKING ANGLE (WHICHEVER COMES FIRST). SEE FIGURE 2.
- 9508807 REV A

THIS MAN-RATED SYSTEM IS DESIGNED FOR A MAXIMUM OF

**2 PERSON(S)**

USER CAPACITY IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. FAILURE TO COMPLY MAY RESULT IN SERIOUS INJURY OR DEATH.







This instruction applies to the following Models:

8517780	8530066	8530159	8530236	8530366	8530469	8530548	8530642	8546747
8517781	8530070	8530164	8530239	8530398	8530472	8530552	8530671	8560020
8517790	8530072	8530173	8530269	8530399	8530473	8530554	8530708	8560021
8517791	8530074	8530175	8530278	8530402	8530480	8530562	8530711	8560027
8517792	8530095	8530176	8530279	8530404	8530484	8530572	8530722	8560028
8517793	8530113	8530177	8530280	8530416	8530487	8530576	8530738	8560029
8517794	8530123	8530190	8530291	8530417	8530512	8530588	8530743	8560030
8517795	8530127	8530191	8530301	8530424	8530513	8530589	8530767	8560030
8517796	8530128	8530194	8530306	8530425	8530523	8530594	8544626	8560032
8517797	8530129	8530196	8530323	8530426	8530527	8530601	8544982	8560033
8517798	8530145	8530208	8530326	8530434	8530528	8530603	8544984	8560034
8530017	8530148	8530219	8530338	8530442	8530537	8530626	8545292	8560036
8530018	8530156	8530220	8530348	8530443	8530543	8530627	8545466	8560219
8530056	8530157	8530224	8530359	8530448	8530547	8530632	8546049	8560587

Additional Model Numbers may appear on the next printing of these instructions.



## LIMITED LIFETIME WARRANTY

**Warranty to End User:** CAPITAL SAFETY warrants to the original end user ("End User") that its products are free from defects in materials and workmanship under normal use and service. This warranty extends for the lifetime of the product from the date the product is purchased by the End User, in new and unused condition, from a CAPITAL SAFETY authorised distributor. CAPITAL SAFETY'S entire liability to End User and End User's exclusive remedy under this warranty is limited to the repair or replacement in kind of any defective product within its lifetime (as CAPITAL SAFETY in its sole discretion determines and deems appropriate). No oral or written information or advice given by CAPITAL SAFETY, its distributors, directors, officers, agents or employees shall create any different or additional warranties or in any way increase the scope of this warranty. CAPITAL SAFETY will not accept liability for defects that are the result of product abuse, misuse, alteration or modification, or for defects that are due to a failure to install, maintain, or use the product in accordance with the manufacturer's instructions. THIS WARRANTY IS THE ONLY WARRANTY APPLICABLE TO OUR PRODUCTS AND IS IN LIEU OF ALL OTHER WARRANTIES AND LIABILITIES, EXPRESSED OR IMPLIED.



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