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Instructions for Crossover Style Full Body Harness Model MH201



*US Patent 6874596

WARNINGS

Failure of the user to read and understand all instructions for use of this equipment may result in serious injury or death.

It is recommended that the user complete an approved fall protection program before using the product.

There should be an approved rescue plan in effect on any work site prior to the commencement of working at heights. The rescue plan must have provision to retrieve any worker, suspended as a result of a fall arrest, without delay in order to reduce the effects of suspension trauma.

The prolonged suspension of a worker in a harness as a result of a fall arrest will cause circulatory problems that could lead to loss of consciousness, and result in serious injury or death.

In the event of a fall arrest the maximum force, when using a non-energy absorbing lanyard, must not exceed 2 kN. If the force, as a result of a fall, is expected to exceed 2 kN then an energy absorbing lanyard must be used.

The harness is not intended to be used where the worker is to be suspended for prolonged periods of work activity. The use of a Bosun's chair or suspension work seat is recommended.

The Dorsal D-ring (as indicated by the arrow and the letter 'A') is the only point on the harness to which a fall arrest lanyard can be attached.

The Sternal or Frontal D-ring is for attachment to a ladder climbing system, or to attach to a self-retracting lifeline. The sternal or frontal d-ring should not to be used to suspend the worker at a work site.

Pregnant women and persons with a total body weight of less than 32 kg. (70 lb.) should not use this equipment.

Proper fitting of the harness to an individual worker is essential if the harness is to perform its function correctly.

It is important that the shoulder straps and the chest straps are adjusted correctly for a female worker in order to reduce the possibility of injury in the breast area. The chest strap should be adjusted correctly and should be positioned above the breasts.

Large snap hooks and carabiners, that have gate openings in excess of 19 mm (0.75 in), should not be used in conjunction with the fall arrest attachment point on the full body harness. There is a possibility that an accidental rollout or gate failure could result if the gate is subjected to side loading.

The harness includes a fall arrest indicator located on the back shoulder straps below the Dorsal D-ring. If the harness is subjected to a fall arrest the indicator will be revealed and indicates that the harness must be removed from service immediately.



**Fall Indicator
Before Fall**



**Fall Indicator
After Fall**

CSA Class or Group

Full body harnesses are classified according to the following:

Class A: Fall arrest (all harnesses must meet the requirements of Class A).

Class D: Suspension and controlled descent.

Class E: Limited access or confined space.

Class L: Ladder climbing.

Class P: Work positioning.

A full body harness can have more than one classification and the classification will be recorded on the tag attached to the harness.

General Instructions

All warning labels and instructions must be understood and followed by the user before using the product.

All users must understand the relevant regulations and usage standards for fall protection, pertaining to this product, in the jurisdiction in which it is being used.

This equipment must only be used by trained and competent personnel.

All fall protection equipment must be visually inspected by the worker prior to each use.

All fall protection equipment must be inspected by a competent person on a regular basis (at least annually). The results of these inspections should be recorded in a log.

Fall protection equipment must not be altered or modified in any way.

To reduce the possibility of accidental release, a competent person must ensure that all the systems connecting components are compatible.

Any equipment exhibiting deterioration, damage or deformation must be removed from service immediately and inspected by a competent person before being returned to service.

Alteration or adaptation of any portion of the harness will void any warranty or guarantee, either written or implied. Any alteration or adaptation could result in serious injury or death.

All equipment subjected to a fall arrest, or where the fall arrest indicators have been exposed, must be removed from service immediately and destroyed.

PRECAUTIONS

This harness is intended for use as an integral part of a personal fall arrest system and should not be used for other purposes.

Always check before commencing working in an area, that there is sufficient clearance and no obstructions below the work area, so that in the event of a fall the possibility of contact with the surface below the work site is eliminated.

The capacity of the harness is one person 141 kg (310 lb), unless the product label states differently.

Only auto locking connecting components should be used in fall arrest applications.

In the event of a fall arrest the suspended worker should be rescued without delay in order to minimize the effects of suspension trauma.

Before each use, verification must be obtained that all connectors and buckles are properly secured and adjusted in accordance with the instructions supplied.

The rear Dorsal D-ring is the only attachment point to be used for attaching fall arrest devices. The side D-rings are to be used to attach positioning lanyards. The frontal or sternal D-ring is to be used to attach to a ladder climbing or descent system. Shoulder D-rings are for use in rescue or for extraction from a confined space.

CONNECTED EQUIPMENT

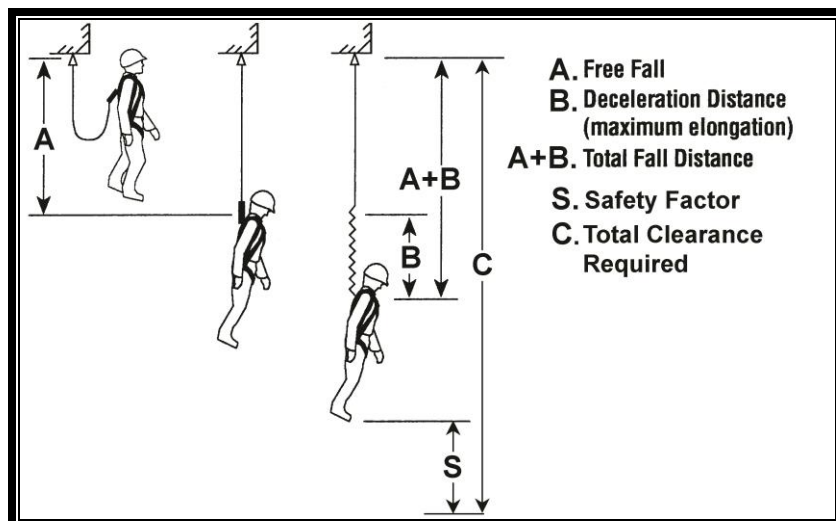
All instructions supplied with equipment to be used in conjunction with the harness must be understood and followed.

In order to minimize the arresting force, in the event of a fall arrest, a shock absorbing lanyard must be used. If a non-shock absorbing lanyard is used the maximum force due to a fall must be less than 2 kN.

The correct operation of all auto locking connecting components should be confirmed before work commences, and that the gates on any hooks or carabiners are closed and locked.

Anchorage points should be selected to be at the height of the D-ring (with the worker standing) or higher and that the maximum freefall possible is less than 1.8 m (6 ft.) in the event of a fall.

The clearance below the work area should be determined prior to the commencement of work in accordance with the following:

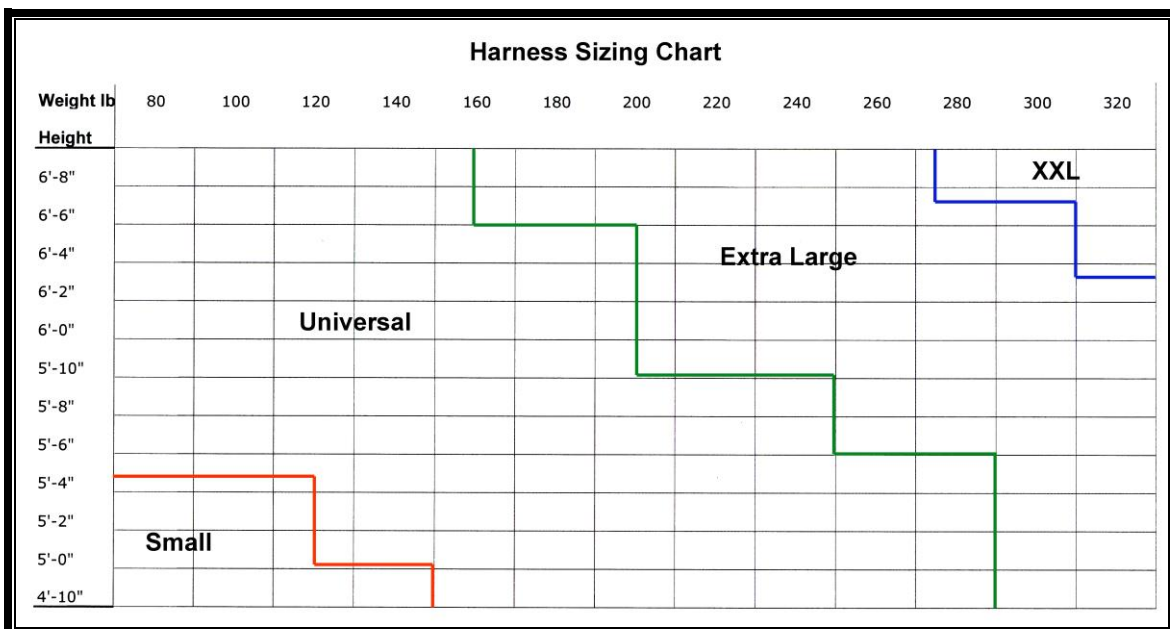


HARNESS FITTING

Before commencing work, the harness must be adjusted to fit the worker. Failure to adjust the harness correctly could result in severe injury to the worker in the event of a fall.

The harness should be adjusted in the following sequence:

- 1 The quick fit buckle on the right side of the harness should be released and the harness should be placed over the head from the left side. After the harness is in place the quick fit buckle should be fastened.
- 2 The sub-pelvic (butt) strap should be located under the buttocks, then grasp the leg straps between the legs and connect to the opposite ends of the shoulder straps at the hip position on the front of the harness. The length of the shoulder straps can now be adjusted by shortening or lengthening the shoulder straps by means of the adjustable roller buckle on the left side and the quick fit buckle on the right side of the harness. The shoulder length is adjusted correctly if you can feel some pressure from the sub-pelvic strap but it does not restrict free movement.
- 3 The dorsal D-ring should be adjusted so that it is level with the bottom of the shoulder blades. The dorsal D-ring is adjusted by holding the three bar slide in one hand and by pulling on the D-ring with the other hand. Once sufficient slack has been created, the D-ring can be repositioned higher on the body by pulling the slack out using the lower portion of the shoulder straps. To reposition the D-ring lower pull out the slack using the upper portion of the shoulder straps. It is important that the D-ring is positioned correctly to minimize any discomfort if the worker is suspended as a result of a fall.
- 4 The sternal or frontal D-ring is fixed in place but should be located in the sternal area.
- 3 With all the buckles fastened, the harness should fit snugly with room to place the hand between the harness straps and the body. The correctly fitted harness should allow the user a full range of movement without exerting excessive pressure on the body. The plastic keepers should be positioned against the buckles to ensure that the harness does not lose its adjustment.



Six Steps to Donning a Crossover Style Harness

1. Take hold of your harness by the back D-ring (back D-ring can be identified by the black D-ring pad).



2. Undo any leg or shoulder straps that may be fastened.



3. From your left side, place the harness over your head, with your head being between the front and back D-ring.



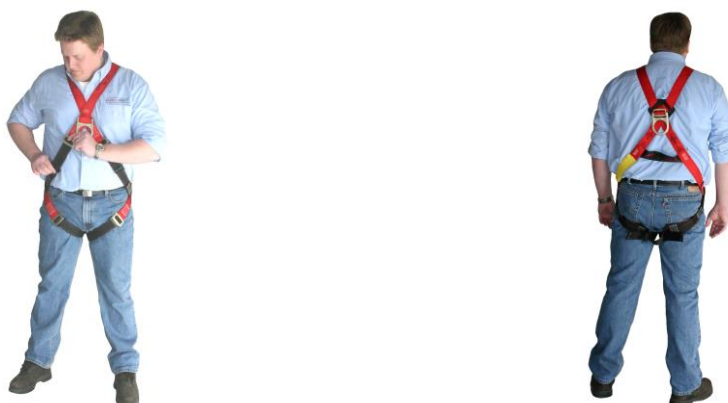
4. Connect the front connector buckle (located by the front D-ring) on the right side. Making sure that the butt strap is located under the buttocks (butt strap can be adjusted to fit by using the side adjustable buckles located at the hips), grasp the leg straps and connect to the opposite end, which is located at the front of the hips.



5. The front D-ring should be positioned just under the sternum. Tighten the straps so that the harness fits snugly. The back D-ring should be positioned between the shoulder blades.



6. Now that your harness straps have been fastened, your harness should fit snugly and allow you to have a full range of movement. Slide the plastic keepers against the buckles to ensure that your harness does not come out of adjustment.



ANCHORAGES

Anchorage should be chosen to be as close as possible to vertically above the work site in order to minimize the possibility of a swing-fall injury.

Each worker should have their own anchorage rated at 22.2 kN (5,000 lb) or as specified in the applicable regulations for the jurisdiction in which the work is being performed.

The anchorage chosen must have sufficient clearance to the surface or obstruction below the worker in the event of a fall (as calculated on page X).

Any connectors or lanyards used between the full body harness and the anchorage must be approved and certified and compatible with the other connecting components.

All anchor points should be approved by either an engineer or a competent person before work commences.

HARNES CARE AND MAINTENANCE

The harness must be inspected prior to each use and after use should be stored in accordance with the following, failure to do so could result in premature failure of the harness.

Harnesses should be stored in a clean dry area where they will not be exposed to excessive heat, direct sunlight or UV radiation, harmful fumes or corrosive materials. The harness should be stored by hanging it from the Dorsal D-ring, wherever possible, or by packing it loosely in a suitable storage container.

Before storing a harness it should be inspected and cleaned by wiping it with a sponge dampened in a mild solution of soap (Woolite or Zero). The harness should not be cleaned by the use of harsh detergents, chemical solutions or solvents. After cleaning, the harness should be allowed to air dry away from forced air or direct heat.

If the harness is identified as needing maintenance it should be tagged and segregated until the maintenance is completed.

Any repairs required to the harness can only be made by Safety Direct Ltd. or by a contractor approved in writing by Safety Direct.

Any harness involved in a fall arrest, or on which the fall arrest indicators have been exposed, should be removed from service immediately and should be destroyed to prevent any further use of the harness.

INSPECTION

The harness must be inspected by the user, prior to each use, with particular attention being paid to:

The condition of the webbing, particularly, if the harness has been used in close proximity to welding or grinding operations. The full length, including both sides and the edges of the webbing should be passed through the hands. Those portions of the webbing located adjacent to the plastic keepers are frequently subject to burn damage, that can only be seen when the keepers are moved. The sections of webbing in the vicinity of the connecting hardware should be examined for the presence of wear and abrasion. Webbing that is stiff or feels brittle may be a sign of chemical exposure or heat damage.

The condition of the plastic components should be checked to see if there are any cracks or deformation. Any missing or damaged keepers should be replaced before returning the to fall arrest service.

The connecting hardware on the harness should be checked for the presence of burrs, cracks, distortion and corrosion. Particular attention should be paid to any hardware that is in contact with the webbing for any burrs or sharp edges that could cut the webbing. The tongue buckles, if present, should have rollers that move freely and the tongues not be bent and should overlap the buckle frame.

All grommets must be tight, and not broken or distorted. Any harness with missing should be removed from use until it can be repaired.

A competent person should inspect the harness periodically, at least annually, and more frequently if necessary because of the conditions under which the harness is used.

Any harness scheduled for inspection should be tagged to prevent further use of the harness until the inspection has been completed.

The harness should be removed from service if any of the following conditions apply:

The harness has been subjected to a fall arrest and the fall arrest indicators are visible.

The manufacturers labels are missing or are illegible.

Any metallic components exhibit evidence of defects, damage or corrosion.

There is any evidence that a component has been altered or is functioning improperly.

There is any evidence of visual damage to any of the plastic components or that they are missing.

There is any evidence that the stitching has been cut, or the thread has been pulled or is missing.

If a harness is removed from service as a result of a periodic inspection it should only be returned to service after being examined by a competent person.

DESIGN PARAMETERS

Expected Harness Stretch: Polyester Webbing – Model201 460 mm (18 in.)

WARNINGS

The following points should be reviewed prior to using a full body harness:

- 1) The user should have read the instructions supplied with the harness and should have completed an approved training program.**
- 2) The Dorsal D-ring is the only connecting point for a fall arrest lanyard.**
- 3) Unless the potential fall hazard will result in a force of less than 2 kN being applied to the body the connection between the harness and the anchorage connector must incorporate an energy absorber to limit the force generated by a fall arrest.**
- 4) Anchorage points should be selected directly overhead wherever possible and should be above the height of the dorsal D-ring on the user.**
- 5) Connecting components attached together must be compatible in order to reduce or eliminate the possibility of snap hook “roll out”.**
- 6) There should be sufficient clearance to the surface below to prevent contact in the event of a fall incident.**

In case of any issues or interpretations arising out of the use of these products or these instructions please contact Safety Direct Ltd. for clarification.

Notes:

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Instructions for Crossover Style Full Body Harness Model 201

PRODUCTS AND SERVICES

- ❖ Harnesses
- ❖ Lanyards
- ❖ Roofers Kits
- ❖ Permanent Roof Anchors
- ❖ Anchor Straps
- ❖ Rope/Lifelines
- ❖ Tool Leashes
- ❖ Retractable
- ❖ Anchor Slings
- ❖ Cleaning Services
- ❖ Inspection Services
- ❖ Loss Prevention Programs

Fall Protection You Can Live With®

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