

Rigid Lifelines® Swing Arm Anchor Track™ System

This guide can be used to prepare a bid specification for the incorporation of a Swing Arm Anchor Track System into a competitive bid project or application.

***Each product specification is organized in three standard sections:**

SECTION 1 - GENERAL:

Includes product scope, references, performance requirements, applicable documents, quality assurances, product warranty information, and project conditions and handling practices.

SECTION 2 - PRODUCTS:

Includes a description of materials, products, and accessories to be incorporated into the project.

SECTION 3 - EXECUTION:

Includes provisions for product preparation, installation, field quality control, demonstrating and training, and protection.

***The specifier may need to edit this product specification to reflect the options and applications for a specific project. Notes to assist the specifier in editing this product specification are indicated in brackets. All notes and brackets should be deleted on the final draft.**

SECTION 1 - GENERAL

1.1 SCOPE

- A. Product:** The Swing Arm system provides circular or semi-circular rigid track fall protection and features enclosed track that pivots 180 or 360 degrees; enclosed track can be mounted to existing wall columns (180-degree rotation), freestanding columns (360-degree rotation), or to a counterweighted, mobile base (360-degree rotation). Column-mounted, freestanding, and portable base systems offer single, dual, or multiple tracks that allow for one, two, or multiple workers. Freestanding system requires a concrete foundation. This system offers the longest spans in the industry.
- B. General Design Standards:** System is designed in conformance with the following applicable standards:
 - a. ANSI Z359, OSHA 1910.66, and AISC Manual of Steel Construction.
- C. Standard Equipment Specifications:** List other specifications related to the product and application including options, accessories, and customizations.
 - 1. Standard Track Length: [Track length is determined by the amount of actual working area needed, the fall hazard, and by the length of the track from one end stop to the other.]
 - 2. Coverage Area: [Traveling linear coverage up to and including the end stops of the monorail and directly under the monorail.]

3. Working Capacity: [All standard systems are designed for use with lanyards that limit the maximum average arresting force to 900 pounds. Worker capacity also depends on the number of people using the system at once. For more than two worker access, please contact a Rigid Lifelines technical sales specialist.]
4. Trolley-Hook Height (Freestanding Swing Arm and Portable Base Swing Arm only): [The trolley-hook height is measured by the distance from the ground to the underside of the trolley hook.]
5. Worker Pass-Ability: [Worker pass-ability depends on whether two workers need to pass one another while tied-off to the system. Worker pass-ability also requires a dual track system.]
6. Arm Reach: [Arm reach is determined by the distance from the mounting bracket pivot center or mast to the trolley.]
7. Bracket Spacing (Column-Mounted Swing Arm only): [Bracket spacing is determined by the distance from the center of one swing-arm mounting bracket to the other.]
8. Construction: [Fabricated using high-strength steel or ASTM A36 steel for structural components and class A500B for steel tubing.]

1.2 REFERENCES

- A. **American Institute of Steel Construction (AISC):** Manual of Steel Construction
- B. **American National Standards Institute (ANSI):** ANSI Z359: Fall Protection Code
- C. **American Society for Testing and Materials (ASTM) A36:** Carbon Structural Steel
- D. **American Society for Testing and Materials (ASTM) B221:** Aluminum-Alloy Extruded Bar, Rod, Wire, Shape, and Tube
- E. **American Society of Automotive Engineer (ASAE) J429:** Grade 5
- F. **American Welding Society (AWS) D1.1:** Structural Welding Code
- G. **Occupational Safety and Health Administration (OSHA)—**Specification 1910.66: Personal Fall Arrest System

1.3 PERFORMANCE REQUIREMENTS

- A. **Coverage:** System shall provide traveling linear coverage of size indicated on drawings and consist of:
 1. Enclosed track bolted to an I-beam attached to swing arm, which is mounted to existing structures, concrete base, or counterweighted, mobile base
 2. Track pivot hanger assemblies
 3. Swiveling connector Anchor Trolley™
 4. Columns (for Freestanding Swing Arm system only)
 5. Counterweighted, mobile base with forklift pockets (for Portable Base Swing Arm system only)
- B. **Modular, pre-engineered design:** System shall be designed for one, two, or multiple workers using single, dual, or multiple tracks.
 1. System shall be designed, fabricated, and installed in accordance with ANSI Z359, OSHA 1910.66, and AISC Manual of Steel Construction.
- C. **Design Strength:** For one user, the system shall be designed based on a worst-case placement of the 900-pound (408 kg) maximum average arresting force with a safety factor of two and the weight of the anchor system.
- D. **Operating Temperature:** 5 to 200 degrees F (-15 to 93 C)

- E. Structural Design:** The system's structural design is based on dynamic load capacity.
- System shall be designed to withstand:**
1. System and dynamic load and impact factors.
 2. Dynamic load capacity equal to rated capacity.
 3. Inertia forces from system and dynamic load movement.

1.4 DOCUMENTS

A. Submittal Procedures

1. Product data is included for system and all accessories. Product data provides capacities, performance, standard use, and applied forces to system.
2. Shop drawings, which outline system configuration, dimensions, construction, and assembly details.
3. Manufacturer's Warranty
4. Manufacturer's *Assembly and Operation Instruction Manual* with included Assembly Drawings

1.5 QUALITY ASSURANCE

- A.** Standard system shall be designed, fabricated, and installed in accordance with ANSI Z359, OSHA 1910.66, and AISC. Rigid Lifelines® assures the safety and quality of all systems when installed and maintained according to their *Assembly and Operation Instruction Manual*.
1. Applications where system will be used in potentially hazardous environments or explosive environments require special consideration. These special conditions must be disclosed prior to placing an order.
 2. Applications where system will be used in essential facilities, such as fire departments, military buildings, or communications buildings, will require special consideration.
 3. Custom systems (systems modified over and above the standard dimensions or capacities shown within our Rigid Lifelines literature) will require special consideration.
- B.** If different specifications are required, alternate specifications need to be requested before the order is placed. System modifications may be required at additional cost to conform to specifications other than ANSI and OSHA.
- C. Manufacturer's Qualifications:** An ISO 9001 registered company with more than 20 years of experience successfully designing and manufacturing fall protection solutions.
- D. Installer's Qualifications:** A company that is acceptable to the manufacturer and meets OSHA requirements for a Qualified Person assembling and installing fall protection systems for multiple applications. Installer should be able to:
1. Bolt connections in accordance with torque tightening procedures specified in AISC Manual, Part 5.
 2. Clearly label system with maximum average arresting force visible from tie-off position.

1.6 WARRANTY

- A. Manufacturer's Warranty:** Included on manufacturer's standard form and outlines the manufacturer's agreement to repair or replace assemblies and components that fail in materials and/or execution within warranty period from date of substantial completion.
1. Warranty covers the engineered track equipment, wearable end truck wheels, and Anchor Trolley™ wheels and teeth to be free from defects in material and workmanship

for a period of ten (10) years commencing on the date of shipment from the Rigid Lifelines facility.

1.7 **CONDITIONS/DELIVERY, STORAGE, AND HANDLING**

A. **Project Conditions**

1. Maintain environmental conditions (temperature, humidity, and ventilation) within limits recommended by manufacturer for optimum results.
2. Do not install products under environmental conditions outside manufacturer's absolute limits.

B. **Delivery, Storage, and Handling**

1. Store products in manufacturer's packaging until ready for installation.
2. Store and dispose of solvent-based materials in accordance with requirements of local authorities.

SECTION 2 – PRODUCT

2.1 **ACCEPTABLE MANUFACTURERS**

A. **Rigid Lifelines®**

Locations: Morgantown, PA and Las Vegas, NV; **Phone:** 800-869-2080;

Website: RigidLifelines.com

2.2 **SWING ARM ANCHOR TRACK™ SYSTEM**

*System is available for one, two, or multiple workers.

A. **The Swing Arm system** as manufactured by Rigid Lifelines.

1. The Swing Arm system provides circular or semi-circular rigid track fall protection and features enclosed track that pivots 180 or 360 degrees; enclosed track can be mounted to existing wall columns (180-degree rotation), freestanding columns (360-degree rotation), or to a counterweighted, mobile base (360-degree rotation). The column mounted and freestanding system offer single, dual, or multiple tracks that allow for one, two, or multiple workers. Freestanding system requires a concrete foundation. Column-mounted systems have typical overall weights approximately between 200 and 2,285 pounds. Freestanding systems have typical overall weights approximately between 530 and 4,665 pounds. Arm reach and worker capacity determine which portable base is required. Depending on the system size, this system may require three stackable bases. For this reason, portable system weight can be provided after worker capacity and desired arm reach are specified. Standard track lengths are between 4 and 30 feet. Standard arm reach distances are between 6 and 30 feet. Field assembly comes with bolt-together components (no welding required).
2. **Construction:** Fabricated using high-strength steel or ASTM A36 steel for structural components and class A500B for steel tubing.

- #### B. **Design Factors:** Track, tubing, and welded track have minimum yield strength of 46,000 pounds per square inch. Steel I-beams and plate have minimum yield strength of 36,000 pounds per square inch. Track profile design ensures wheel protection, accurate alignment with minimum friction, and low-maintenance, self-cleaning profile. All track shall have full contact flange loading surfaces (flat) to decrease flange and wheel loads during a fall event.

- C. Structure:** Enclosed Anchor Track(s) held by an I-beam swing arm (cantilevered arm) that pivots 180 or 360 degrees. Track is either column mounted, freestanding, or mounted to a mobile, counterweighted base.
1. Swing arms (Column-Mounted Swing Arm only): Come in two bolt-together weldments that form an inverted-L. Includes wall brackets (two per swing arm) consisting of a formed channel, a fabricated steel tube bracket, two bronze bushings, and bolt to provide rotation.
 2. Pivot hanger assemblies (Column-Mounted Swing Arm only): Includes pivot hanger assemblies that provide a rigid connection for suspending tracks and movement. Assembly to consist of beam to track bolt assemblies and tube brackets.
 3. Runways (Column-Mounted Swing Arm only): Vertical truss fabricated from square steel tubes and enclosed steel track.
 - a. Plain track: Enclosed cold-formed steel track permits trolley(s) to ride on inside flanges. Fabricated flanges with flat surface are for higher durability and wheel contact. Sloped flanges are not permitted.
 - b. Track splice: Includes truss splice plates and channel-shaped track splice joints for joining track sections. Splice joints must be located within 18 inches of a support point.
 - c. Standard track cantilevers: Up to 12 inches of cantilever is allowed from a hanger location to the end of the plain track. Longer track cantilevers are done on a customized basis.
 4. Swiveling connector Anchor Trolley™: Rigid-body trolley designed to ride inside enclosed track and to carry load.
 - a. Construction: Steel body with two wheels on each side and positioning attachment point at center of trolley so load weight is evenly distributed to trolley wheels.
 - b. Braking system: If at least 80 pounds of force, including the weight of the self-retracting lanyard, are exerted on the swiveling connector, a series of eight hardened-alloy steel contact points create friction against the enclosed track. The friction generated by the contact points, in conjunction with the weight of the worker, causes the trolley to stop all movement on the track.
 - c. Wheels: Removable, self-centering wheels with sealed lifetime lubricated bearings. Vertical wheels shall be flat to match track profile. Non-removable or tapered wheels are not acceptable. Polyamide wheel material provided by Rigid Lifelines®. Steel wheels are optional.
 - d. Designed for attachment of carabiner.
 5. End stops: Molded composite resilient bumper installed in track to prevent end trucks from rolling out of track. Bolt stops without energy absorbing bumper are not acceptable.
 6. Track arm weldment (for Freestanding Swing Arm and Portable Base Swing Arm only): Steel tubing is welded together to form trussed track. The lower truss on the track arm weldment has inside flanges that allow the trolley to roll freely.
 7. Mast (for Freestanding Swing Arm and Portable Base Swing Arm only): Pipe steel with full bottom base plate and top pivot pin.
 8. Mobile base (for Portable Base Swing Arm): Counterweighted, steel platform equipped with forklift pockets.

2.3 **SYSTEM OPTIONS**

***The following options are available for the Swing Arm Anchor Track™ System.** [Select required options from the following, or contact Rigid Lifelines if other types of accessories are required.]

A. Application Options

1. Single, dual, or multiple tracks for use by one, two, or multiple workers (except for the Portable Base Swing Arm system)
2. Mobile design with counterweighted base
3. Layered primer with single and double enamel coatings, epoxy coatings, and galvanized finish
4. Mylar™ lip seal: For heavy dust or paint overspray applications
5. Anchor Track™ options
 - a. Single or dual plain track (Column-Mounted Swing Arm only)
 - b. Single or dual track arm weldment (Freestanding Swing Arm or Portable Base Swing Arm only)
 - c. Steel Track: Rolled from ASTM A572, A607, or A715 grade steel; available with enamel, powder, epoxy, or galvanized coatings

2.4 **SYSTEM COMPONENTS**

A. Portable Base (Portable Base Swing Arm only)

1. Rectangular concrete slab encased with steel offsets the system weight. This system requires one to three stackable portable bases depending on system spans.
2. Portable bases are equipped with forklift pockets.
3. Portable base dimension depends on system size.
4. Weight starts at 8,000 pounds each.

B. Track Arm Weldment (Freestanding Swing Arm and Portable Base Swing Arm only)

1. Horizontal standard steel section perpendicular to mast designed for trolley travel on bottom section of trussed track.

C. Mast (Freestanding Swing Arm and Portable Base Swing Arm only)

1. Vertical standard steel section perpendicular to track arm weldment and parallel to rotation axis.
 - a. Includes steel plate with pivot pin for top end of mast and welded base plate for bottom end of mast.

D. Swing Arms

1. Steel I-beam column weldments and boom weldments are bolted together to form inverted-L shaped swing arms.
2. The swing arms are then bolted to the mast.

E. Track (Column-Mounted Swing Arm only)

1. Steel enclosed trussed track allows for greater spans and greater distance between supports.
2. Low profile keeps space requirements to a minimum.
3. Combination of high strength to low weight ratio reduces stress on structures.

F. Track Splice Assemblies (Column-Mounted Swing Arm only)

1. Slide track splice over track profile to ensure proper alignment.
2. Trussed track splice assembly bolts through top chord to prevent joints from separating.

G. End Stops

1. End stops are equipped with resilient rubber bumpers to increase impact resistance and are through bolted to the enclosed track.
2. End stops are standard on all systems.

H. Swiveling Connector Anchor Trolley™

1. The Anchor Trolley is built with non-consumable parts and a fault indicator that appears if an internal spring breaks.
2. When at least 80 pounds of force, including the weight of the self-retracting lanyard, are exerted on the swiveling connector, the brakes engage.
3. The brakes are composed of a series of 8 hardened-alloy steel contact points that create friction against the enclosed track. The friction generated by the contact points, in conjunction with the weight of the worker, causes the trolley to stop on the track.

2.5 SHOP FINISHING**A. Standard Paint Colors:**

1. All indoor systems are painted with one coat of Rigid Lifelines® Yellow Industrial Enamel. All outdoor systems are painted with one coat of Yellow ArmorPoxy and include a stainless steel wear ring.

B. Surface Preparation and Painting Procedures:

1. Rigid Lifelines adheres to the standards of the Society for Protective Coatings (SSPC) for all product surface preparation.
2. Rigid Lifelines Anchor Track™ System components are deburred and descaled using power tools equipped with sanding discs and wire wheels prior to painting.
3. Components are washed with high-pressure/high temperature biodegradable degreaser solution.
4. All components are coated with quick drying semi-gloss enamel applied to a minimum dry-film thickness of two to three mils.
5. A finishing coat is applied with a hot airless electrostatic spray paint system.
6. Painted components are cured at air temperature.

SECTION 3 – EXECUTION**3.1 PREPARATION**

A. DO NOT start assembly until support structures are properly prepared.

B. Inventory:

1. Check materials to ensure all parts are present.

C. Column Mounting (for Column-Mounted Swing Arm only):

1. Column-mounting hardware must be supplied by others.

D. Foundation (for Freestanding Swing Arm only)

1. Anchor bolts for mast are not included. 12, 1-1/16-inch diameter holes are provided for anchor bolts.
2. Check concrete footings, slabs, or other foundations to ensure sufficient system support.
3. Ensure accurate anchor bolt patterns are provided for foundation design.

3.2 ASSEMBLY

- A. Units and accessories should be installed in accordance with manufacturer's *Assembly and Operation Instructions Manual*.
- B. Do not modify system components without manufacturer's approval.
- C. **Installation Manual/Assembly Drawings**
 - 1. Refer to installation manual to find dimensions for a specific model.
 - 2. Consult included assembly drawings for list of building materials.
- D. **Swing Arm Installation (Column-Mounted Swing Arm only)**
 - 1. Bolt the boom weldment to the column weldment to form the inverted-L shaped swing arm.
 - 2. Double check for adequate span and ceiling clearances before proceeding.
 - 3. Hold top wall bracket against supporting column in its proper location with a C-clamp or other supporting method.
 - 4. Establish the correct distance from the top wall bracket to the bottom wall bracket. Refer to the charts for bracket centers. Hold the bottom wall bracket against the supporting column with a C-clamp or other supporting method.
 - 5. Check the alignment of the bottom bracket with the top bracket in two planes. The alignment must be within 1/16-inches from top to bottom.
 - 6. Using the wall brackets as templates, mark the established hole locations.
 - 7. Drill the holes in the column for the wall brackets.
 - 8. Mount the wall brackets to the column with bolts supplied by the installer. Ensure all bolts are properly tightened.
 - 9. Lift the assembly with its bearings attached into place. Insert bolt through bracket. Ensure thrust plate is properly located at the bottom of each bearing. Torque the nut to specifications.
- E. **Track Arm Weldment Installation (Freestanding Swing Arm and Portable Base Swing Arm only)**
 - 1. Bolt the trunnion roller assembly to the track arm weldment.
 - 2. Bolt one end of the pivot ring to the track arm weldment bracket
 - 3. After the mast has been bolted to the foundation, position track arm weldment and verify orientation. Bolt track arm weldment to mast's pivot pin with fasteners.
 - 4. Bolt the other end of the pivot ring around the mast.
- F. **Mast Installation (Freestanding Swing Arm and Portable Base Swing Arm only)**
 - 1. Arrange installation area, position mast, and verify orientation. Bolt mast to foundation.
- G. **Portable Base Installation (Portable Base Swing Arm only)**
 - 1. If required, stack portable bases and bolt together.
 - 2. Arrange installation area, position mast, and verify orientation. Bolt mast to portable base.
- H. **Swiveling Connector Anchor Trolley™ Installation**
 - 1. Install swiveling connector Anchor Trolley on track. Secure end stop bolts and rubber bumpers.
 - 2. After installation is complete, enclosed tracks should be leveled. Check tightness for all bolts and nuts.
- I. **Final Assembly**
 - 1. Torque locknuts, bolts, and flat washers to appropriate specifications.
 - 2. **This system must be used with an ANSI-rated self-retracting lanyard (SRL).** Connect SRL and retrieval tagline in accordance with manufacturer's specifications.

3.3 FIELD QUALITY CONTROL

*Perform field quality control inspection before each use, after a fall event, and annually. These checklists are included in the *Assembly and Operation Instruction Manual*. A Competent or Qualified Person must conduct the annual inspection. Consult the *Column-Mounted Fold-Away and Swing Arm Anchor Track™ System Assembly and Operation Instruction Manual* or the *Freestanding Swing Arm Anchor Track™ System Assembly and Operation Instruction Manual* for more information.

A. Inspection

1. *After a Fall Event and Annual Anchor Track™ System Inspection*
 - a. Check that the beam clamps are installed horizontal within + / - five degrees.
 - b. Check that end stop bolts are present and have locknuts installed.
 - c. Using a torque wrench, check that all bolts are present and torqued to values shown on Assembly Drawing.
 - d. Check that splices, if supplied, are centered on track joints.
 - e. Verify that capacity labels are present, attached, and legible. See Label Placement Drawing. Verify that the number of trolleys matches the value on the capacity label.
 - f. Verify that the fall arrest system is not being used for material handling.
 - g. Check the track for levelness within + / - 1/4 inches per 20 feet of track.
 - h. Check the track flanges. Track flanges cannot be bent downward more than five degrees. Check the track thickness. Track thickness cannot be worn more than 10 percent.
 - i. Check all system welds for cracks.
 - j. Check system components for corrosion and bent or damaged areas.
 - k. 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.
 - l. Verify trolley can traverse entire length of track without snags.
 - m. Check trolley for visibly bent swiveling connector, broken welds, or excessive wear or corrosion.
 - n. Test the operation of the trolley's swiveling connector and verify that it can rotate freely. Test the operation of the trolley and verify the wheels rotate freely.
 - o. Check system components for loose components.
 - p. Check system components for loose or missing fasteners.
 - q. Check system support structure for stability.
 - r. Verify that hanger assemblies are installed properly and fasteners are torqued to proper values.
 - s. Check that the support arms pivot bolts, if supplied, are properly installed and tightened. Check system for unauthorized modifications. Only Rigid Lifelines can authorize modifications. Remove system from service if it is modified in any way.
2. *Before Each Use Inspection Checklist*
 - a. Test the swiveling connector(s) on each trolley to verify that each trolley rotates and swivels freely.
 - b. Verify that the trolley(s) can easily and smoothly roll the full length of the track(s).
 - c. Check all system welds for cracks.
 - d. Check system components for corrosion.
 - e. Check system components for bent or damaged areas.
 - f. Check support structure for stability.

- g. Visually check all bolted assemblies for proper connections and properly secured bolts and nuts.

B. Acceptance Inspection

1. After the system has been installed and after any modifications, an acceptance inspection must be performed using the *After a Fall Event and Annual Anchor Track System Inspection Checklist* included in the *Assembly and Operation Instruction Manual* before use. A qualified person or competent person must perform acceptance inspections.

C. Maintenance

1. To keep systems in good operating order, engineers recommend establishing a regular schedule of inspection and lubrication. All parts should be inspected, all loose parts adjusted, and worn parts replaced at once.
2. Verify that Anchor Trolley™ travels smoothly through track(s).
3. A Competent Person must perform an annual system inspection using the *After a Fall Event and Annual Anchor Track System Inspection Checklist* included in the *Assembly and Operation Instruction Manual*.

D. Clean Surfaces

1. Touch up scratches and blemishes with matching paint from manufacturer.
2. Keep surfaces clean and clear of build-up and residue.

E. Protect System

1. Protect assembled products until completion of project.
2. Touch up, repair, or replace damaged products before substantial completion.

F. Quality Standards

1. Rigid Lifelines® is an ISO 9001-2008 Registered Corporation.
2. Welding performed during manufacturing process meets the American Welding Society's (AWS) D1.1 Standards.
3. Rigid Lifelines Anchor Track™ Systems are manufactured to standards ensuring safety, reliability, and the highest quality.
4. Rigid Lifelines' products are manufactured in the United States of America at facilities located in Morgantown, Pennsylvania, and Las Vegas, Nevada.
5. Rigid Lifelines certifies that all system components are in full compliance with the Buy American Clause of the American Recovery and Reinvestment Act (ARRA) of May 2009.