

E Storage

- E 1. The trolley shall be stored in a clean, dry place without being exposed to excessive heat.
- E 2. After use the trolley should not be left attached to the system.

Manual
for
the Use and Maintenance
of
Horizontal Anchorage Device
Typ 30 10 010-31
Typ 30 10 010-32
Typ 30 10 010-33

Trolley according to DIN EN 795
Part No. 15620

and

Trolley extended body according to DIN EN 795
Part No. 20921

Serial number: _____

Date of manufacture: _____

(The following must be completed by the operator in permanent waterproof ink.)

Date of initial operation: _____

Operator/user: _____

Street: _____

Place: _____

Tel.: _____

Fax: _____

Date: 14.12.2000
SE 3



Table of Contents

A	General	3
B	Checking prior to use	4
C	Using the trolley	4
D	Maintenance	6
E	Storage	12

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A General

- A 1. Anyone working with or on SÖLL anchorage devices in accordance with EN 795 must be familiar with these instructions prior to using the system. Use which is not in accordance with these instructions constitutes a risk to human life!
- A 2. The operator of the anchorage device must ensure that these instructions are stored in a safe, dry place on site and that the user may have access to them at any time.
- A 3. If requested, the plant operator must present these instructions to the manufacturer of the fall protection system (Christian Dalloz Holding Deutschland GmbH & Co. KG or a dealer authorized by the same).
- A 4. The fitment and use of SÖLL accessories to such anchorage devices must strictly adhere to the relevant instructions for the fitment and use thereof.
- A 5. In case of the use of further personal protective equipment, relevant instructions must be followed.
- A 6. National regulations on accident prevention and use of safety equipment for construction work must be adhered to.
- A 7. The trolley is part of a Söll anchorage device and is designed as a personal protective equipment only for use in accordance with the regulations within a Söll anchorage system. The operator of the Söll anchorage system must establish, in an appropriate manner, that the trolley personally belongs to and is only being used by the user.
- A 8. Söll anchorage devices may only be fitted and used with original Söll components/elements. The combination with non-original components/elements may influence the safety of SÖLL anchorage devices. In such cases, Christian Dalloz Holding Deutschland GmbH & Co. KG and dealers authorized by the same refuse to accept product liability. In addition, such systems are not properly approved and authorized since SÖLL anchorage devices are tested, approved and authorized as complete systems. Full liability will therefore rest with the operator.
- A 9. The trolley may only be used together with harnesses which are tested and approved according to EN 361.
- A 10. The trolley should be handled gently.
- A 11. Before and during the use of the installed fall protection system, the system must be visibly inspected to ensure that it is in safe operating condition.
- A 12. The system has been tested and approved by "Stelle 0299/Zentrum für Sicherheitstechnik, Klinkerweg 4, D-40699 Erkrath".

B Checking prior to use

- B 1. Prior to every usage, check that trolley, safety rope with shock absorber according EN 355 and anchorage rail (= anchorage device) are suitable for use and that they are under safe working conditions.
- B 2. The Söll-safety system shall not be used, when the systems/units are not in safe working conditions. It is to be taken out of use until a competent expert has agreed to its further use. If required, the trolley is to be sent back to the manufacturer.

C Using the trolley

- C 1. The full body harness should be put on in accordance with the appropriate instructions. The safety lanyard is also to be attached in accordance with the instructions, to the back D-ring of the full body harness and secured.

Important:

The energy absorber must always be on the body side.

- C 2. Hook the free safety lanyard carabiner (fig. 1/detail5. 1) into the eyelet on the trolley and secure it.

Warning:

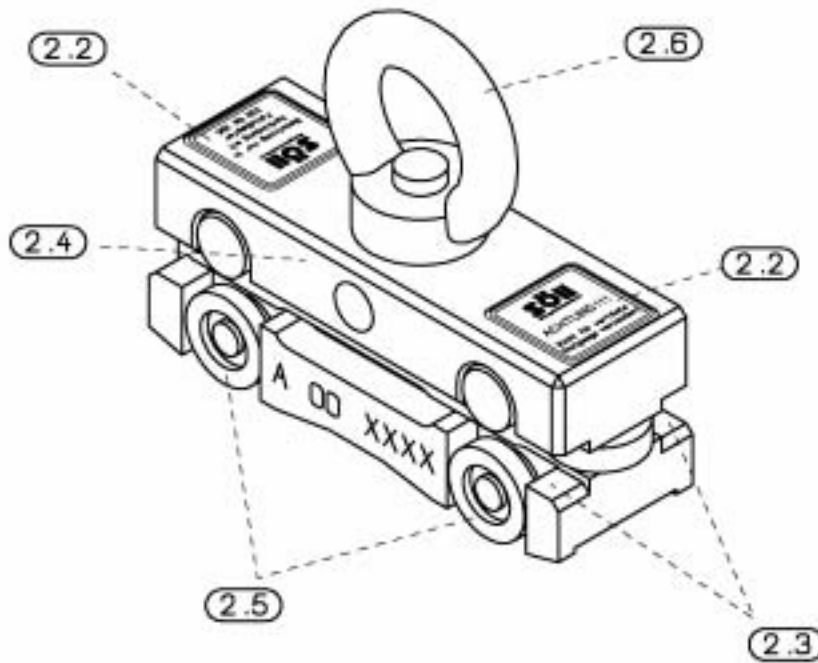
The runner should only be inserted into the anchorage rail from a position which secures the person against a fall from a height. Prior to removing the runner or detaching the connecting rope, ensure safety against falling in an appropriate matter.

The secondary safety means may not be released unless the trolley is in between the both end stops.

Note:

After a fall incident the safety rail may be deformed and the trolley might not run smoothly. The rail has to be replaced.

Fig. 3



Checklist, see Fig. 4

Year	1	2	3	4	5
Date					
Authorized person					
Signature					
Point 1					
Body (2.4)					
free from colour, mortar, concrete, dirt etc.					
contact areas are free from dirt					
text at body side is readable					
sticker (2.) is available and readable					
Point 2					
Rollers (2.5)					
radial play of the rollers is max. 1 mm					
front/rear guide roller is available and OK					
front/rear guide roller rotates easily					
8 rollers are available and OK					
rollers rotate easily					
safety rings are available and OK					
guide (2.3) works smoothly					
Point 3					
Eyelet (2.6)					
eyelet is easy to rotate					
eyelet and screw head have no defects					

Fig. 1**C 3. Trolley, Part No. 15620****C 3a. Inserting the trolley:**

The trolley (2.0) is inserted into the end of the anchorage rail (1.1) or into the anchorage rail opening (1.2) until the end stop (3.0) on the anchorage rail is reached. Pull out the locking pin (3.1) and push the trolley (2.0) into the rail. Release the locking pin. The stop prevents the runner from exiting the anchorage rail by accident.

The trolley is removed by repeating the above process in reverse.

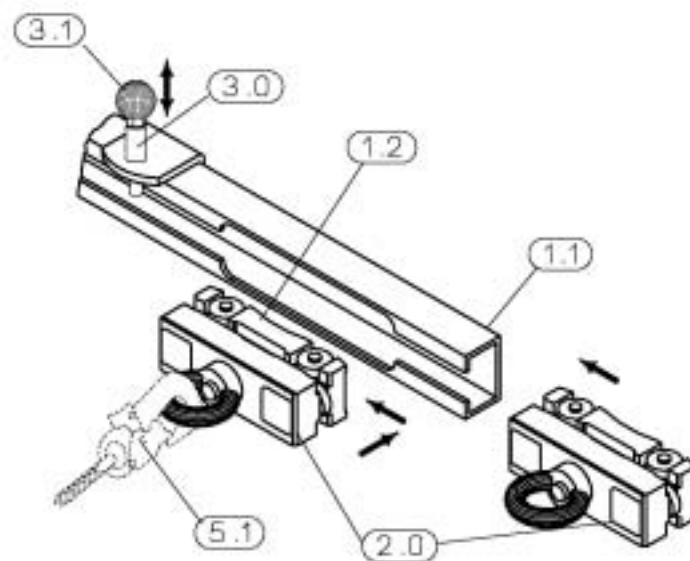
Fig. 1

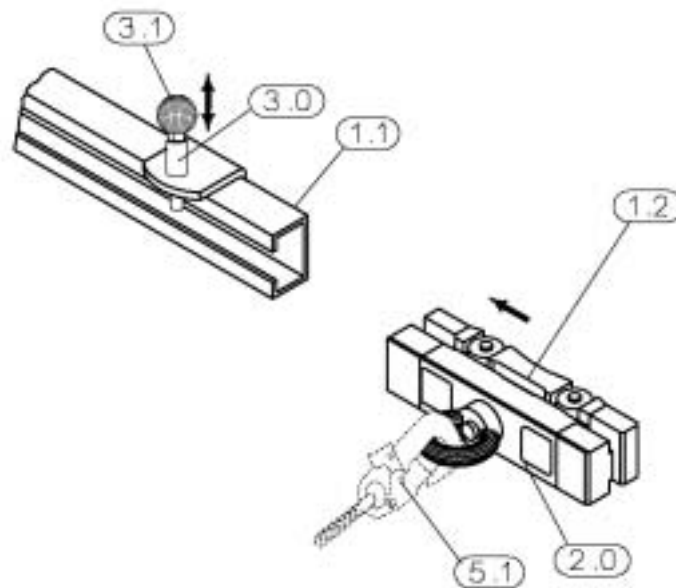
Fig. 2

C4. Trolley, extended body Part. No. 20291. This trolley cannot be inserted into the rail at a recess point.

C4a. Inserting the trolley

Bring the trolley (2.0) through the rail (1.1) to the end stop (3.0). Pull out the locking pin (5.1) and let the trolley (2.0) further into the rail. Release the locking pin. The locking pin prevents unintended exit of the trolley from the rail.

Follow the above procedure in reverse order when taking out the trolley from the rail.

Fig. 2

D Maintenance

D 1. The trolley is to be checked when required, according to the conditions of use and the operational circumstances, but should be checked at least once every year by a competent expert that it is in perfect operating condition.

A competent person is:

One who is knowledgeable of manufacturer's recommendations and instructions on manufactured components and is capable of identifying existing and predictable hazards in any component of a personal fall protection system and related equipment used in the work environment, and who has authorization to take prompt corrective measures to eliminate or control the hazards. He must be familiar with the relevant guidelines, national and international safety regulations and generally acknowledged rules of technology (e.g., EN standards).

- D 2. Before using the system, trolley, anchorage rail, safety rope with shock absorber EN 355 and carabiner and full body harness are to be checked for serviceability in accordance with the respective instructions for use.

Fig. 3

- D 3. **Checklist for the trolley**

The checklist, point 1 - 3, has to be filled out by means of an indelible pen by an authorized person. Each check points shall be marked with "OK" or "F" (faulty). The authorized person is responsible for the correctness of his remarks. If an "F" has been registered corrective measures may be taken by the authorized person if the problem concerns removal of dirt (paint, mortar, concrete) on the trolley body, contact areas, cleaning of text or replacement of stickers. These check points have to be noted with date and signature in the "Further remarks" list on page 10. When it concerns defects requiring dismantling of any component of the trolley, the trolley has to be sent to the manufacturer for control and repairs (with the corresponding remarks).

Warning:

Due to safety and liability regulations repairs of the trolley may only be performed by the manufacturer (Christian Dalloz Holding Deutschland GmbH & Co. KG). Non-professional repairs can cost human lives!