



ROLLING A-FRAME

ANCHOR TRACK™ SYSTEM

Assembly and Operation Instruction Manual



ISO 9001:2008 Registered
Manual 103-0069

A N C H O R
T R A C K



WARNING

RIGID LIFELINES' CONDITIONS OF USE AND WARNING STATEMENT

1. Read, understand, and follow the manual, assembly drawings, and warnings provided with your system **before** beginning installation.
2. This manual, and any other instructions, must be provided to the users of this equipment. The user must understand the equipment's proper use and limitations.
3. A fall event can result in serious injury or death. This equipment, when used properly, reduces the chances of those outcomes.
4. Always perform a hazard analysis **before use** that will identify impact hazards, swing hazards, or any other hazards that may exist. Address and correct all hazards **before use**.
5. Always have a written rescue plan that defines who will rescue a fallen worker, what equipment will be used, and optimum rescue response time. If the same system will be used for rescue, a minimum of a two-man system must be specified.
6. Follow all current requirements of ANSI Z359 (or CSA Z259 in Canada).
7. Each component and system must be employed and maintained in accordance with all OSHA and ANSI standards.
8. Per OSHA and ANSI (or CSA Z259 in Canada) requirements, designate a competent person who can fulfill obligations of all regulations.
9. Note the maximum number of users and weight capacities are listed on a label on the system. Exceeding the capacities listed on this label can result in serious injury or death.
10. Always check for overhead hazards, such as power lines, trees, overhead structures, or walls, before using or moving system.
11. Any component replacement, addition, or change to any portion of the system must be evaluated by a Qualified Person as defined by OSHA standards.
12. Never use this system for material handling.
13. Never use the system with scaffolding.
14. Never use the system alone without a monitor. Use the buddy system when using fall protection. The monitor, or "buddy," does not need to be attached to the system, but just nearby supervising.
15. Consult with a qualified person for minimum fitness requirements for workers. Determination of minimum fitness levels of workers prior to use of system is by others.
16. For mobile systems—It is the responsibility of the user and their management's Competent Person to determine that the system's base is level, the masts are plumb, and that the entire, leveled system is stable before every use.
17. For movable track systems—Always use the system in work spaces that allow you to move the system's runway as close as possible to the center of the work area.
18. **Before each use**, inspect the system for bent, broken, cracked, or missing components.
19. A competent person must thoroughly inspect the system **annually** and **after each fall event**.
20. There should never be any type of loading past the end stops for any reason.
21. When connecting track sections on runway systems, track splice and truss splice plates are required. For trussed track, splice joint centers must be within 48 inches of the hanger support centers unless otherwise specified. For plain track, splice track centers must be within 18 inches of the hanger support centers unless otherwise specified.
22. Systems with flush clamp hangers do not require sway bracing. However, all systems mounted to the ceiling must be laterally and longitudinally braced with bracing provided by others.



WARNING

RIGID LIFELINES' CONDITIONS OF USE AND WARNING STATEMENT

23. If supplied, all drive systems are chain driven, and as a result, will experience some backlash in the drive assembly. Although backlash cannot be fully eliminated, it can be reduced by tightening the drive chain. Torque limiters, if supplied, require special attention. Most drive issues result from improper torque limiter adjustment or installation.
24. It is the customer's responsibility to confirm that the system and components will work in and are acceptable for their specific application and environment.
25. For foundation-mounted systems, bracing is not required for non-seismic applications. However, if any sway is perceived as undesirable, lateral bracing can be installed to the system by others. To achieve desired rigidity for a specific application, Rigid Lifelines® recommends consulting a professional engineer in your area to satisfy all codes and ordinances. For foundation-mounted systems, chemical anchor bolts supplied by others are required and must provide approximately 7000-pound pull-out force. More accurate pull-out forces are available upon request.
26. Engineering of any attachment points must be done by others.
27. Component appearances and dimensions shown are approximate and subject to change without notice. All catalog dimensions are developed using standard components for the spans and capacities. Substitution of optional trolleys or other components will affect certain dimensions.
28. All Rigid Lifelines' Anchor Track™ Systems meet or exceed OSHA and ANSI requirements.
29. Never load the track at an angle greater than specified in the system's user manual.
30. Never use the system with the attachment point below the D-Ring of the harness.
31. Only the following self-retracting lanyard (SRL) design specifications are acceptable for use on Rigid Lifelines' Anchor Track Systems:
 - a) 900-pound maximum average arresting force (MAAF)
 - b) 4.5 feet-per-second lock up speed
 - c) Disk or drum braking mechanism
 - d) Wire rope SRL's can be used for indoor or outdoor applications
 - e) Fabric or web SRL's can be used only for indoor applications
32. The following energy-absorbing lanyards are **not** acceptable: rip-stitch packs, shock packs, or stretchable energy.
33. Choose the shortest length SRL that will allow the workers to perform their job function. The shortest length SRL will reduce total fall distance by reducing "cable cinching" on the internal SRL pulley. Fabric lanyards stretch under load. The longer the lanyard, the longer the stretch.
34. Never use metallic cables or metallic SRL's around electrical power sources.
35. Only an ANSI (or CSA in Canada) full-body harness is acceptable for use on Rigid Lifelines' Anchor Track Systems.
36. Never use body belts on this system.
37. Never add additional carabiners, D-Rings, shackles, or connecting hardware to this system.
38. On Traveling Bridge Anchor Track Systems, always position the bridge(s) directly overhead of worker(s) at all times.
39. If a boom is provided, never apply a lateral load at the boom tip.
40. Never deviate from the above unless you have written permission and authorization from Rigid Lifelines.



WARNING

Do not move the system while workers are still connected to it; doing so may result in serious injury or death.

Do not use the system on an incline; only use the system on surfaces that are firm and level. NEVER place the system near a ledge.

Follow the Inspection Checklists in this manual: the first checklist is to be reviewed before each use and the second checklist is for after a fall event and annual inspections.

NEVER EXCEED 10 DEGREES OFF-PLUMB (OFF-CENTER) LOADING.

USE THE WHEEL LOCKS WHILE SYSTEM IS IN USE.

Ensure that wheel locks are making contact with the wheel material for maximum effectiveness.

Push the Rolling A-Frame legs by hand only. Do not push or pull the Rolling A-Frame with forklift or other vehicles. Do not pull sideways on system.

Store the system with the wheel locks activated to prevent the system from falling over.

SYSTEM APPLICATIONS

The Rigid Lifelines® Rolling A-Frame Anchor Track™ System is used for fall protection applications. This fall protection system is labeled with maximum number of users and maximum arresting force; follow all limitations as noted on the system label. Each user must attach to the Rolling A-Frame track using a personal fall arrest system.

STANDARDS AND COMPLIANCE

Please refer to local, state, and federal (OSHA) requirements governing occupational safety for additional information regarding Personal Fall Arrest Systems. The Rolling A-Frame Anchor Track System meets or exceeds the requirements set forth in OSHA 1910, OSHA 1926, and ANSI Z359.

REQUIRED TRAINING

This system is intended to be used by people who are trained in its correct application and use. It is the responsibility of the users and the users' management to assure that they are familiar with these instructions and are trained in the correct use and care of this equipment. Authorized users must also be aware of the operating characteristics, application limits, and the consequences of improper use, which can result in serious injury or death.

Follow ANSI Z359.2 for instructions on how to set up a proper Fall Protection Program within your facility. ANSI Z359.2 *Minimum Requirements for a Comprehensive Managed Fall Protection Program* is available at: www.asse.org.

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ASSEMBLY INSTRUCTIONS

1. Equipment Needed for Assembly

- a) This manual
- b) Applicable safety equipment for workers' use during assembly, such as hard hats, safety shoes, etc.
- c) A telescoping fork truck or crane and a man lift/cherry picker; ensure that your equipment has a five-ton capacity and can reach the height of your system.
- d) Torque wrench
- e) Medium-sized straight (flathead) screwdriver
- f) Assorted drift pins
- g) Lifting straps
- h) A spacious, level area for assembly (ex: a parking lot)
- i) Wrench/Socket sizes: 3/4 inch, 15/16 inch, and 1-1/8 inch
- j) Assembly time: allow two workers approximately eight hours for assembly.
- k) Four six-inch by six-inch (or larger) wood blocks
- l) *FAPF-ASSEMBLY SHEET 1 OF 2*, hereafter referred to as *Rolling A-Frame Assembly Drawing*, will be included as a separate document.
- m) *FAPF-ASSEMBLY SHEET 2 OF 2*, hereafter referred to as *Rolling A-Frame Label Placement Drawing*, will be included as a separate document.
- n) The Anchor Trolley™ User Instruction Manual (Manual 103-0054), which is packaged with the Anchor Trolley, will be included as a separate document.

2. Inventory

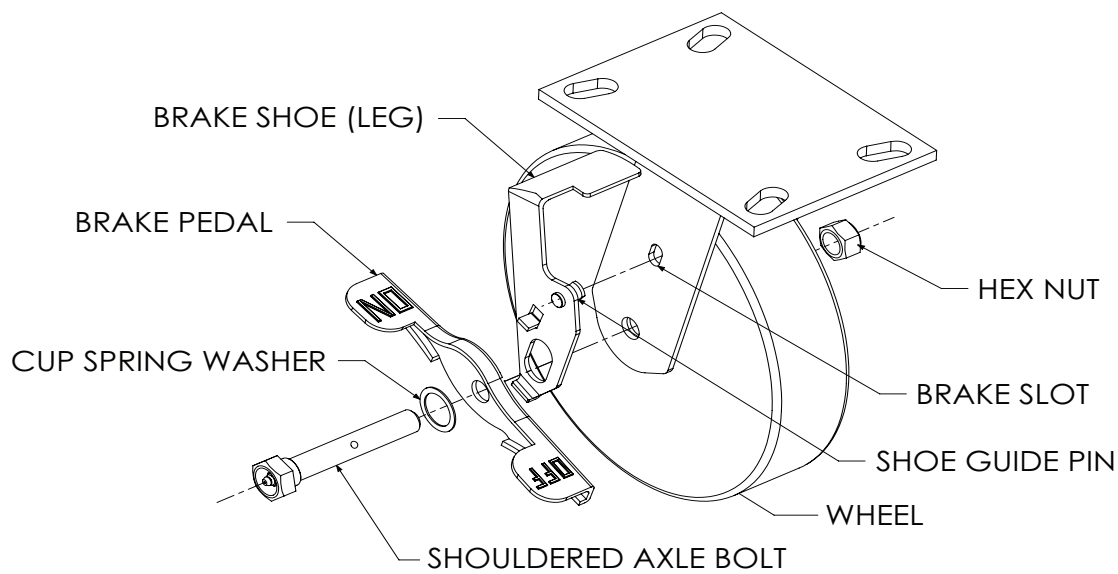
- a) Open all bundles and confirm that all components are accounted for: see *Building Materials Description* located in the top right corner of the *Rolling A-Frame Assembly Drawing*. Note that the quantity of components in an assembly is multiplied by the number of the assemblies.
- b) Check for damage to components that may have occurred during shipping. Check the wheel assemblies for potentially concealed damage.

3. Attaching the Wheel Brakes onto the Wheels

Refer to Rolling A-Frame Assembly Drawing for Steps A Through J

- a) If you ordered pneumatic or dual-pneumatic wheels, your wheels ship with their wheel brakes already attached. If you ordered polyurethane wheels, follow steps **b** through **j** to attach the wheel brakes. Refer to the wheel brake assembly drawing below throughout the assembly process.

Wheel Brake Assembly Drawing



- b) Cut the zip tie holding the swivel lock on the wheel assembly. You will need the swivel lock for step "4. Attaching the Swivel Lock onto the Wheels."
- c) Using a 3/4-inch wrench and 3/4-inch socket and ratchet, unbolt the wheel stud and remove the nut, bolt, washer, and wheel.
- NOTE:** If the spacers fall out of the wheel, reinsert them into the wheel holes.
- d) With the top of the brake shoe facing towards the wheel assembly, insert the guide pin on the brake shoe into the brake slot on the wheel assembly.
- e) Using a screwdriver, slightly bend the brake shoe tab so that the brake shoe guide pin and brake shoe tab fit properly.
- f) With the brake pedal tabs pointed away from the wheel assembly, line up the hole on the brake pedal with the hole on the brake shoe. "On" and "Off" on the brake pedal tabs should be visible when the wheel is mounted to the system.
- g) Line up the wheel holes with the brake shoe hole and brake pedal hole.
- h) With the washer on the bolt-side of the wheel assembly, reinsert the longer axle bolt through the brake pedal, brake shoe, and wheel. Reapply axle nut at this time.
- i) Using a 3/4-inch wrench and 3/4-inch socket and ratchet, tighten the wheel nut until snug.
- j) Repeat steps **b** through **i** to install the remaining wheel brakes.

4. Attaching the Swivel Lock onto the Wheels

Refer to Rolling A-Frame Assembly Drawing for Steps A Through F

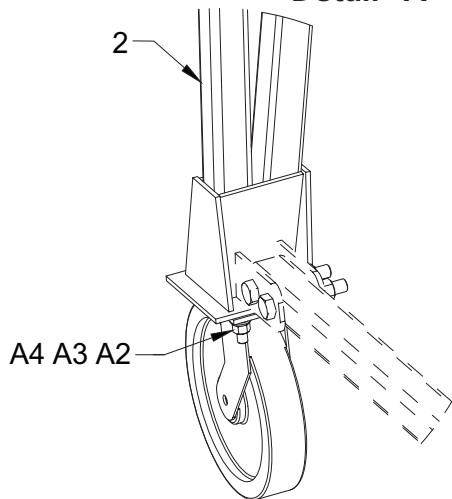
- a) The swivel lock ships zip tied to the wheel assembly for pneumatic, dual-pneumatic, and polyurethane wheels. For polyurethane wheels, you should have removed the swivel lock while installing the wheel brakes.
- b) Insert the pin on the swivel lock into the groove beneath the wheel plate on the wheel assembly.
- c) Open the pin on the swivel lock by pulling and spinning the ring to fit into the groove at the end of the swivel lock.
- d) Using two 3/4-inch bolts, washers, and nuts, bolt the swivel lock to the wheel plate.
- e) Using a 3/4-inch wrench and 3/4-inch socket and ratchet, tighten the swivel lock bolts per the chart located on the lower right corner of the Rolling A-Frame Assembly Drawing.
- f) Repeat steps **b** through **e** to install the remaining swivel locks.

5. Attaching the Wheel Assemblies to the Leg Assemblies

Refer to Rolling A-Frame Assembly Drawing for Steps A Through D

- a) Lay each right leg assembly (2 in the *Building Materials Description*) and left leg assembly (3 in the *Building Materials Description*) on the ground.
- b) As per **Detail "A,"** position the wheel assemblies under the legs' base plates (where the inner and outer legs of each leg assembly join together). Insert the welded, threaded studs on the bottom of the leg assembly into the holes in the wheel assemblies' top plates.
- c) As per **Detail "A,"** place a 1/2-inch lock washer (A3) and then a 1/2-inch hex nut (A2) onto each stud. **Hand tighten** all nuts until snug to allow for easier system adjustments throughout the assembly process.

Detail "A" (Casters and Lower Brace Tubes to Legs)



Item	Description
2	Right Leg Assembly
A2	1/2-inch Hex Nut
A3	1/2-inch Lock Washer
A4	1/2-inch Flat Washer

NOTE: A4, A3, and A2 attach to a stud welded to the bottom of the leg assembly.

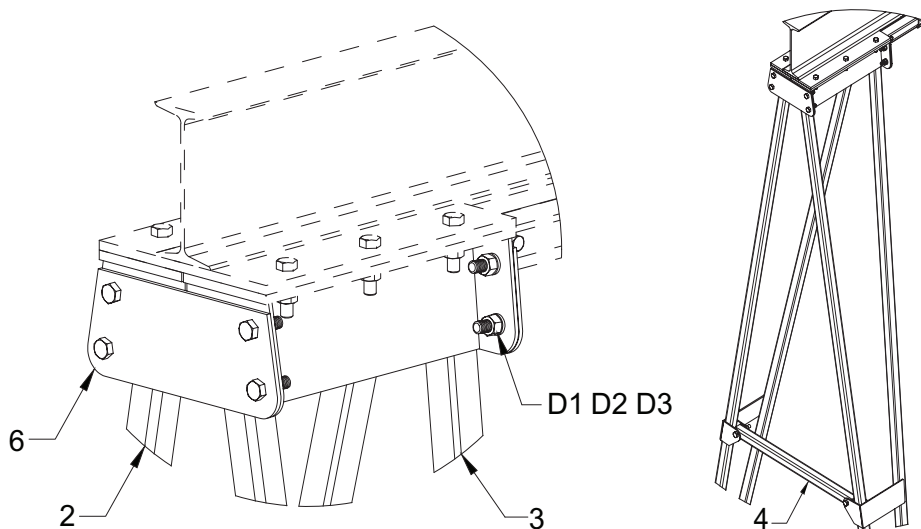
- d) After the wheel brakes, swivel locks, and wheel assemblies have been attached to the system, test the wheel brakes and swivel locks to ensure that they function properly.

6. Attaching the Leg Connection Plates

Refer to Rolling A-Frame Assembly Drawing for Steps A Through E

- a) After the wheel assemblies have been attached, lay one right leg assembly (2 in *Building Materials Description*) and one left leg assembly (3 in *Building Materials Description*) on the ground so that the long side of their lugs point up (for the upper brace tube [4 in *Building Materials Description*]). The outer legs should be on the ground and the inner legs should be off the ground.
- b) As per **Detail "D,"** position the wide ends of both leg assemblies (their "tops") so they are next to one another. Lift the tops of both leg assemblies together and place a six-inch by six-inch (or larger) wood block under their outer legs to make the upcoming bolt insertion easier.
- c) As per **Detail "D,"** align one leg connection plate (6) to the four holes on the outer-facing plates of the tops of the leg assemblies. Attach the leg connection plate (6) with four sets of 5/8-inch bolts (D3), lock washers (D1), and hex nuts (D2). **Hand tighten** all nuts until snug. Take a second leg connection plate (6) and attach it the same way to the inside-facing plates of the tops of the leg assemblies.

Detail "D" (Beam Weldment and Leg Connection Plates to Legs)



Item	Description
2	Right Leg Assembly
3	Left Leg Assembly
4	Upper Brace Tube
6	Leg Connection Plate
D1	5/8-inch Lock Washer
D2	5/8-inch Hex Nut
D3	5/8-inch by 2-inch Hex Head Bolt

- d) Repeat steps **a** through **c** for the second set of right (2 in *Building Materials Description*) and left (3 in the *Building Materials Description*) leg assemblies.
- e) All four leg connection plates (6) for the tops of the leg assemblies should now be attached, giving you two sets of partially assembled legs.

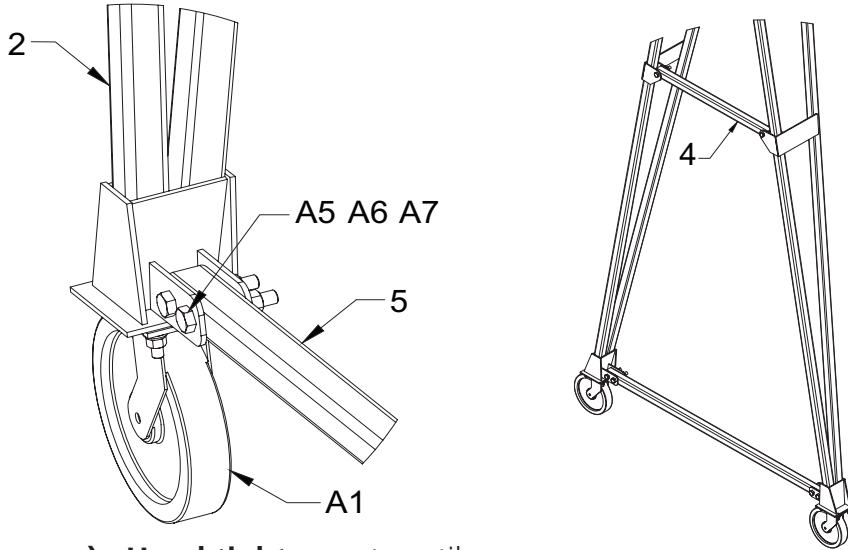
7. Attaching the Lower Brace Tubes

Refer to Rolling A-Frame Assembly Drawing for Steps A Through C

- a) To make inserting bolts easier during the following steps, place six-inch by six-inch (or larger) wood blocks under each outer leg between the tops of the legs, the lug for the upper brace tube (4 in *Building Materials Description*), and the casters (wheels; A1 in *Building Materials Description*).

- b) As per **Detail "A,"** attach the lower brace tube (5) to the lower brace tube lug at the base of each leg assembly (2 and 3) using two 5/8-inch bolts (A7), lock washers (A5), and hex nuts (A6) for each end of the lower brace tube.

Detail "A" (Casters and Lower Brace Tubes to Legs)



Item	Description
2	Right Leg Assembly
4	Upper Brace Tube
5	Lower Brace Tube
A1	Caster (Wheel)
A5	5/8-inch Lock Washer
A6	5/8-inch Hex Nut
A7	5/8-inch by 4-inch Hex Head Bolt

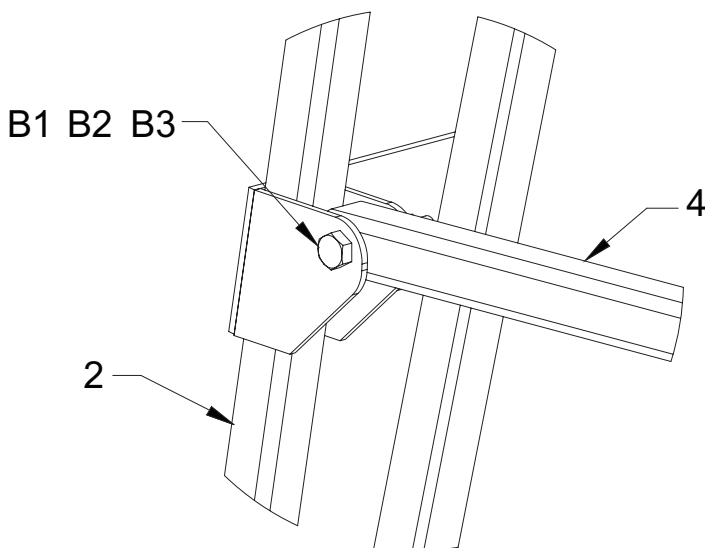
- c) **Hand tighten** nuts until snug.

8. Attaching the Upper Brace Tubes

Refer to Rolling A-Frame Assembly Drawing for Steps A Through C

- a) Place the upper brace tube (4 in *Building Materials Description*) in between the upper brace tube lug located at the middle of the right and left leg assemblies (2 and 3 in *Building Materials Description*).
- b) As per **Detail "B,"** bolt the brace tube (4) to the assemblies' upper brace tube lug using the 5/8-inch bolt (B3), lock washer (B1), and hex nut (B2) for both right leg (2) assemblies. **Hand tighten** nuts until snug.

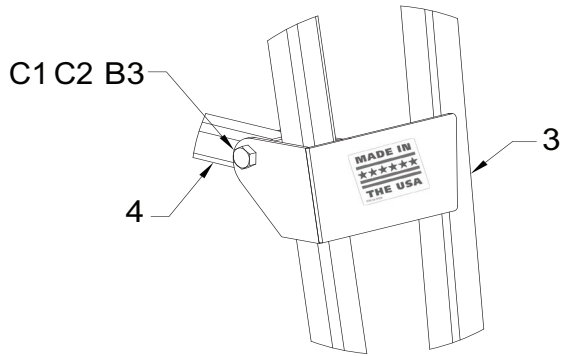
Detail "B" (Upper Brace Tubes to Legs)



Item	Description
2	Right Leg Assembly
4	Upper Brace Tube
B1	5/8-inch Lock Washer
B2	5/8-inch Hex Nut
B3	5/8-inch by 4-inch Hex Head Bolt

- c) As per **Detail "C,"** bolt the brace tube (4) to the assemblies' inner upper brace tube lug using the 5/8-inch bolt (B3), lock washer (C1), and hex nut (C2) for both left leg (3) assemblies. **Hand tighten** nuts until snug.

Detail "C" (Upper Brace Tubes to Legs)



Item	Description
3	Left Leg Assembly
4	Upper Brace Tube
B3	5/8-inch by 4-inch Hex Head Bolt
C1	5/8-inch Lock Washer
C2	5/8-inch Hex Nut

9. Attaching the Leg Assemblies to the Beam Weldment

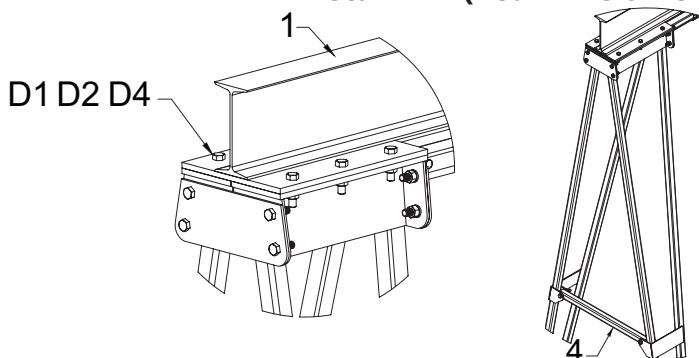
Refer to Rolling A-Frame Assembly Drawing for Steps A Through H

- a) Evenly balance the beam weldment (1 in *Building Materials Description*) on top of two six-inch by six-inch blocks so that the labels are legible and not upside down.
- b) Feed a lifting strap under the beam so the beam's weight will be evenly distributed during lifting.
- c) Attach the other end of the lifting strap to a crane or forklift and use the crane/forklift to hoist the beam weldment (1 in *Building Materials Description*) into the air.

NOTE: Ensure that the beam is high enough in the air to allow both leg assemblies to fit under the beam weldment during the connection process.

- d) Position the assembled legs so that when the legs are lifted into place, the upper brace tube (4 in *Building Materials Description*) is on the outside of the leg assembly.
- e) Using a man lift, have another worker raise himself to the same height as the beam weldment.
- f) As per **Detail "D,"** use a second crane or forklift to lift the top portion of one leg assembly underneath the beam weldment. Use drift pins to align the six holes in the beam weldment's (1) base plate with the six holes in the top plate of the leg assembly.

Detail "D" (Beam Weldment and Leg Connection Plates to Legs)



Item	Description
1	Beam Weldment
4	Upper Brace Tube
D1	5/8-inch Lock Washer
D2	5/8-inch Hex Nut
D4	5/8-inch by 2 1/2-inch Hex Head Bolt

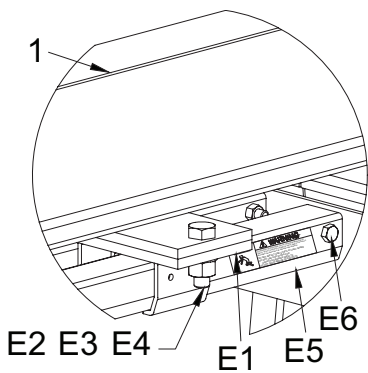
- g) Attach the plates together using the 2-1/2-inch long, 5/8-inch diameter bolts (D4), lock washers (D1), and hex nuts (D2). **Hand tighten** nuts until snug.
- h) Repeat steps a through g to assemble the other end of the beam (1 in *Building Materials Description*) and remaining leg assembly. **Hand tighten** nuts until snug.

10. Attaching the Anchor Track™

Refer to Rolling A-Frame Assembly Drawing for Steps A and B

- a) As per **Detail "E,"** attach the track (E5) to the beam weldment (1) using the runway hangers (E1) and the 3/4-inch diameter, 2-1/2-inch long bolts (E2), lock washers (E4), and hex nuts (E3). **Hand tighten** the nuts until all are installed. After all of the fasteners are installed, torque the hex nuts (E3) per chart below.

Detail "E" (Track to Beam Weldment)



Bolt Diameter	Minimum Hex Locknut Torque
3/4 inch	151 foot-pounds

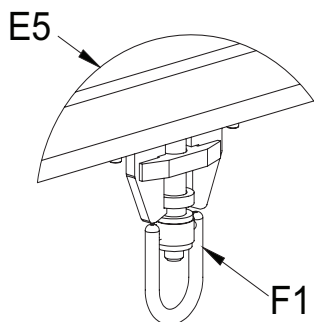
Item	Description
1	Beam Weldment
E1	Runway Hangers
E2	3/4-inch by 2 1/2-inch Hex Head Bolt
E3	3/4-inch Hex Nut
E4	3/4-inch Lock Washer
E5	Runway (Anchor Track)
E6	End Stop

11. Attaching the Anchor Trolley™

Refer to Rolling A-Frame Assembly Drawing for Steps A Through C

NOTE: The Rolling A-Frame is available as a single or multiple track system. The following instructions are written for a single-track system; simply repeat each step for multiple-track systems.

- a) As per **Detail "E,"** unbolt an end stop (E6) from the track (E5).
- b) As per **Detail "F,"** insert the Swiveling Connector Anchor Trolley (F1) into the track (E5).



Detail "F" (Trolley to Track)

Item	Description
E5	Runway (Anchor Track™)
F1	Anchor Trolley

- c) As per **Detail "E,"** reinstall the track's end stop (E6). **Hand tighten** locknut until snug.

12. Torquing the System Fasteners

- a) Confirm that all bolts are fully seated, all washers are in place, and that all nuts are **hand tightened** until snug.
- b) Use the man-lift to allow a worker to access all of the different nuts. Torque all of the nuts on the system to the specifications shown below:

Bolt Diameter	Hex Nut Torque	Minimum Hex Locknut Torque
1/2-inch Wheel Studs only	23 foot-pounds	N/A
All other 1/2-inch bolts	78 foot-pounds	51 foot-pounds
5/8 inch	154 foot-pounds	93 foot-pounds
3/4 inch	257 foot-pounds	151 foot-pounds
7/8 inch	341 foot-pounds	224 foot-pounds
1 inch	514 foot-pounds	325 foot-pounds

OPERATING INSTRUCTIONS

1. Make sure a written fall protection plan is in place.
2. **Confirm that the system's legs are plumb, and the system is being used on a firm, level surface. NEVER place system near a ledge.**
3. Position the Rolling A-Frame system with its Anchor Track™(s) as close as possible to the center of your work area.
4. **NEVER exceed 10 degrees off-plumb (off-center) loading.**
5. All wheel locks must be engaged when system is in use.
6. **This system must be used with an ANSI-rated self-retracting lanyard (SRL),** per your training and the instructions that came with your equipment. If not already connected, attach your SRL to the system's Anchor Trolley™ connector using an approved offset-D locking carabiner. Don your full-body safety harness and then connect the SRL's snaphook to your harness's D-ring.
7. **NEVER** push or pull system with a forklift or other vehicle.

MAINTENANCE

WHEEL ASSEMBLY AND WHEEL LOCK MAINTENANCE

1. Grease the casters' swiveling section and axles to ensure proper lubrication.
2. Ensure that the wheel locks are making contact with the wheel material for maximum effectiveness.
3. For a full list of Caster Inspection Points, see the *Rolling A-Frame Anchor Track™ System* checklist.

INSPECTION CHECKLISTS

1. Visually inspect the system before each use and fully inspect the system after a fall event and annually. Refer to the ROLLING A-FRAME INSPECTION CHECKLISTS in the next section of this manual for checklists for *Rolling A-Frame Anchor Track™ System* and *Annual Anchor Track™ System*.
2. **If the system fails ANY of the inspection points on any of the inspection checklists, immediately remove the system from service and call Rigid Lifelines® at 844-467-4443 for instructions.**
3. During the first month after a new installation, a weekly inspection of the system should be performed using the *Annual Anchor Track™ System Inspection Checklist*. It is important to note that every system application and use will be different, meaning some conditions of use will require more frequent inspection. Examples of such conditions include two or three shift operations or working with or near corrosive chemicals or elements.
4. Refer to the Anchor Trolley™ User Instruction Manual (Manual 103-0054), which comes packaged with the Anchor Trolley, for its trolley inspection checklists.
5. Download and print additional blank inspection checklists from the literature tab at RigidLifelines.com.
6. Any component replacement, addition, or change to any portion of the system must be evaluated by a Qualified Person as defined by OSHA standards.

LABELING

The letters correspond to the letters on the Rolling A-Frame Label Placement Drawing. All labeling must be legible and attached to the Rolling A-Frame system. For replacement labels, contact Rigid Lifelines®.

RIGID LIFELINES' LABEL PLACEMENT DISCLAIMER


If system is shipped unpainted or without properly secured labels, proper label placement is the sole responsibility of the end user. Follow the Label Placement Drawing shipped with this user manual to place labels correctly. Rigid Lifelines cannot be held liable for any damage or injury resulting from omitted or improper label placement.

"A"

SAFETY INSTRUCTIONS

**READ BEFORE OPERATING
ROLLING A-FRAME**

1. Inspect Rolling A-Frame for damaged or missing parts.
2. Never exceed the rated capacity.
3. Adjust height only when Rolling A-Frame is not in use or not under load (adjustable models).
4. Do not use Rolling A-Frame on an incline.
5. Do not push or pull Rolling A-Frame with forklift or other vehicle.
6. Do not allow worker to swing or roll against any support members or platforms.
7. Push the Rolling A-Frame legs by hand only.
8. Workers should only work directly under the trolley track beam. Do not pull sideways on fall protection system.
9. The maximum angle a lanyard can make off plumb is 10 degrees, or 18" off track centerline or end of beam, whichever is smaller.
10. Do not anchor legs to the floor.
11. Do not operate any Rolling A-Frame unless you have read and understand all the safety instructions.
12. Caster wheels must always be in widest position unless transporting.
13. Caster wheels must have brakes applied or choked to prevent rolling during use.
14. Never use caster wheels near a ledge.



LABEL # 53-0324 RigidLifelines.com

P/N 53-0324


"B"

RIGID LIFELINES

(844) 467-4443 :: RigidLifelines.com

P/N 53-0206

"C"



P/N 53-0047

⚠ WARNING

TO PREVENT TROLLEY OR END TRUCK, IF SUPPLIED, FROM RUNNING OUT OF THE TRACK, DO NOT OPERATE SYSTEM WITHOUT END STOP BOLTS SECURED ON EACH END OF RUNWAY AND BRIDGE, IF SUPPLIED.

DO NOT IMPACT END STOPS AT HIGH SPEED
DO NOT USE END STOPS FOR REPETITIVE BRIDGE IMPACTS, IF BRIDGE IS SUPPLIED
DO NOT SKEW BRIDGE, IF SUPPLIED, IN RUNWAYS

P/N 53-0047

"D"

MADE IN

★★★★★

THE USA

P/N 53-0023

P/N 53-0023

"E"

RIGID LIFELINES

(844) 467-4443 :: rigidlifelines.com

PEOPLE & EQUIPMENT

900 LB. MAAF EA. PER TRACK

ANCHOR TRACK

P/N 53-0359

Notes on Rolling A-Frame Label Placement Drawing

- Label **53-0324 "A"** should be centered on the middle plate of the leg weldment on both sides. If the middle plate of the leg weldment is over eight feet, position label **53-0324 "A"** on vertical leg at six feet.
- Label **53-0206 "B"** should be centered on both sides of the I-beam.
- Label **53-0047 "C"** should be placed on both ends of the track on both sides.
- Label **53-0023 "D"** should be centered opposite to Label "A" on the middle plate of the leg weldment on both sides.
- Label **"E"** should be centered on the track on both sides and is **P/N 53-0535** for one person systems, **53-0536** for two person systems, and **53-0359** for **three to eight** person systems, along with **53-0413** through **53-0418** respectively. Labels **P/N 53-0413** through **53-0418** are the capacity numbers three through eight for the Anchor Track Label and should be placed to the right of the line following "Rigid Lifelines."

ROLLING A-FRAME ANCHOR TRACK™ INSPECTION CHECKLIST

Before Each Use

Inspector Name: _____

Date: _____

System Number: _____

Model: _____



INSPECTION POINTS	Inspection Result (✓)	
	PASS	FAIL
1. Test the swiveling connector(s) on each trolley to verify that each trolley rotates and swivels freely.		
2. Verify that the trolley(s) can easily and smoothly roll the full length of the runway track(s).		
3. Check all system welds for cracks.		
4. Check system components for corrosion.		
5. Check system components for bent or damaged areas.		
6. Check support structure for stability.		
Caster Inspection		
1. Inspect casters for visible signs of damage or excessive wear.		
2. Check each caster unit for potentially concealed damage.		
3. Visually check that all wheel studs are present and tight.		
4. Ensure that the caster's wheel axles are properly secured.		
5. Ensure that the casters' wheel locks and swivel locks perform properly.		

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AFTER A FALL EVENT AND ANNUAL ANCHOR TRACK™ SYSTEM INSPECTION CHECKLIST

Inspector Name: _____

Date: _____

System Number: _____

Model: _____



INSPECTION POINTS	Inspection Result (✓)	
	PASS	FAIL
1. Check that the beam clamps are installed horizontal within + / - five degrees.		
2. Check that endstop bolts are present and have locknuts installed.		
3. Using a torque wrench, check that all bolts are present and torqued to values shown on Assembly Drawing.		
4. Check that splices, if supplied, are centered on track joints.		
5. Verify that capacity labels are present, attached, and legible.		
6. Verify that the number of trolleys matches the value on the capacity label.		
7. Verify that the fall arrest system is not being used for material handling.		
8. Check the track for levelness within + / - 1/4 inches per 20 feet of track.		
9. Check the track flanges. Track flanges cannot be bent downward more than five degrees.		
10. Check the track thickness. Track thickness cannot be worn more than 10 percent.		
11. Check all system welds for cracks.		
12. Check system components for corrosion and bent or damaged areas.		
13. Check that all wheel studs, if supplied, are torqued to value shown on Assembly Drawing. Note that these 1/2-inch wheel studs have a different torque value than the system's other 1/2-inch bolts.		
14. Verify trolley can traverse entire length of track without snags.		
15. Check trolley for visibly bent swiveling connector, broken welds, or excessive wear or corrosion.		
16. Test the operation of the trolley's swiveling connector and verify that it can rotate freely.		
17. Test the operation of the trolley and verify the wheels rotate freely.		
18. Check system components for loose components.		
19. Check system components for loose or missing fasteners.		
20. Check system support structure for stability.		
21. Verify that hanger assemblies are installed properly and fasteners are torqued to proper values.		
22. Check that the support arms pivot bolts, if supplied, are properly installed and tightened.		

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PRODUCT WARRANTY COVERAGE

Rigid Lifelines® warrants its products to be free from defects in material and workmanship as follows:

- Engineered Track Equipment: Ten (10) years
- Wearable End Truck Wheels/Anchor Trolley™ Wheels and Teeth: Ten (10) Years
- Soft Goods, Devices, Connectors, and Accessories: One (1) Year
- Motorized Products and Drive Components: One (1) Year
- Paint and Finishes: Two (2) Years

Ten-Year Warranty Coverage:

- Defects in equipment material and workmanship of manual track systems and equipment
- Wearable parts (End truck wheels and Anchor Trolley wheels and teeth)

Rigid Lifelines warrants its manual Anchor Track™ Systems and equipment to be free from defects in material and workmanship for a period of ten (10) years or 20,000 hours, commencing on the date of shipment to the first retail purchaser. This warranty extends to non-wearable parts only, with the exception of the wheels supplied on end trucks and Anchor Trolley wheels and teeth.

Two-Year Warranty Coverage:

- Paint coatings and finishes

Rigid Lifelines warrants its paint and finishes for a period of two (2) years. Warranty claims related to coatings must be accompanied by documentation of the product's application and environmental conditions from time of delivery to time of claim.

One-Year Warranty Coverage:

- Defects in equipment and workmanship of motorized systems and equipment
- Defects in soft goods, devices, connectors, and accessories

Rigid Lifelines warrants motorized equipment to be free from defects in material and workmanship for a period of one (1) year or 2,000 hours, commencing on the date of shipment to the first retail purchaser.

Rigid Lifelines also warrants fall protection soft goods, devices, connectors, and accessories to be free from defects in material and workmanship for a period of one (1) year, commencing on the date of shipment to the first retail purchaser.

Warranty Terms and Conditions:

Rigid Lifelines' obligation under this warranty is limited to the replacement or repair of Rigid Lifelines' products at the factory or separate location approved by Rigid Lifelines. Other than the above mentioned warranty, Rigid Lifelines will not honor any other warranties—whether expressed, implied, or statutory—and disclaims any warranties of merchantability or fitness for a particular purpose. Rigid Lifelines has the right to reject any warranty claim due to harsh and/or inappropriate environmental conditions.

Rigid Lifelines® Is Not Liable for:

- Indirect, incidental, or consequential damages including lost profits, operating costs, loss of production, or travel expenses
- Components or accessories not manufactured by Rigid Lifelines (with the exception of soft goods components and accessories sold and warranted by Rigid Lifelines) Defective equipment or system failure due to misuse, negligence, improper installation or maintenance
- Equipment that has been used in excess of its rated capacity or beyond its service factors
- Equipment that has been altered without Rigid Lifelines' written authorization
- Damage incurred by freight carriers
- Any loss, injury, or damage to persons or property resulting from failure or defective operation of material or equipment
- This warranty is void for any product that is designed to deform or absorb energy during a fall event and needs to be replaced after a fall event has occurred

Reimbursement Disclaimer:

- Written notice of any claimed defect must be given to Rigid Lifelines within ninety (90) days of shipment
- All requests for reimbursement must be accompanied by proper documentation
- Reimbursement is provided in the form of a credit unless otherwise approved by Rigid Lifelines' management
- Reimbursement for labor will be provided at a maximum rate of \$75 per hour
- All reimbursement is subject to approval by Rigid Lifelines' management

SERVICE POLICY

1. Obtain as much information as possible concerning the problem through personal observation by yourself or other authorized personnel familiar with the job and equipment: include model, serial and/or part numbers, voltages, speeds, and any other special identifying features. Be prepared to discuss the situation in detail.
2. All authorized labor charges will be based on straight time. Hourly rates, estimated man hours, and not to exceed total dollar amount required for corrections are to be agreed upon before authorization is given. There will be no allowances for overtime except in dire emergencies and then only with prior approval.
3. A verbal agreement may be reached immediately on both the method of correction and the approximate cost. A warranty authorization number will be assigned for the specific incident. A confirming written authorization will be forwarded to the distributor.
4. The distributor must send an itemized invoice showing our release number or invoice number and warranty authorization number after authorized corrections have been made. A credit memo will be issued by accounting after the invoice has been received and approved. Warranty charges ARE NOT to be deducted from outstanding open account invoices under any circumstances.
5. Any field corrections made prior to an authorization by Rigid Lifelines will not be accepted as a warranty charge or the responsibility of Rigid Lifelines. Any modification to the equipment made without prior approval of the seller will void all warranties. A verbal authorization for modification may be obtained, in which event a warranty authorization number will be assigned for the specific modification. A confirming written authorization will be forwarded to the distributor.

ABOUT RIGID LIFELINES®

OUR MISSION:

Rigid Lifelines is driven by passion for providing our customers with quality, user-friendly solutions to keep workers safer and more productive at elevation.

OUR COMMITMENT

Rigid Lifelines' professionals are dedicated to designing and manufacturing a variety of fall protection systems that meet or exceed OSHA requirements and ANSI Z359 code. Our team of engineers and safety professionals combine over 30 years of experience in the fall protection industry to manufacture fall protection systems that utilize the most advanced technology and designs.

Rigid Lifelines' production facilities are certified under the ISO 9001:2008 Quality Management System to provide superior quality products. And every welder at Rigid Lifelines is certified to handle steel (D1.1) and aluminum (D1.2) in accordance with the rigorous requirements and lab testing established by the American Welders Society (AWS).

Rigid Lifelines' engineers are involved with ANSI Z359 Technical Review Committee and the ANSI Z359.19 Rigid Horizontal Rail Standard. We also participate with the Safety & Health Technology Committee of the Association of Iron & Steel Technology. Our involvement allows us to keep a constant pulse on the trends in both industry practice and government regulation.

OUR PRODUCTION:

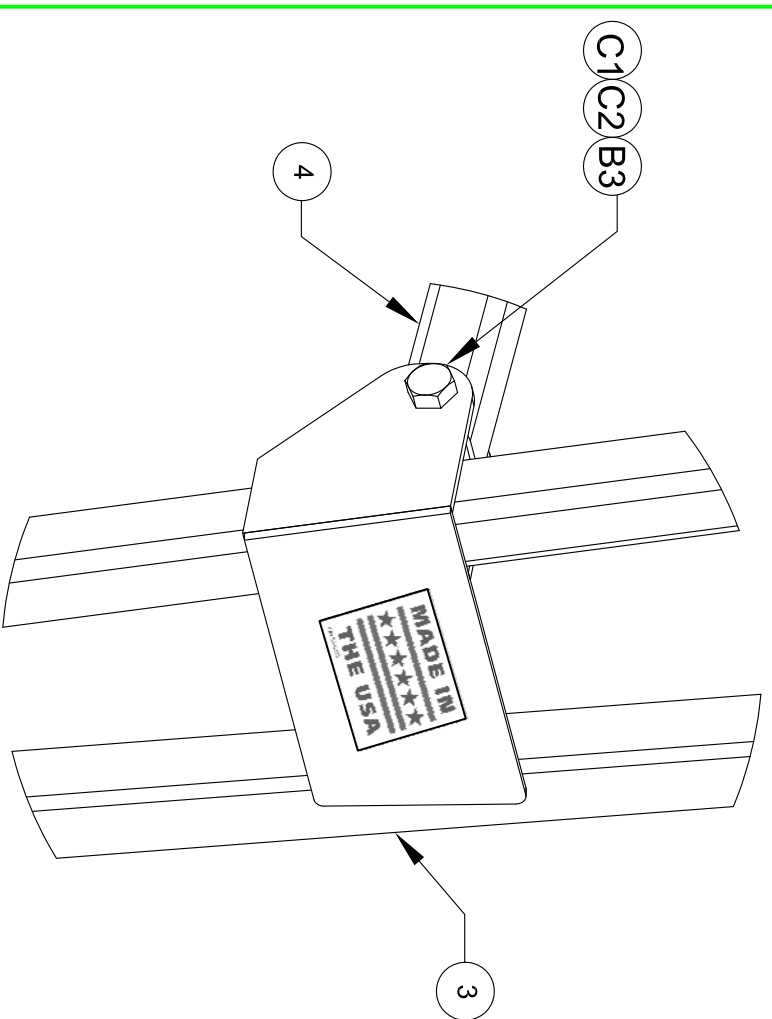
All of our systems are designed and manufactured in the United States of America. We have production facilities in Las Vegas, Nevada, and at our headquarters in Morgantown, Pennsylvania.



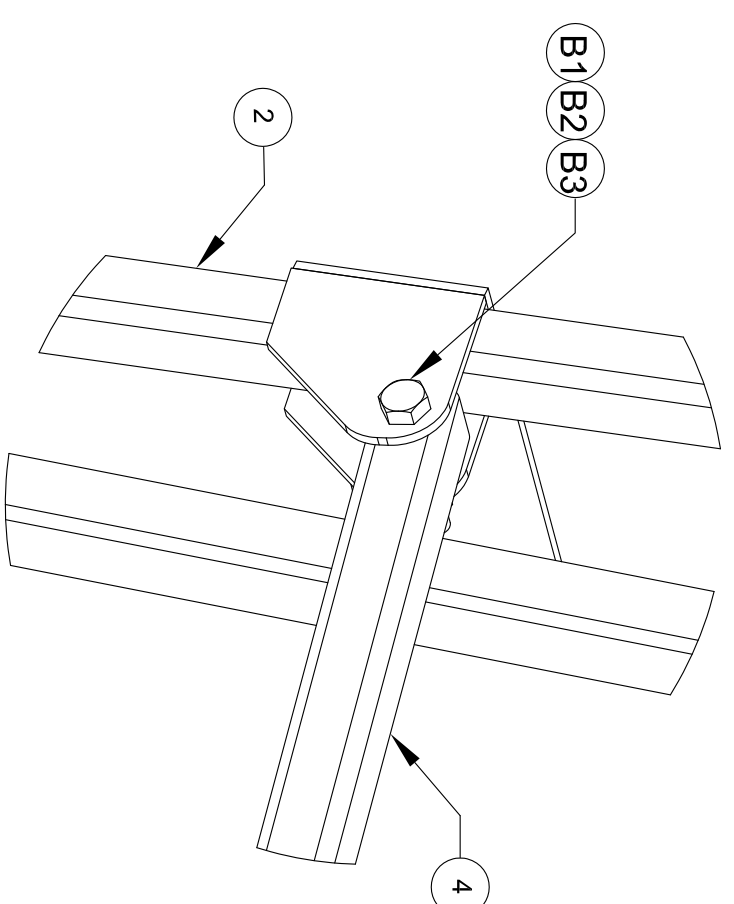
730 Hemlock Road, Suite 104 | Morgantown, PA 19543
Toll Free: (844) 467-4443 | Local: (610) 286-8030 | Fax: (610) 286-6408
RigidLifelines.com | info@rigidlifelines.com

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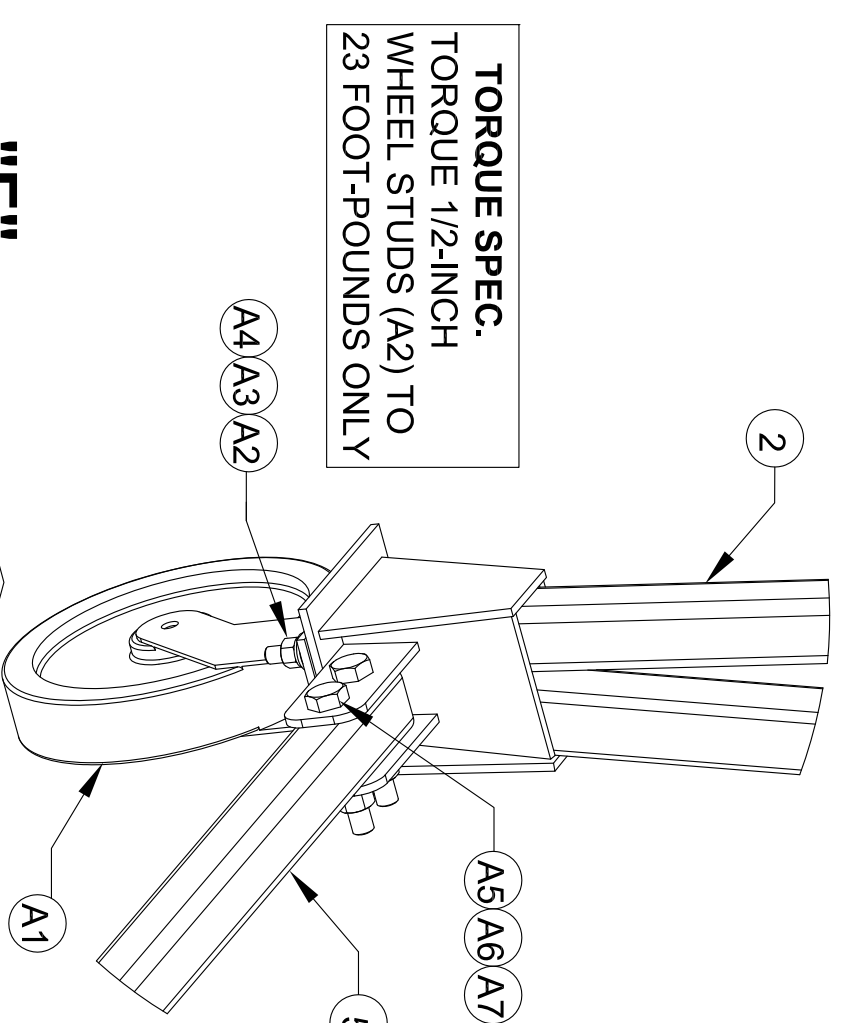
DETAIL "C" (Upper Brace Tubes to Legs)



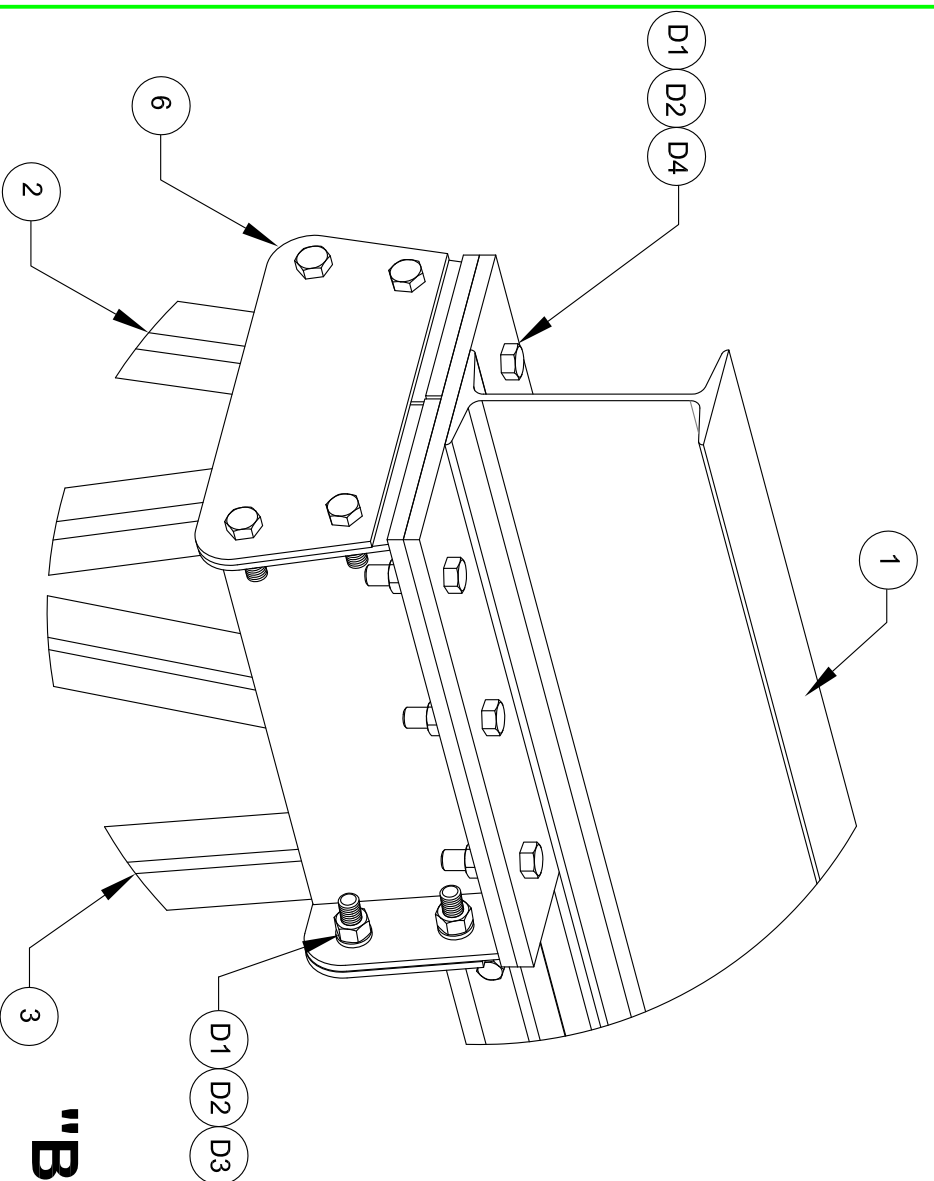
DETAIL "B" (Upper Brace Tubes to Legs)



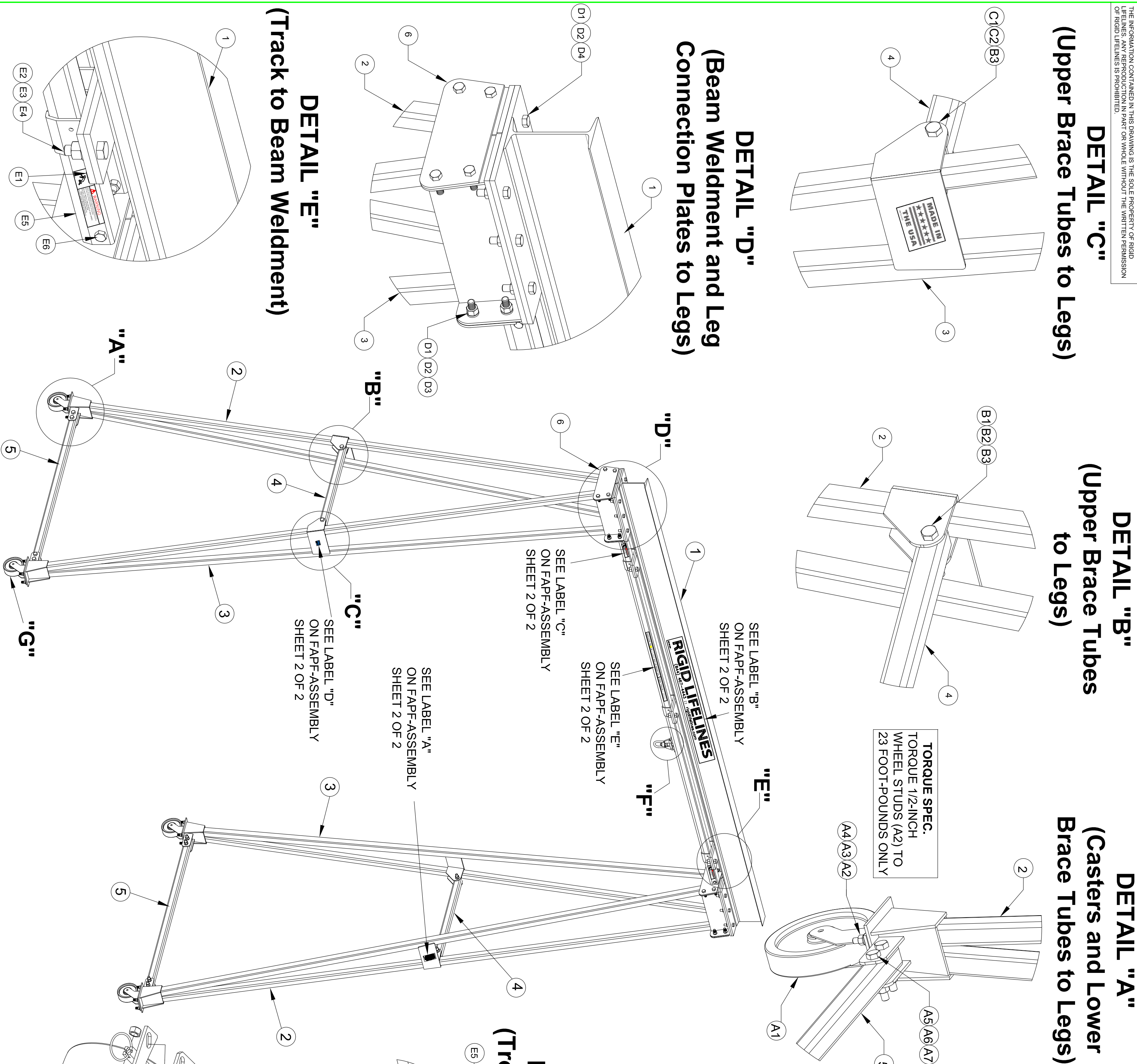
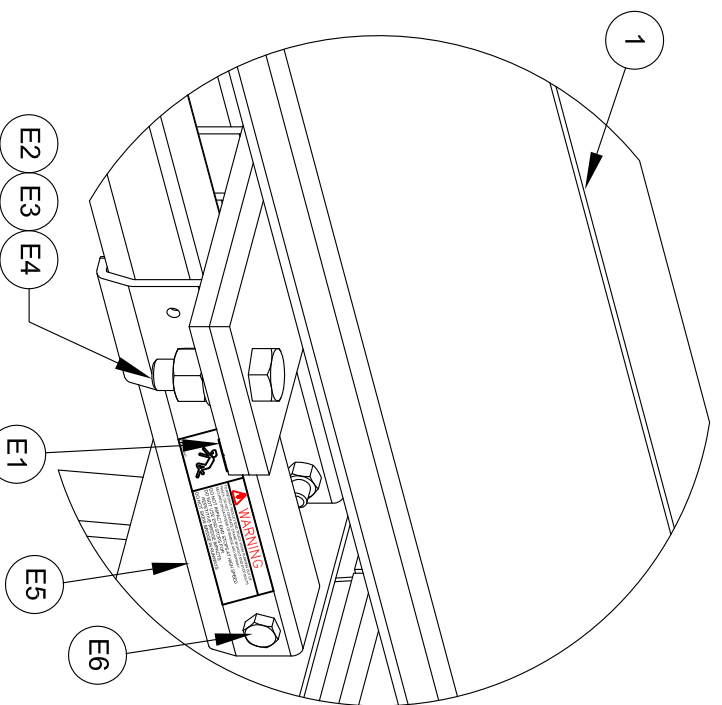
DETAIL "A" (Casters and Lower Brace Tubes to Legs)



DETAIL "D" (Beam Weldment and Leg Connection Plates to Legs)

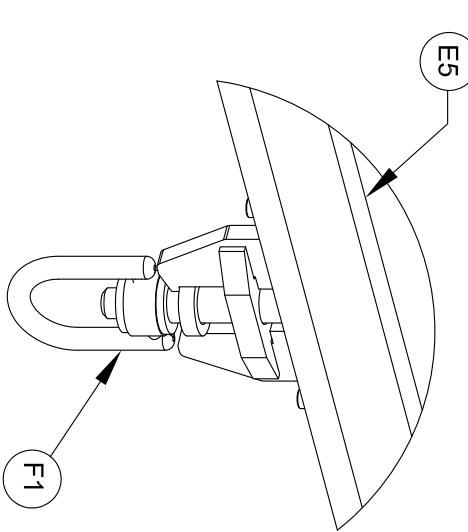


DETAIL "E" (Track to Beam Weldment)

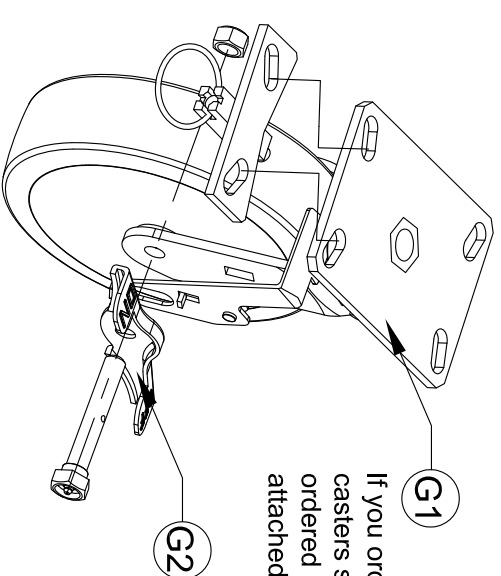


ITEM QTY.	PART NO.	BUILDING MATERIALS DESCRIPTION
1	FAPBWMXXXXXX-XX	FAPF BEAM WELDMENT, XX" X XX" PLATE, XX SPAN, SX
2	PFLX-XXXX	RT LEG X TON, XX" SPAN, XX" HUB
3	PFLX-XXXX	LT LEG X TON, XX" SPAN, XX" HUB
4	PFLBRTXX-XX-XX-625	UPPER BRACE TUBE X X X X XX X X-XX, 5/8"
5	PFLBRTXX-XX-XX-625	LOWER BRACE TUBE X X X XX X X-XX, XX" 5/8"
6	PFLCPXX-XXXX-XX-625	LEG CONNECTION PLATE, XX" X XX-XX" X XX" 5/8"
A-1	32-XXXX	CASTER
A2	11-0030	NUT, HEX 1/2" -13NC
A3	14-0003	1/2" LOCK WASHER
A4	15-0003	FLAT WASHER, 1/2"
A5	14-0004	5/8" LOCK WASHER
A6	11-0040	5/8"-11UNC HEX NUT
A7	10-0305	HEX HEAD BOLT, 5/8"-11 NC X 4" LONG
B-1	14-0004	5/8" LOCK WASHER
B2	11-0040	5/8"-11UNC HEX NUT
B3	10-0305	HEX HEAD BOLT, 5/8"-11 NC X 4" LONG
C-1	14-0004	5/8" LOCK WASHER
C2	11-0040	5/8"-11UNC HEX NUT
C3	10-0305	HEX HEAD BOLT, 5/8"-11 NC X 4" LONG
D-1	14-0004	5/8" LOCK WASHER
D2	11-0040	5/8"-11UNC HEX NUT
D3	10-0301	HEX HEAD BOLT, 5/8"-11 NC X 2 1/2" LONG
D4	10-0302	HEX HEAD BOLT, 5/8"-11 NC X 2 1/2" LONG
E-1	(PER HANGER)	(PER HANGER)
E1	HANGER	RUNWAY TRACK HANGER WELDMENT
E2	10-0402 (PER HANGER)	HEX HEAD BOLT, 3/4"-10NC X 2 1/2"
E3	11-0060 (PER HANGER)	NUT, HEX 3/4" -10 NC
E4	14-0005 (PER HANGER)	3/4" LOCK WASHER
E5	PH2500-XX-XX	500 SERIES END STOP
E6	500ES	500 SERIES END STOP
F-1	F-	F-
F1	FAXXXAT	FA ROTATING EYE ANCHOR TROLLEY
G-1	32-00XX	CASTER W/SWIVEL LOCK
G2	32-05XX	BRAKE, FRICTION

DETAIL "F" (Trolley to Track)



DETAIL "G" (Wheel Brake Assembly)



If you ordered pneumatic or dual-pneumatic wheels, the casters ship with their wheel brakes already attached. If you ordered polyurethane wheels, the wheel brakes need to be attached to the wheels. See page 3 of the user manual.

SHEET 1 OF 2

REV.	DATE	NAME	REVISION DESCRIPTION
CAD GENERATED DRAWING. DO NOT SCALE. DATE			
APPROVALS			
DRAWN: DAP	11/22/10		
CHECKED: TJB	11/22/10		
APP'D: JRG	12/27/15		
POD DATE:	WT:	SIZE DWG. NO.	REV.
PROJECT NO.:	SCALE:	C FAPF-ASSEMBLY	
INSTRUCTIONS:	NTS	CAD FILE: FAPF-ASSEMBLY	SHEET 1 OF 2

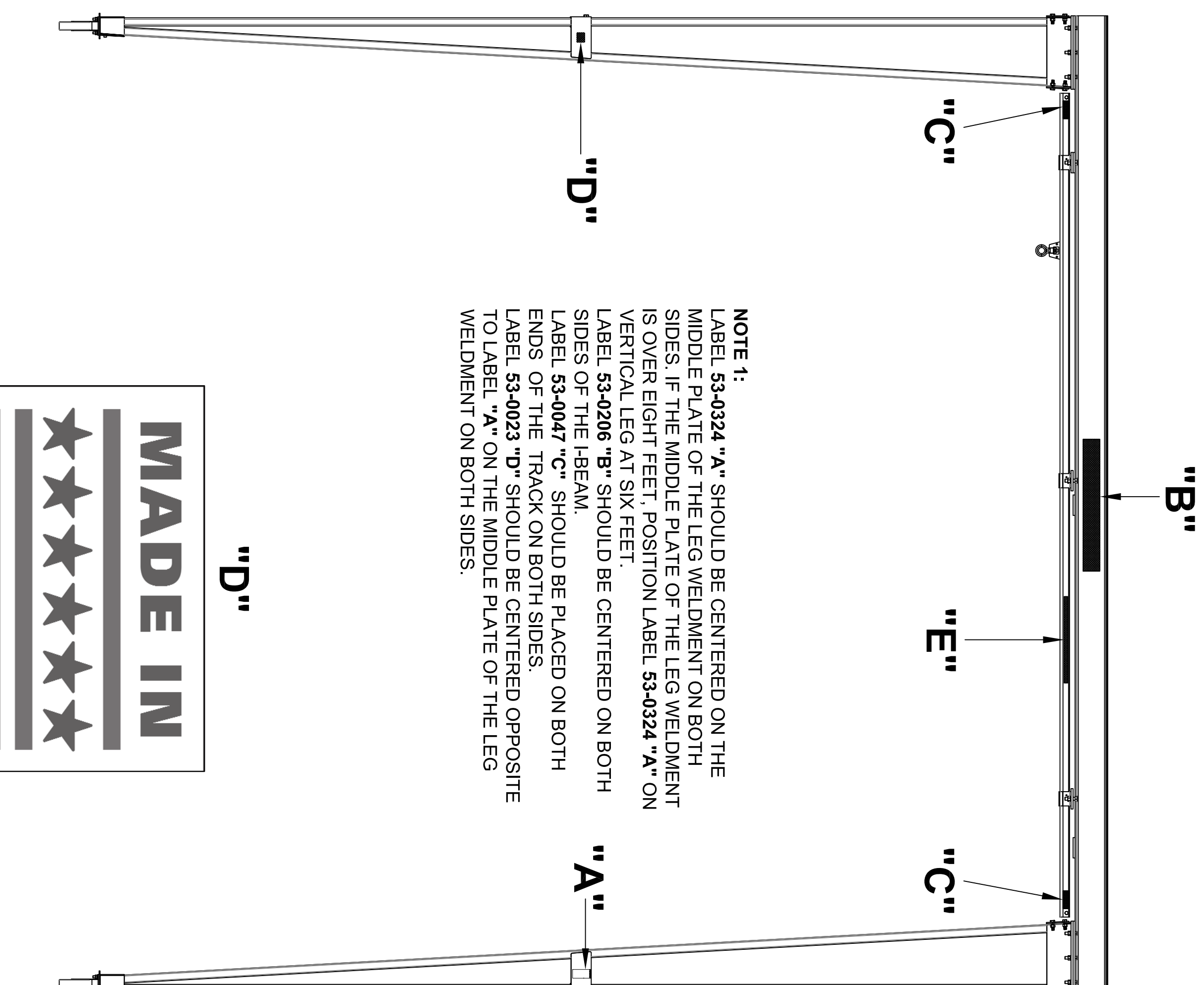
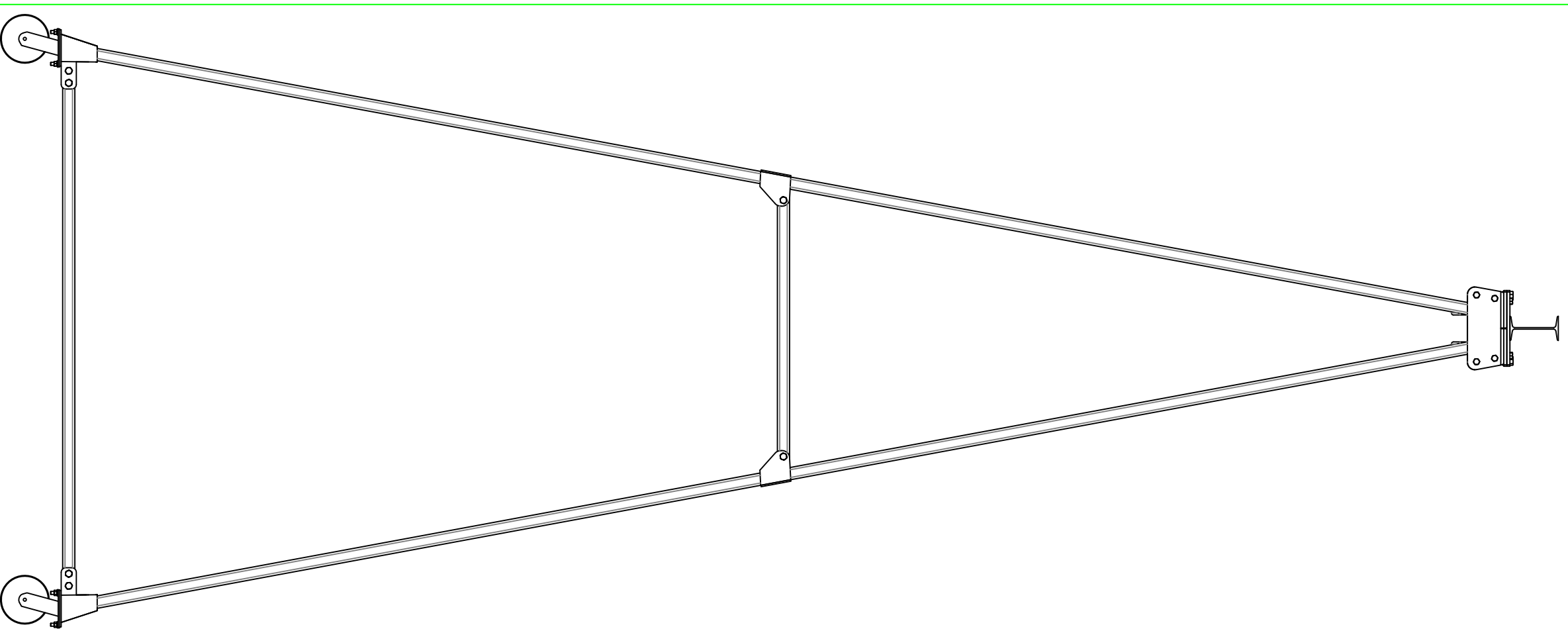
RIGID LIFELINES
FALL ARREST ROLLING A-FRAME ASSEMBLY DRAWING

COMPONENT ASSEMBLY SCHEDULE

- BOLT CASTERS TO LEGS
- ASSEMBLE RIGHT LEG
- ASSEMBLE LEFT LEG
- BOLT RIGHT LEG TO BOOM
- BOLT LEFT LEG TO BOOM
- FASTEN TRACK TO HANGERS
- ATTACH HANGERS TO BOOM
- FASTEN BOOM TO LEGS

HEX LOCKNUT	TORQUE SPECS.	HEX NUT	TORQUE SPECS.
1/2 inch - 51 foot-pounds	1/2 inch - 78 foot-pounds	5/8 inch - 154 foot-pounds	5/8 inch - 257 foot-pounds
5/8 inch - 93 foot-pounds	3/4 inch - 151 foot-pounds	7/8 inch - 341 foot-pounds	7/8 inch - 514 foot-pounds
7/8 inch - 224 foot-pounds	1 inch - 325 foot-pounds		

TORQUE 1/2-INCH WHEEL STUDS (A2) TO 23 FOOT-POUNDS ONLY



"A"

SAFETY INSTRUCTIONS

**READ BEFORE OPERATING
ROLLING A-FRAME**

1. Inspect Rolling A-Frame for damaged or missing parts.
2. Never exceed the rated capacity.
3. Adjust height only when Rolling A-Frame is not in use or not under load (adjustable models).
4. Do not use Rolling A-Frame on an incline.
5. Do not push or pull Rolling A-Frame with forklift or other vehicle.
6. Do not allow worker to swing or roll against any support members or platforms.
7. Push the Rolling A-Frame legs by hand only.
8. Workers should only work directly under the trolley track beam. Do not pull sideways on fall protection system.
9. The maximum angle a lanyard can make off plumb is 10 degrees, or "18" off track centerline or end of beam, whichever is smaller.
10. Do not anchor legs to the floor.
11. Do not operate any Rolling A-Frame unless you have read and understand all the safety instructions.
12. Caster wheels must always be in widest position unless transporting.
13. Caster wheels must have brakes applied or chocked to prevent rolling during use.
14. Never use caster wheels near a ledge.



SEE NOTE 1 FOR MORE INFO. P/N 53-0324

"B"

RIGID LIFELINES

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SEE NOTE 1 FOR MORE INFO.

P/N 53-0206

"C"

WARNING

TO PREVENT TROLLEY OFF END TRUCK, IF SUPPLIED, FROM RUNNING OUT OF THE TRACK, DO NOT OPERATE SYSTEM WITHOUT END STOP BOLTS SECURED ON EACH END OF RUNWAY AND BRIDGE. IF SUPPLIED.

DO NOT IMPACT END STOPS AT HIGH SPEED

DO NOT USE END STOPS FOR REPETITIVE BRIDGE IMPACTS. IF BRIDGE IS SUPPLIED DO NOT SKEW BRIDGE. IF SUPPLIED, IN RUNWAYS

SEE NOTE 1 FOR MORE INFO.

P/N 53-0047



SEE NOTE 1 FOR MORE INFO. P/N 53-0023

"E"

NOTE 2:
 LABEL "E" SHOULD BE CENTERED ON THE TRACK ON BOTH SIDES AND IS P/N 53-0535 FOR ONE PERSON SYSTEMS, 53-0536 FOR TWO PERSON SYSTEMS, AND 53-0359 FOR THREE TO EIGHT PERSON SYSTEMS, ALONG WITH 53-0413 THROUGH 53-0418 RESPECTIVELY. LABELS P/N 53-0413 THROUGH 53-0418 ARE THE CAPACITY NUMBERS THREE THROUGH EIGHT FOR THE ANCHOR TRACK LABEL AND SHOULD BE PLACED TO THE RIGHT OF THE LINE FOLLOWING "RIGID LIFELINES."

RIGID LIFELINES PEOPLE & EQUIPMENT **900 LB. MAAF EA. PER TRACK** ANCHOR TRACK
1841 467-4443 :: RIGIDLIFELINES.COM

P/N 53-0359

SHEET 2 OF 2

REV.	DATE	NAME	REVISION DESCRIPTION
<p style="text-align: center;">WARNING</p> <p style="text-align: center;">TO PREVENT TROLLEY OFF END TRUCK, IF SUPPLIED, FROM RUNNING OUT OF THE TRACK, DO NOT OPERATE SYSTEM WITHOUT END STOP BOLTS SECURED ON EACH END OF RUNWAY AND BRIDGE. IF SUPPLIED.</p> <p style="text-align: center;">DO NOT IMPACT END STOPS AT HIGH SPEED</p> <p style="text-align: center;">DO NOT USE END STOPS FOR REPETITIVE BRIDGE IMPACTS. IF BRIDGE IS SUPPLIED DO NOT SKEW BRIDGE. IF SUPPLIED, IN RUNWAYS</p>			
<p>RIGID LIFELINES</p> <p>FALL ARREST ROLLING A-FRAME LABEL PLACEMENT DRAWING</p>			
APP'D:	JRG	12/27/15	SIZE DWG. NO. C1
CHECKED:	ZAR	3/24/15	SCALE: FAPF-ASSEMBLY
DRAWN:	ZAR	3/24/15	PROJECT NO.:
APPROVALS:	DATE		CAD FILE: FAPF-ASSEMBLY
SHEET 2 OF 2			