

MODEL NO.	
SERIAL NO.	

USER INSTRUCTIONS

BEAMGLIDE™ TROLLEY MODELS

! WARNING

National standards and Federal, state, and provincial laws require the user to be trained before using this product. Use this manual as part of a user safety training program that is appropriate for the user's occupation. These instructions must be provided to users before use of the product and retained for ready reference by the user. The user must read, understand (or have explained), and heed all instructions, markings, and warnings supplied with this product and with those products intended for use in association with it. FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY OR DEATH.

1.0 BEAMGLIDE TROLLEY MODELS & SPECIFICATIONS

TABLE 1. ROSE BEAMGLIDE TROLLEY MODELS COVERED BY THESE INSTRUCTIONS

	Locking Pins	Wheels	Beam Size				Aprx. Weight	
			AISI W-Beam		AISI S-Beam		lb	kg
Model 506252	Red head bolt	4	Minimum W5 x 16.0	Maximum W27 x 146	Minimum S5 x 10.0	Maximum S18 x 70.0	16.0	7.2
Model 506266	Ball lock pin	4	Minimum W5 x 16.0	Maximum W27 x 146	Minimum S5 x 10.0	Maximum S18 x 70.0	16.0	7.2

NOTES:

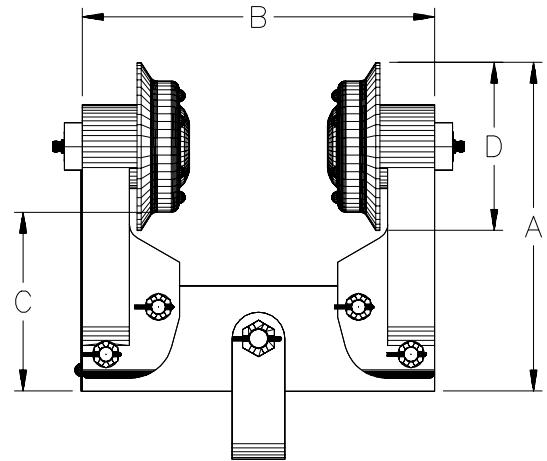
W-Beam = wide flange beam
S-Beam = standard flange beam

1.1 SPECIFICATIONS OF ROSE BEAMGLIDE TROLLEY

- Trolley wheels are roller-bearing type steel with a black oxide coating. The wheels are equipped with lubricating fittings.
- Trolley castings (2 per trolley) are cast aluminum alloy.
- Trolley bar and hanger bracket assembly are zinc-plated alloy steel.
- Bolts and pins used in the trolley construction are steel Grade-5 or equivalent.
- The Beamglide Trolley has a minimum breaking strength of 10,000 lbf (44.4 kN).
- Capacity of the Beamglide Trolley is 310 lbs (141 kg) for personnel, including the weight of the user plus clothing, tools and other user-borne objects, or 620 lbs (282 kg) for materials.
- Maximum static load ratings: 5,000 lbf (22.2 kN)
- Free fall distance (limit) must not exceed 6 ft (1.8m) in accordance with OSHA and ANSI 2359.1. The Canadian Occupational Health and Safety Act of 1990 and ANSI A10.14 specify that free fall distance must not exceed 58 ft (1.5 m). The user must comply with applicable standards and regulations.
- When used as part of a personnel fall arrest system, fall arresting forces must not exceed 1,800 lbf (8 kN).
- The Rose Beamglide Trolley as identified in Table 1 meets ANSI Z359.1, ANSI A10.14, Monorail Manufacturer's Association Publication Specification for Underhung Cranes and Monorail systems (1981), and applicable OSHA regulations. These instructions and the markings borne by the product fulfill the requirements of those standards.

1.2 INSTALLATION SPECIFICATIONS

- Device height is 7 3/4" - See "A" in illustration.
- Overall width is the beam flange width plus 3" (See "B" in illustration.)
- The cross bar distance beneath the flange is 4" (See "C" in illustration.)
- The wheel height above the flange is 3 1/2" (See "D" in illustration.)
- Device weight is approximately 16 lbs.



2.0 TRAINING

It is the responsibility of the purchaser of the Beamglide Trolley to assure that product users are made familiar with these User Instructions and trained by a competent person in: (1) workplace hazard awareness and hazard identification, evaluation, and control; (2) how to properly select, inspect, use, store, and maintain the Beamglide Trolley; (3) how to determine and acceptably limit free fall distance, and maximum arresting force; (4) how to select and make connections to anchorages and anchorage connectors; (5) proper attachment locations on the user's harness and other components of personal fall arrest systems and proper attachment methods including compatibility of connections to reduce the probability of accidental disengagement (rollout); (6) how to evacuate from a hazardous space; (7) what to do after a fall to protect the user from injury, including emergency rescue planning and execution; and (8) the consequences of improper use of the Beamglide Trolley and associated equipment and of failure to follow instructions and training. If the Beamglide Trolley is to be used for confined space applications, the user must also be trained in accordance with the requirements of OSHA regulation 29 CFR 1910.146 and ANSI Z117.1. Training must be conducted without undue exposure of the trainee to hazards. The effectiveness of training should be periodically assessed (at least annually) and the need for more training or retraining determined. Rose offers training programs. Contact Rose for training information.

3.0 HAZARDS IDENTIFICATION, EVALUATION, AND CONTROL

! CAUTION

Do not use the Beamglide Trolley unless a qualified person has inspected the workplace and determined that identified hazards can neither be eliminated nor exposures to them prevented.

Prior to selecting a trolley or other personal protective equipment, the user must make a workplace assessment of hazards and conditions where the equipment is required. Such assessment must, at a minimum, identify the presence of:

- | | | | |
|-----------------------------|------------------------------|----------------------|----------------------------|
| • Hot objects | • Chemicals | • Abrasive surfaces | • Climatic factors |
| • Sparks | • Electric hazards | • Moving equipment | • Weather factors |
| • Flames | • Sharp objects | • Moving materials | • Unstable/uneven surfaces |
| • Heat-producing operations | • Environmental contaminants | • Unguarded openings | • Confined space hazards |
| | | • Slippery surfaces | |

Foreseeable changes in any of these conditions, taken individually or collectively, must be identified, evaluated, and controlled. The materials and construction of the Beamglide Trolley and associated equipment must be considered in the selection process such that these workplace conditions are suitably addressed and responded to. The equipment must match the work situation and workplace environmental factors.

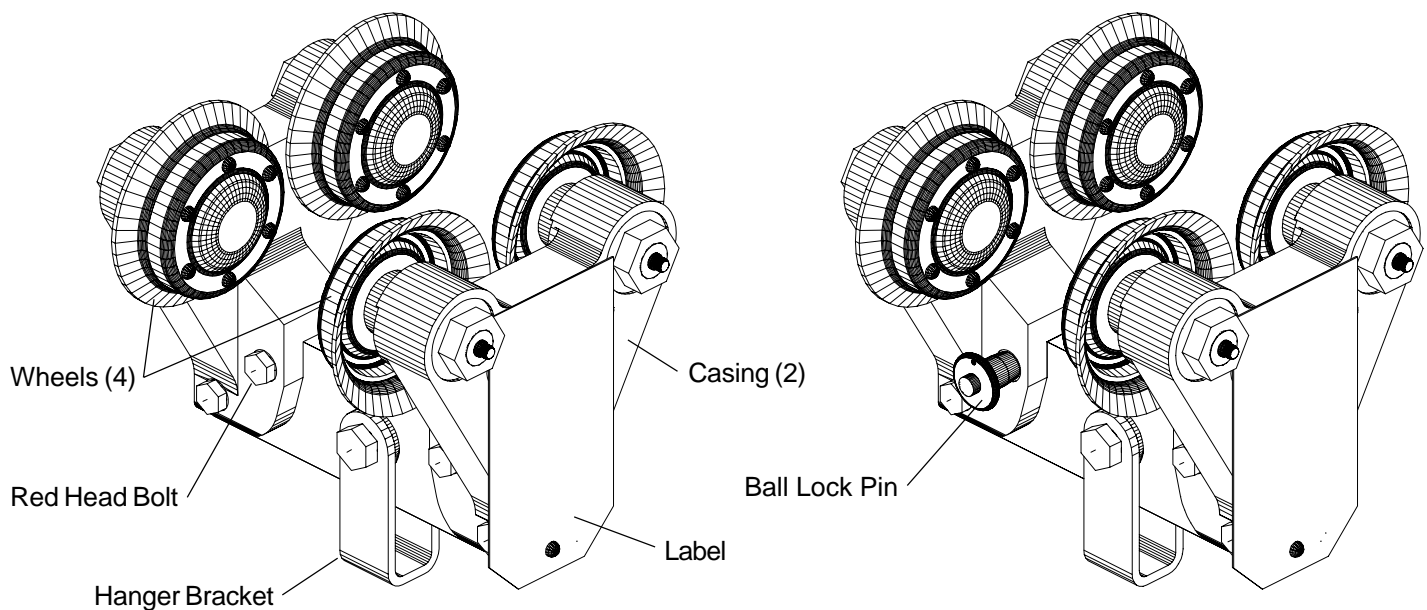
The workplace assessment must identify all paths of intended user movement and all hazards along such paths. The user must identify the required range of mobility in each hazard zone and note the location and distance to all obstructions in potential fall paths. Lateral obstructions which could be contacted in a pendular fall arrest must be noted. If the Beamglide Trolley is to be used for confined space entry operations, the workplace assessment must comply with the requirements of OSHA regulations 29 CFR 1910.146 and Z117.1.

4.0 DESCRIPTION OF BEAMGLIDE TROLLEY

4.1 BEAMGLIDE TROLLEY OVERALL DESCRIPTION: The Beamglide Trolley is a moveable anchorage that is suitable for supporting either personnel or material. It consists of a carriage with four (4) wheels containing anti-friction bearings which are ridgedly connected to aluminum housings and to a steel cross bar (see Figure 2). The cross bar provides an anchorage point for attaching material handling or fall protection equipment. The trolley provides easy mobility with a maximum personnel working load of 310 lbs (141 kg) and a maximum material working load of 620 lbs (282kg).

The personnel and material handling trolley can be used for maintenance and manufacturing by such agencies as construction, equipment installation, airlines, manufacturing, municipalities, and warehousing.

The trolley is a highly mobile and useful anchorage device, because it can be positioned anywhere along an overhead beam. It is designed to fit the support beam which is specified by the user. The user should always consult with the factory or a qualified engineer to determine if the trolley is suitable for the intended use and application prior to placing it in service.



Model No. 506252

Model No. 506266

4.2 WHEELS: The wheels on the Beamglide Trolley are designed to ride along the upper surface of the beam flange and support the load suspended from the trolley. These flange-steel wheels (4 per assembly) roll on high capacity roller bearings. Each wheel is equipped with an SAE J534C Spec. lubrication fitting.

4.3 CASTING: The purpose of the casting is to join the cross bar and wheels together. There are two (2) castings per assembly. One end of the cross bar mounts two trolley wheels in tandem. The other end is attached to the trolley cross bar. Castings on the Beamglide Trolley are constructed of high tensile aluminum.

4.4 CROSS BAR: The purpose of the cross bar is to join the two side plates and wheels on either side of the flange together. The crossbar provides a mounting point for the suspended load. The cross bar is constructed of zinc-plated alloy steel.

4.5 HANGER BRACKET: The hanger bracket is attached to and part of the cross bar. It is the intermediate anchorage connector which provides the direct point of attachment for the suspended load. The hanger bracket is constructed of zinc-plated alloy steel.

4.6 LOCKING PINS

- 4.6.1 RED HEAD BOLT - Model 506252:** Removal of the red head bolt permits the installation and removal of the Beamglide Trolley from the beam. This Grade-5 bolt consists of a 3/8-16 x 2.0 inch long hexhead bolt with a mating nut and cotter pin.
- 4.6.2 BALL LOCK PIN - Model 506266:** Removal of the ball lock pin permits the installation and removal of the Beamglide Trolley from the beam. This positive locking pin is 3/8 inch in diameter and is constructed of zinc-plated, high tensile alloy steel.

4.7 BEAMGLIDE TROLLEY ACCESSORIES AND COMPATIBLE ROSE PRODUCTS

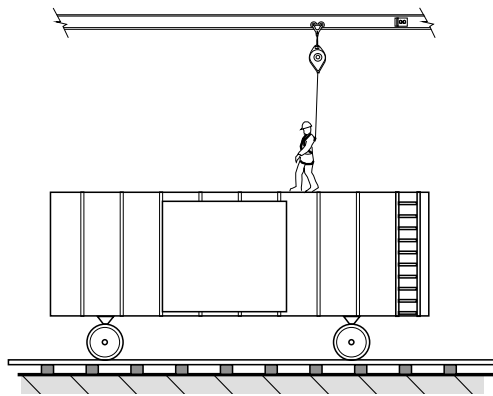
- 4.7.1 ROSE DYNA-LOCK® SELF RETRACTING LANYARD (SRL):** Various models. See separate instruction P/N 620747, 622617, or 622711.
- 4.7.2 ROSE DYNEVAC® SRL WITH EMERGENCY RESCUER:** Various models. See separate instructions P/N 620948.
- 4.7.3 ROSE DYNA-HOIST™ PERSONNEL/MATERIALS HOIST:** Various models. Side mounted or beam mounted configurations are compatible with BEAMGLIDE TROLLEY. See separate instructions P/N 621852.
- 4.7.4 ROSE DYNESCAPE™ DECENT CONTROL DEVICES:** Model 506416, Manual Descender; or Model 506262, Automatic Descender. See separate instructions P/N 621883 or 622081, respectively.
- 4.7.5 ROSE FALLBLOC™ FALL ARREST/EMERGENCY DESCENT SYSTEM:** Model 501500. See separate instructions P/N 621210.
- 4.7.6 ROSE CARABINERS:** Models 506298, 506308, 506572. See separate instructions P/N 622543.
- 4.7.7 ROSE TRAVEL STOPS:** Model 506379. Rose travel stops are sold in pairs and mount on the ends of the beam to prevent the Beamglide Trolley from traveling over the edge of the beam. Travel stops are constructed of steel with a rubber pad to protect the end of the trolley that reaches the travel stop.

5.0 BEAMGLIDE TROLLEY SELECTION AND APPLICATIONS

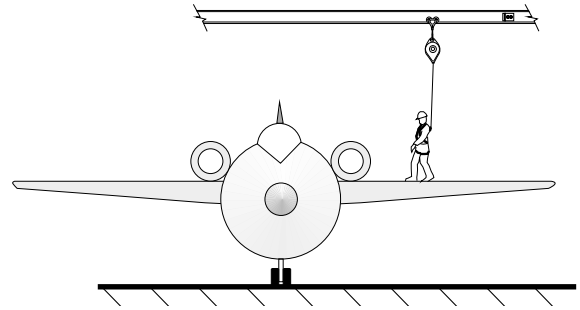
- 5.1 PURPOSE OF THE BEAMGLIDE TROLLEY:** The Beamglide Trolley is primarily a component of a personal fall arrest system, serving as a mobile anchorage connector. It may also be used for rescue, retrieval, personnel-riding and materials lifting/lowering, depending on the associated system components used together with the Beamglide Trolley.

Use of the Beamglide Trolley must comply with these User Instructions and, further, is subject to approval under the user's safety rules and regulations and by the user's safety director, supervisor, or a qualified safety engineer. Be certain the selection of an Beamglide Trolley is suited for the intended use and work environment. If there is any conflict between these User Instructions and other directives or procedures of the user's organization, do not use the Beamglide Trolley until such conflicts are resolved. Consult all local, state, and federal Occupational Health and Safety Administration (OSHA) requirements for personal safety equipment. Also refer to the latest revision of ANSI Z359.1 and ANSI A10.14 standards for more information on Carabiner and associated system components. In Canada, refer to provincial and federal regulations.

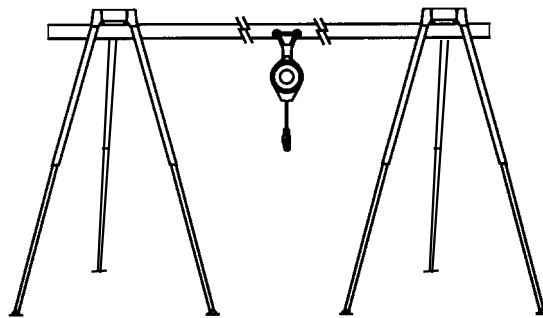
5.2 TYPICAL APPLICATIONS



BEAM OVERHEAD A RAILCAR



BEAM OVERHEAD AN AIRCRAFT



BEAM SLUNG BETWEEN TWO ROPODS

Note: Drawings not to scale.
Details not shown.

5.3 **USAGE LIMITATIONS:** The following application limitations must be considered and planned for before using the Beamglide Trolley.

5.3.1 **PHYSICAL LIMITATIONS:** The Beamglide Trolley is designed for use by one person with a combined total weight between 75 and 310 lbs (34 - 140 kg), including clothing, tools, and other user-borne objects, or materials up to 620 lbs (282 kg). Persons with muscular, skeletal, or other physical disorders should consult a physician before using. Pregnant women and minors must never use the Beamglide Trolley. Increasing age and lowered physical fitness may reduce a person's ability to withstand shock loads during fall arrest or prolonged suspension. Consult a physician if there is any question about physical ability to safely use this product to arrest a fall or suspend.

5.3.2 **CHEMICAL HAZARDS:** Acidic, alkaline, or other environments with harsh substances may damage the hardware elements and bearings of the Beamglide Trolley. If working in a chemically aggressive environment, consult Rose to determine suitability of use or special preventative measures which may be required. When working in the presence of chemicals, more frequent inspection of the Beamglide Trolley is required.

5.3.3 **HEAT:** Do not use this Beamglide Trolley in environments with temperatures greater than 185° F (85° C). Protect the device when used near welding, metal cutting, or other heat producing activities. Sparks and welding slag will damage the device and reduce its strength.

5.3.4 **CORROSION:** Do not expose the Beamglide Trolley to corrosive environments for prolonged periods. Organic substances and salt water are particularly corrosive to metal parts. When working in corrosive environment, more frequent inspection, cleaning, and drying of the Beamglide Trolley is required. See sections 9, 11, and 12 for cleaning and inspection details.

- 5.3.5 ELECTRICAL HAZARDS:** Use extreme caution when working near energized electrical sources. Metal hardware on the Beamglide Trolley and on other components connected to it will conduct electric current. Maintain a safe working distance [preferably at least 10 ft (3m)] from electrical hazards.
- 5.3.6 MOVING MACHINERY:** When working near moving machinery parts (e.g. conveyors, rotating shafts, presses, etc.), maintain a safe working distance from machinery which could entangle clothing, this product, or other components connected to it. Special care should be taken when working in the presence of overhead cranes. Prevent the path of the overhead crane from interfering with the Trolley and fall arrest equipment suspended from the Trolley.
- 5.3.7 I-BEAM ANCHORAGE:** The I-beam on which the Beamglide Trolley rider must be kept clean and free of gaps or obstructions that would prevent smooth travel along the entire length of the I-beam anchorage.
- 5.3.8 WEAR AND DETERIORATION:** Any Beamglide Trolley which shows signs of excessive wear, deterioration or aging must be removed from use and marked "UNUSABLE" until serviced or destroyed. See sections 11 and 12 for detailed inspection procedures.
- 5.3.9 IMPACT FORCES:** Any Beamglide Trolley which has been subjected to the forces of arresting a fall must be immediately removed from service and marked as "UNUSABLE" until destroyed or returned to Rose Manufacturing Company, or other person authorized in writing by Rose for inspection and repair.

5.3.10 GENERAL PRECAUTIONS:

- **Never install the trolley at such a low elevation** that the cable will make an angle greater than 30 degrees with the vertical by virtue of the expected horizontal movement of the user.
- **Do not cross over the line of another worker.** This can create a hazard because the movement of one person can unbalance the other. In the event of a fall by one person, there is a likelihood that the other person will be caused to fall as well. Entanglement of lines or line interference with the work of the other persons are additional hazards which are caused by crossing over lines of others.
- **Do not install the trolley where debris, contaminants or objects falling from above could lodge on top of the I-beam flange and limit trolley movement.**
- **Do not allow foreign matter to enter the wheels.** The wheels must always be free to turn. Avoid allowing dirt, grit, or any contamination into the wheels which would interfere with their rotation.
- **Exercise extreme caution when installing the Beamglide Trolley over a hazardous area such as chemicals or acid baths.** The use of a travel stop should be considered as a means of preventing entry into a hazard zone. Do not install if a hazard assessment reveals the potential for exposing the user to environmental or physical hazards.
- As a general precaution, travel stops must be placed on the I-beam at each end of the trolley path to prevent the trolley from traveling off the beam.

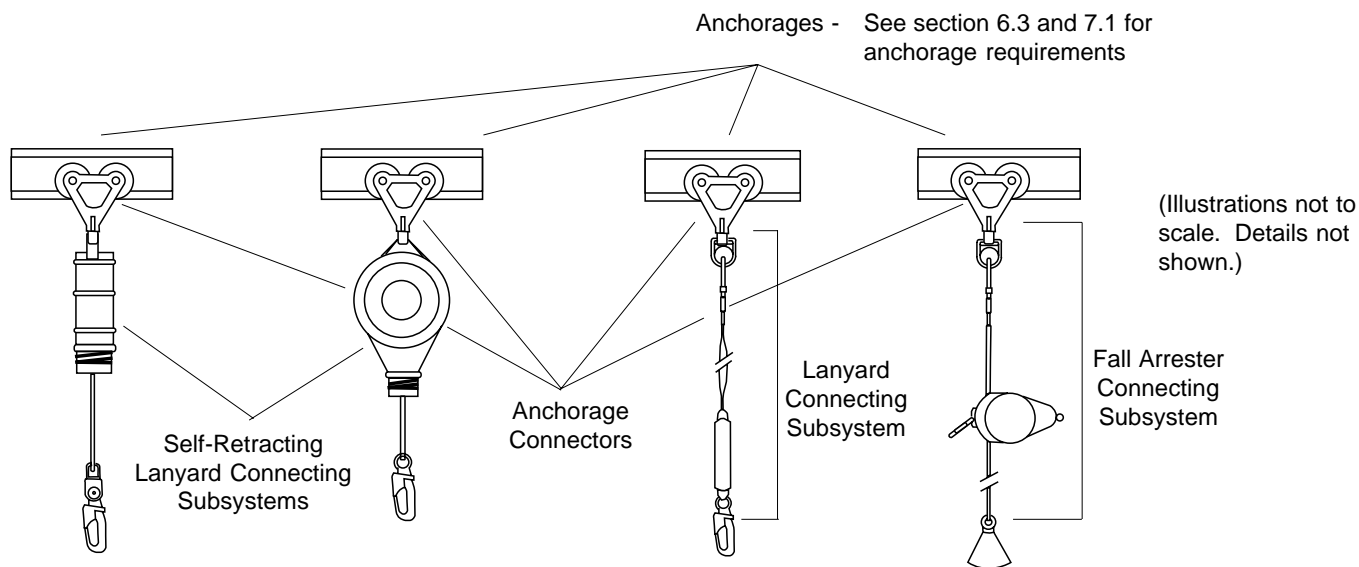
6.0 SYSTEMS REQUIREMENTS

The Beamglide Trolley is one component of multi-component systems. Without the other necessary components, the Beamglide Trolley serves no useful purpose. There are several different types of systems for use at heights and in confined spaces.

- 6.1 SYSTEMS TYPES:** Systems are classified according to their intended purposes. There are six classifications of systems which may be used individually or in some combinations. The six basic systems classifications are:

- Fall Arrest
- Climbing Protection
- Restraint
- Personnel-riding
- Rescue
- Evacuation

FALL ARREST SYSTEMS



6.1.1 FALL ARREST SYSTEMS: A fall arrest system is an assembly of components and subsystems, including the necessary connectors, used to arrest the user in a fall from a working height and suspend the user until rescue can be effected. A fall arrest system must always include a full body harness (such as the Rose Pullover Harness) and connecting means between the harness and an anchorage or anchorage connector. Such connecting means may consist of a lanyard, energy (shock) absorber, fall arrester (rope grab), lifeline, self-retracting lanyard or suitable combinations of these. **The Beamglide Trolley may be used in a fall arrest system.**

6.1.1.1 Lanyard Connecting Subsystem is the term applied to an assembly, including the necessary connectors, which is comprised of a lanyard and a shock absorber. The lanyard and shock absorber are usually permanently coupled together along with self-locking snaphooks at each end. The subsystem is attached between the fall arrest attachment (back D-ring) of the user's harness and an anchorage or anchorage connector.

6.1.1.2 Fall Arrester Connecting Subsystem is the term applied to an assembly, including the necessary connectors, which is comprised of a fall arrester (rope grab) and a vertical lifeline. Sometimes a lanyard or lanyard with integral shock absorber, including the necessary connectors, is connected to the rope grab. The vertical lifeline must have a lifeline tensioner (counterweight), a connector for anchoring it, and may have a shock absorber. The subsystem is attached between the fall arrest attachment (back D-ring) of the harness and an anchorage or anchorage connector. Fall arrester connecting subsystems are sometimes suitable for use in climbing protection systems. See section 6.1.2. Contact Rose for information on fall arrester connecting subsystems. **The Beamglide Trolley may be used in fall arrester connecting subsystems.**

6.1.1.3 Self-Retracting Lanyard Connecting Subsystem is the term applied to an assembly, including the necessary connectors, comprised of a self-retracting lanyard only or a self-retracting lanyard and added shock absorber at the point of attachment to the user's harness. The Rose Dyna-Lock® and Dynevac® are self-retracting lanyard connecting subsystems. The subsystem is attached between the fall arrest attachment (back D-ring) of the harness and an anchorage or anchorage connector. These subsystems are sometimes suitable for use in climbing protection systems. See section 6.1.2. **The Beamglide Trolley may be used in a self-retracting lanyard connecting subsystem.**

6.1.2 CLIMBING PROTECTION SYSTEMS: A climbing protection system is an assembly of components and subsystems, including the necessary connectors, used to arrest the user in a fall from a working height and suspend the user until rescue can be effected. Such systems are used for climbing ladders and structures that are designed for climbing. They may either be temporary (portable) or permanent. Temporary climbing protection systems are described in sections 6.1.1.2 and 6.1.1.3. Permanent climbing protection systems are ones of the rigid rail type such as the Rose Glideloc™ system. In those systems, a rigid rail is permanently attached to a fixed ladder or the structure to be climbed. A fall arrester device is attached to and glides on the rail to permit ascent and descent. It quickly locks in case of a fall. The Glideloc fall arrester is attached between the front attachment (chest D-ring) of the Rose Pullover Harness and the fall arrester by use of a carabiner. Contact Rose for more information about Glideloc climbing protection systems. **The Beamglide Trolley is not suited for use in conjunction with and connected to the fall arrester of a permanent climbing protection system.**

6.1.3 RESTRAINT SYSTEMS: A restraint system is an assembly of components and subsystems, including the necessary connectors, used to:

- (a) Stabilize and partially support the user at an elevated work location and allow free use of both hands. This type of restraint system is referred to as a work positioning system, or simply, a positioning system.
- (b) Restrict the user's motion so as to prevent reaching a location where a fall hazard exists. This type of restraint system is referred to as a travel restriction system.

A positioning system includes the user's harness and connecting means between the harness and an anchorage or anchorage connector. Such connecting means usually consists of a positioning lanyard which is connected to both hip D-rings of the harness and wraps around or connects to an anchorage or anchorage connector. A positioning system must always be backed up by a fall arrest system. A travel restriction system consists of the user's harness and a fixed length or adjustable length lanyard connected between any one of the harness D-rings and an anchorage or anchorage connector.

The Beamglide Trolley is generally not used as an anchorage connector in a restraint system.

6.1.4 PERSONNEL-RIDING SYSTEMS: A personnel-riding system is an assembly of components and subsystems, including the necessary connectors, used for lifting and lowering a worker to and from a workstation which is not accessible by other preferred means, and potentially for positioning the worker while at that workstation. Personnel-riding systems are of two general types, namely: (a) the mobile supported aerial platform type (e.g. manually- and self-propelled platforms and vehicle-mounted platforms), and (b) suspended personnel hoisting type (e.g. suspended scaffolds, suspension seats, and suspension harnesses). When working on mobile supported aerial platforms, the user should use a restraint system (see section 6.1.3) anchored to the platform to provide restraint against falling from the platform. When working with the suspended personnel hoisting type of system, the user should use a back-up fall arrest system of either the self-retracting lanyard type or the fall arrester (rope grab) type. Contact Rose for separate instructions on equipment used in personnel riding systems. **The Beamglide Trolley may be used as part of a suspended type personnel-riding system..**

6.1.5 RESCUE SYSTEMS: A rescue system is an assembly of components and subsystems, including the necessary connectors, used for moving an incapacitated or isolated person from a hazardous place to a safe place under alert or emergency conditions. An isolated person is one who has no available means of access to a safe place or is physically stranded or trapped. Rescue systems require actions of specially trained rescuers to effect the rescue of the incapacitated or isolated person. **The Beamglide Trolley may be used in rescue systems in conjunction with other compatible Rose hoisting and fall protection equipment.**

6.1.6 EVACUATION SYSTEMS: An evacuation system is an assembly of components and subsystems, including the necessary connectors, employed by the user to move, unassisted by others, from a hazardous place to a safe place under alert or emergency conditions. An evacuation system consists of the user's harness and connecting means between the harness and an anchorage or anchorage connector. Such connecting means may consist of: (a) the Rose Dynescape™ Automatic Descender, (b) the Rose Dynescape™ Manual Descender, or (c) the Rose Fallbloc™ System. See the separate instructions for this equipment. **The Beamglide Trolley is generally not used in evacuation systems.**

6.1.7 COMBINATIONS OF SYSTEMS: Systems for fall arrest, restraint, climbing protection, personnel-riding, rescue and evacuation are often used in various combinations. For example, positioning type restraint systems must be backed up by a separate and independent fall arrest system. Hands-on training is required to obtain the necessary information and skills needed to work with combinations of systems. Refer to the separate instructions accompanying the several components and subsystems necessary to make up these systems.

6.2 COMPATIBILITY OF SYSTEM PARTS

6.2.1 COMPATIBILITY OF COMPONENTS AND SUBSYSTEMS: Rose Beamglide Trolleys are designed to be used with other Rose-approved products. Use of the Beamglide Trolley with products made by others that are not approved in writing by Rose may adversely affect the functional compatibility between system parts and the safety and reliability of the complete system. Connecting subsystems must be suitable for use in the application (e.g. fall arrest, self retracting lanyard, personnel-riding or rescue). Contact Rose with any questions regarding compatibility of equipment used with the Beamglide Trolley.

6.2.2 COMPATIBILITY OF CONNECTORS: Connectors, such as D-rings, snaphooks, and carabiners, must be rated at 5,000 lbf. (22 kN) minimum capacity. Rose connectors meet this requirement. Connecting hardware must be compatible in size, shape, and strength. Non-compatible connectors may accidentally disengage ("rollout"). Always verify that the connecting element is compatible with the hanger bracket of the Beamglide Trolley.

6.3 ANCHORAGES AND ANCHORAGE CONNECTORS: An anchorage is generally a fixed structural member such as a beam, girder, column, floor, or wall. Anchorages and anchorage connectors for personal fall arrest systems must have a strength capable of supporting a static load, applied in directions permitted by the system, of at least: (a) 3,600 lbf (16 kN) when certification exists, or (b) 5,000 lbf (22.2 kN) in the absence of certification. See ANSI Z359.1 for definition of certification. When more than one personal fall arrest system is attached to an anchorage, the anchorage strengths set forth in (a) and (b) must be multiplied by the number of systems attached to the anchorage. See ANSI Z359.1, section 7.2.3. This requirement is consistent with OSHA requirements. In addition, it is recommended that the user of personal fall arrest systems refer to ANSI Z359.1, section 7, for important considerations in equipment selection, rigging, use, and training.

7.0 PLANNING THE USE OF SYSTEMS

Perform the hazard identification and evaluation described in section 3 of these instructions. Then plan the system(s) before starting work. Consider all possible paths of user movement and all factors that could affect the user's safety before, during, and after a fall anywhere along these paths. A qualified person must select the components, materials, anchorage, and anchorage connectors to match the system application, the work, workplace hazards, and the environment. Consider the following points when planning the system(s).

7.1 ANCHORAGE AND ANCHORAGE CONNECTOR SELECTION: Determine the necessary locations of anchorages to assure that the user will be continuously connected when exposed to hazards of falling. Select anchorages that are stable and have the strength required by section 6.3 of these instructions. Carefully select the locations of the anchorages to: (a) reduce possible free fall distance, (b) prevent swing fall hazards, and (c) provide clear space in the potential fall paths to avoid striking an object. Do not select anchorage locations that will require the user to work above them as this will increase the potential free fall and total fall distances. Plan the types of anchorage connectors that will need to be selected and refer to the instructions for same.

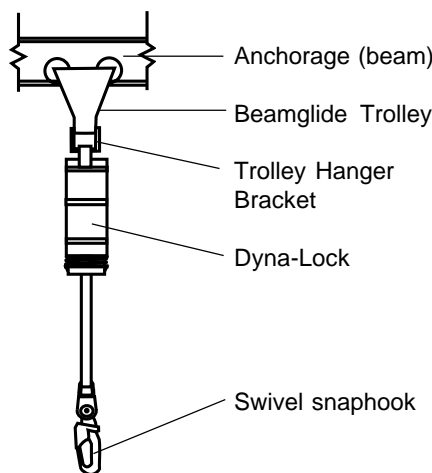
The beam anchorage is the most fundamental element of a fall arrest system. The trolley support beam must be capable of supporting 5,000 lbf (22.2 kN) for each trolley on the support beam. This load rating can be reduced to 3600 lbf (16 kN) only if the personal fall arrest system is designed, installed and used under the supervision of a qualified person.

7.1.1 COMPATIBILITY WITH I-BEAMS: The Beamglide Trolley is designed and built to fit both standard and wide flange beams (S-type and W-type). The specified beam that matches each trolley is stamped on the steel cross bar. Refer to Table 1 in section 1.0 for a list of beam specifications. If the Beamglide Trolley is to be used on beams which have been joined together end to end, the joint on the upper surface of the lower flange needs to be filled with weld and ground flush to allow the trolley wheels to pass over the joint without obstruction.

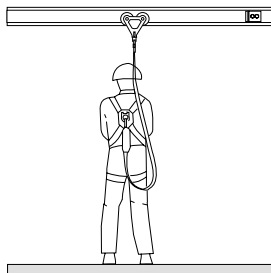
⚠ CAUTION

Install the Beamglide Trolley only on beams of the specified size and weight.

7.1.2 THE BEAMGLIDE TROLLEY HANGER BRACKET: The Beamglide Trolley hanger bracket is compatible with the Rose Dyna-Lock and Dynevac mounting handle and needs no additional connectors.



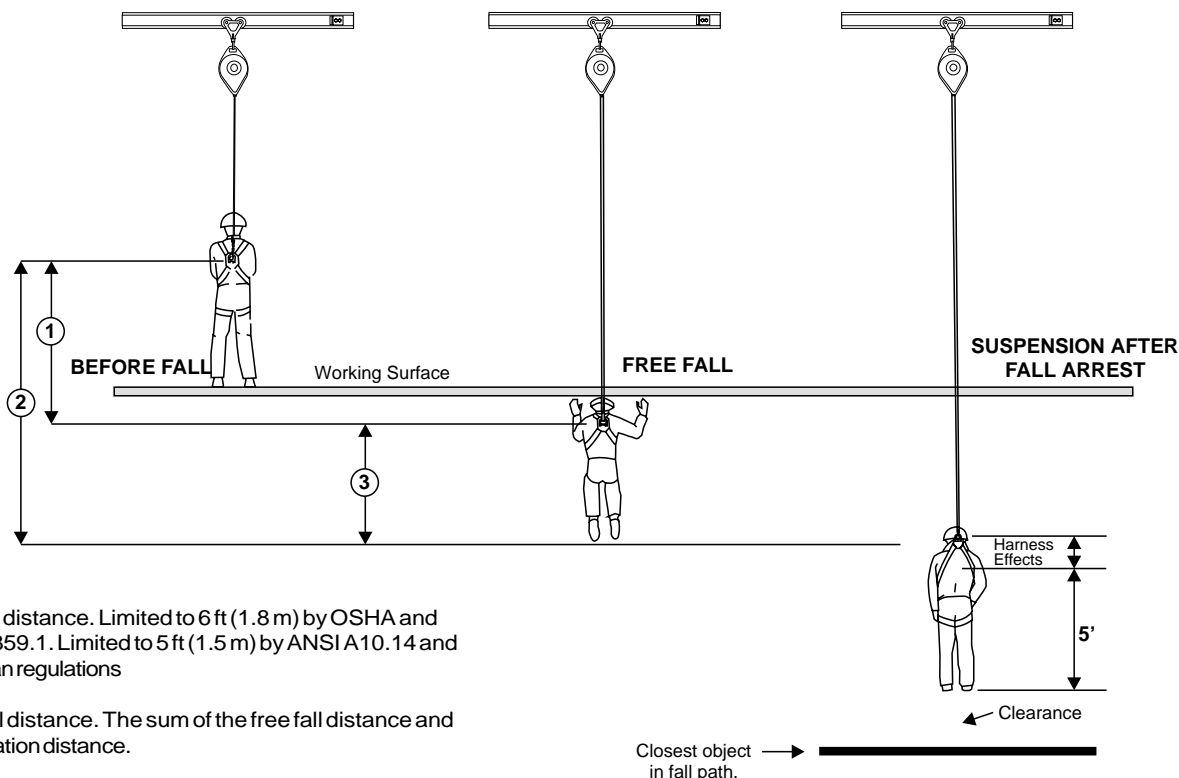
- 7.1.3 CARABINER:** The Rose carabiner (Model 506572, 506259 or 506308) may be used as an intermediate anchorage connector with the Rose Beamglide Trolley. Rose carabiners are rated at 5,000 lbf (22.2 kN) minimum breaking strength. These carabiners each have self-locking gates and sufficient opening size to permit coupling to the Beamglide Trolley hanger bracket. Refer to the Rose Carabiner User Instructions (P/N 622543).



- 7.1.4 TAG LINE:** In some applications, the Rose Beamglide Trolley may be installed in conjunction with a self-retracting lanyard at a height above the user which makes the self-retracting lanyard inaccessible to the user at working level. A Rose Tag Line (P/N 505292) attaches to the self-retracting lanyard snaphook and hangs down to the working level. The tag line can then be used to pull the self-retracting lanyard snaphook down to make connection to the user's fall arrest attachment element (back D-ring). The tag line is removed when working and replaced onto the self-retracting lanyard snaphook when not in use.

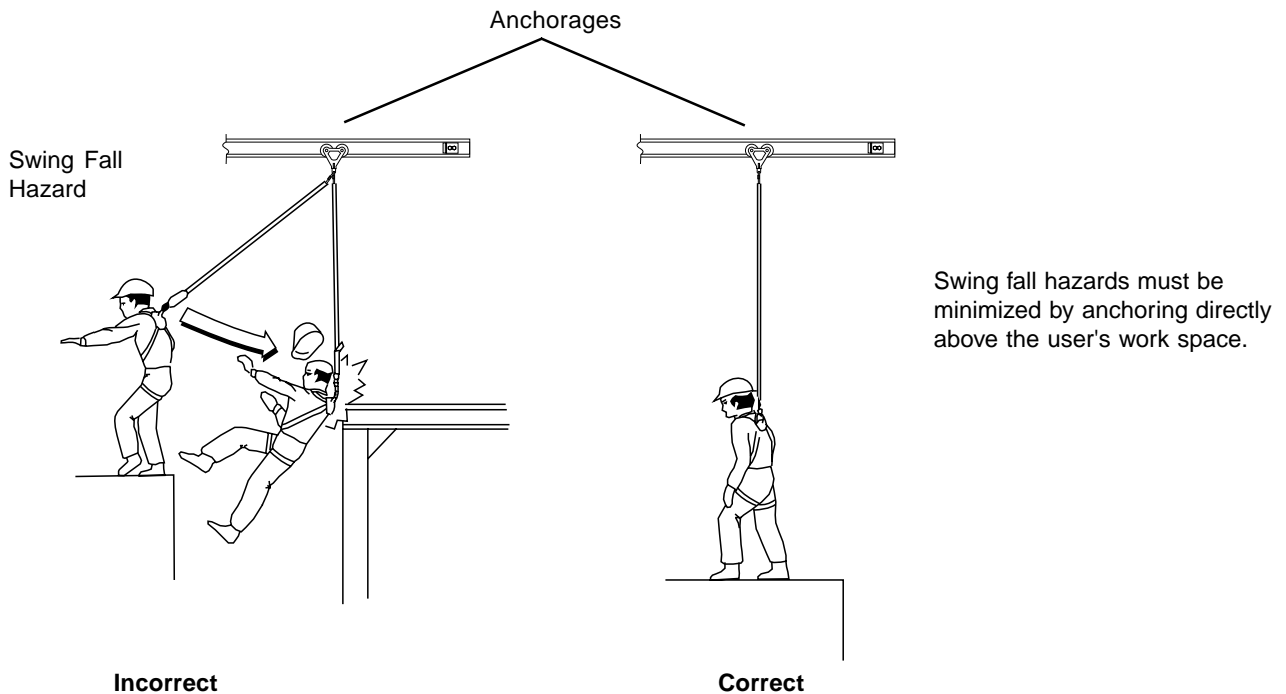
- 7.1.5 SPECIAL ANCHORING ARRANGEMENTS:** It is possible that a special anchorage may need to be fabricated and installed at the workplace. It is also possible that special anchorage connection means may be necessary. Furthermore, special precautionary measures may need to be developed and implemented in differing situations in order to properly install and use the device. These special measures may include, but are not limited to, use of barriers, warning devices, work procedures, tests, and special instructions to work supervisors and users. Any specialized anchoring arrangement, as well as development of specialized precautionary measures, must only be carried out under supervision of a qualified person.

- 7.2 FREE FALL DISTANCE, TOTAL FALL DISTANCE, AND SYSTEM ELONGATION:** Personal fall arrest systems must be selected and rigged to ensure that potential free fall distances will never exceed 6 ft (1.8 m) as required by OSHA and ANSI Z359.1. [In Canada, free fall distance is limited to 5 ft (1.5 m) by regulation. ANSI A10.14 also restricts free fall distance to 5 ft (1.5 m)]. Total fall distance is the sum of free fall distance and deceleration distance. Dynamic elongation of the system (temporary elastic stretch of connecting components and subsystems) must be included in the total fall distance and the user must allow for clearance.



- ① Free fall distance. Limited to 6 ft (1.8 m) by OSHA and ANSI Z359.1. Limited to 5 ft (1.5 m) by ANSI A10.14 and Canadian regulations
- ② Total fall distance. The sum of the free fall distance and deceleration distance.
- ③ Deceleration distance. Must not exceed 3.5 ft (1.1 m).

- 7.3 USER MOVEMENTS:** Identify all necessary movements of the user and the materials and equipment needed to perform the planned work. Plan for avoidance of the crossing or tangling of connecting subsystems of two or more workers. Anticipate user movements that might introduce hazards of the connecting subsystem passing under, about, or between body parts or invite the user to clamp, knot, or otherwise prevent the connecting subsystem from functioning properly. Establish controls to prevent these occurrences.
- 7.4 PENDULUM (SWING) FALLS:** Swing falls can occur when the system is not anchored directly above the user. The force of striking an object in a pendular motion can cause serious injury. Always minimize swing falls by working as directly below the anchorage point as possible.



- 7.5 CLEAR SPACE IN FALL PATH:** Make certain that enough clearance is available in all potential fall paths to prevent striking an object. The amount of clearance needed depends upon the location of the anchorage. Allow at least 40 in (1m) below the user and within a radius of 6 ft (1.8 m). This allows for some horizontal motion during the fall even if there is no swing fall possible.
- 7.6 HAZARDS IDENTIFIED IN WORKPLACE ASSESSMENT:** All hazards of the type set forth in section 3 of these instructions must be addressed and suitable controls planned and implemented. Contemplate and verify that for the entire length of travel hazards have been identified and addressed, and controls have been planned and implemented.
- 7.7 RESCUE AND EVACUATION:** The user must have a rescue plan and the means at hand to implement it. The plan must take into account the equipment and special training necessary to effect prompt rescue under all foreseeable conditions. If the rescue be from a confined space, the provisions of OSHA regulation 1910.146 and ANSI Z117.1 must be taken into account. Although a rescue plan and the means to implement it must always be in place, it is a good idea to provide means for user evacuation without assistance of others. This will usually reduce the time to get to a safe place and reduce or prevent risk to rescuers.

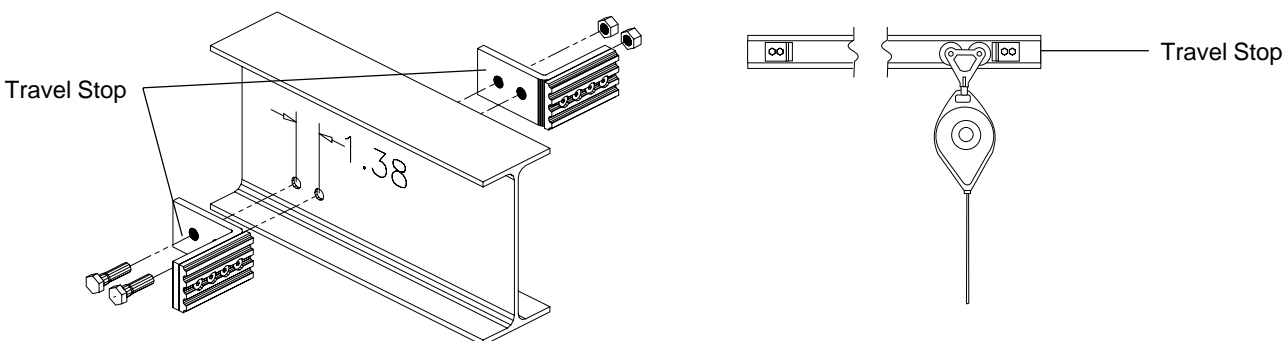
8.0 INSTALLATION AND USE

- 8.1 BEAMGLIDE TROLLEY INSPECTION BEFORE EACH USE:** Inspect the Beamglide Trolley to verify that it is in usable condition. Be sure all bolts, nuts and cotter pins are correctly in place. Inspect for bends or cracks that could occur during mishandling in shipment. Inspect wheels to be sure all turn freely and are fully lubricated. Set the trolley wheels down on a flat surface to be sure all wheels come in contact with the surface. See section 11 for inspection details. Do not use a trolley if inspection of it reveals an unsafe condition.

8.2 INSTALLATION:

8.2.1 INSTALLATION OF TRAVEL STOP: Travel stops must be installed prior to trolley installation. To install travel stops, drill two (2) 1/2" diameter holes through the I-beam, 1 1/2" above the inside edge of the lower flange, 1 3/8" apart as shown in the figure below.

Care must be taken to install travel stops at the correct locations. The travel stops must be installed in pairs on either side of the beam web and at each end of the beam.



8.2.2 BEAMGLIDE TROLLEY INSTALLATION: Prior to installation, inspect the trolley I-beam to be sure it is free from cracks, bends, weld spatter, obstructions and fallen objects. Be sure all weld joints are ground smooth and are free from slag or pits and are dimensionally unaltered. Inspect beam to be sure that end stops have been installed and are correctly located to prevent the trolley from traveling off of the end of the beam.

Installation of the trolley is accomplished when the four (4) wheels of the trolley are seated squarely on the inside lower flange of the specified I-beam and all hardware is firmly in place.

8.2.2.1 MODEL 506266 (BALL LOCK PIN) INSTALLATION

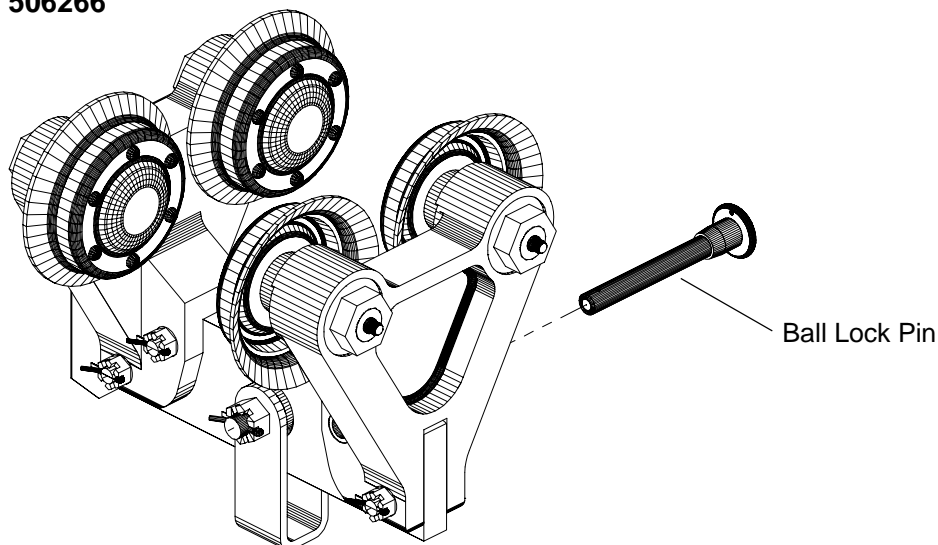
Step 1: Remove ball lock pin from the aluminum housing and pivot the housing outward.

Step 2: Raise the trolley wheels over the beam flange and pivot the housing back to its innermost position.

Step 3: Re-insert the ball lock pin.

Step 4: Inspect to be sure all four (4) wheels contact the beam flange squarely.

BeamGlide Trolley Model No. 506266



8.2.2.2 MODEL 506252 (RED HEAD BOLT) INSTALLATION

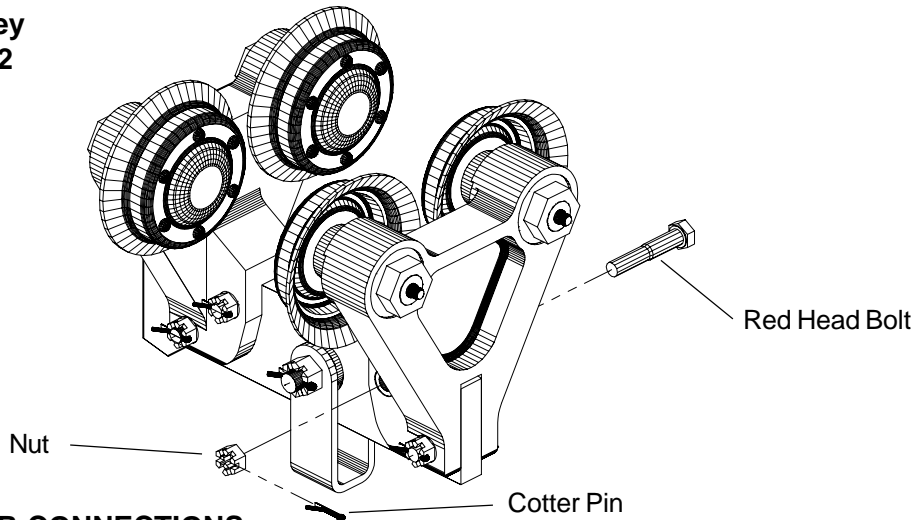
Step 1: Remove 3/8" red head bolt from the aluminum housing and pivot the housing outward. Be sure to avoid dropping the bolt, nut and cotter pin to area below.

Step 2: Raise the trolley wheels over the beam flange and pivot the housing back to its innermost position.

Step 3: Re-insert the red bolt and securely tighten the slotted nut and reinstall the cotter pin..

Step 4: Inspect to be sure all four (4) wheels contact the beam flange squarely.

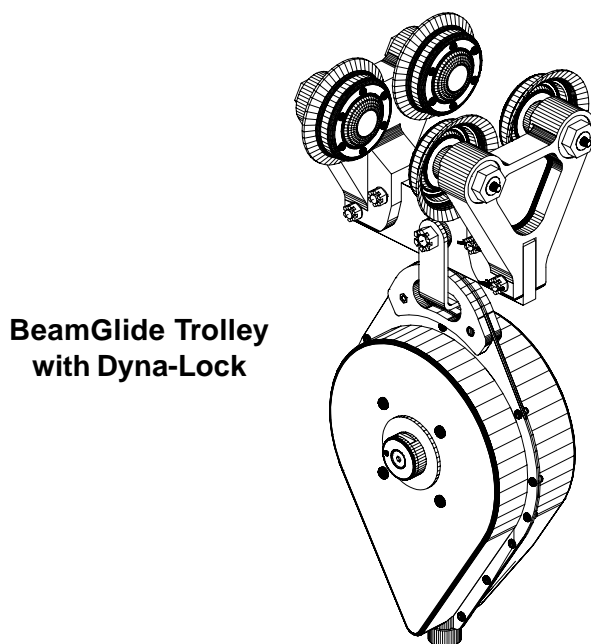
**BeamGlide Trolley
Model No. 506252**



8.3 MAKING PROPER CONNECTIONS

8.3.1 USE OF THE HANGER BRACKET: The hanger bracket can be attached directly to the Rose Dyna-Lock and Dynevac without the use of intermediate connectors. Begin by disassembling the bolt from the hangar bracket. Then slip the hanger bracket through the mounting bracket of the Dyna-Lock or Dynevac. Finally, reassemble the hanger bracket to the trolley, being sure to verify that the nut, washers and cotter pin are in place.

To attach a Rose self-locking snaphook to the BeamGlide trolley, an intermediate connector, such as the D-ring (P/N 620599) must be used. The hanger bracket passes through the slot of the D-ring. The snaphook connects to the circular ring.



8.4 USAGE: Link the user's personal fall arrest subsystem to the Beamglide Trolley before entering the fall hazard zone. Once connected to the Beamglide Trolley, remain as close as possible to the area directly beneath the overhead beam to reduce possible swing hazards. When using an adjustable length lanyard, reduce lanyard length to the shortest distance practical. During user movement, the Beamglide Trolley will trail behind the user and impose a slight drag on the connecting lanyard.

9.0 CARE, MAINTENANCE, AND STORAGE

9.1 CLEANING INSTRUCTIONS: To clean, periodically use a clean, damp (not wet) cloth to remove dirt or contamination which may cause corrosion or hamper readability of labels. Wipe off any moisture before returning the device to service. The frequency of cleaning should be determined by inspection and by severity of the environment. In highly corrosive environments cleaning should be done every two or three days. Do not use solvents to clean the Beamglide Trolley as they may break down the wheel-bearing lubricant. Don't use abrasives to scour the Beamglide Trolley as they may damage the plating. To remove oil or grease, use a mild dishwasher detergent on a damp cloth or sponge and follow by repeated swabbing with a clean damp cloth to remove all soap residue. Never immerse the product in water or other liquid.

9.2 MAINTENANCE AND SERVICE: Routine maintenance should include keeping beam flanges clean and beam joints in proper alignment at all times. Trolley wheels must be kept clean and properly lubricated with Mobile Temp SHC 32 or equivalent lubricant at all times. Be careful to prevent the Beamglide Trolley from dropping as the wheels could bend causing the unit to roll improperly on the beam flange, or the casting could become damaged which may cause further damage when placed under a load. If the Beamglide Trolley is dropped, a complete inspection is necessary to determine that all parts and pieces are undamaged. Follow the inspection procedures outlined in section 11.2.

Proper maintenance of the device requires return of the unit to Rose Manufacturing Company at any time that inspection suggests the need to remove the unit from use. The user must never attempt to repair or alter the unit. There are no internal parts which are serviceable or replaceable by the user.

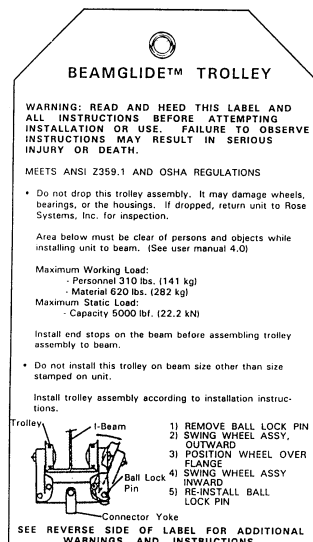
9.3 STORAGE: Store the device in a clean, dry place indoors. If lengthy storage is required, lubricate wheels and place entire unit in a suitable storage container. Store the product away from heat and steam and never allow it to rest for lengthy periods of time on concrete or ash floors as the lime sulfur and ash can cause corrosion.

10.0 MARKINGS AND LABELS

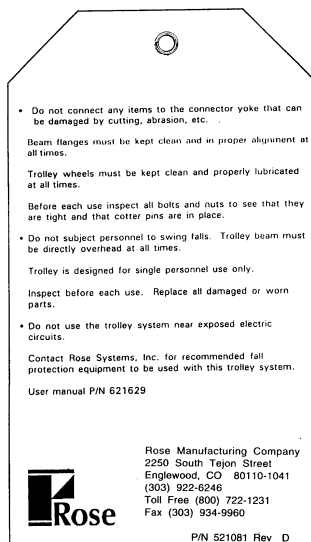
10.1 LABELS: The following labels must be present, legible, and securely attached to the Beamglide Trolley. See section 4 for location of labels.

MODEL 506252

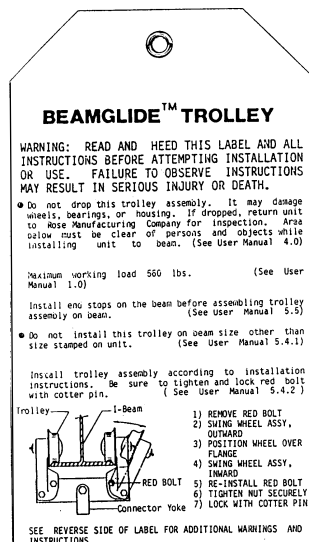
MODEL 506266



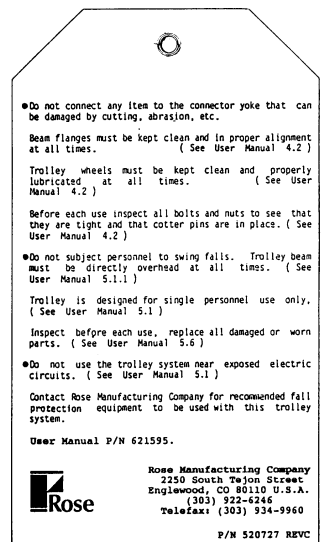
Front of Label



Back of Label



Front of Label

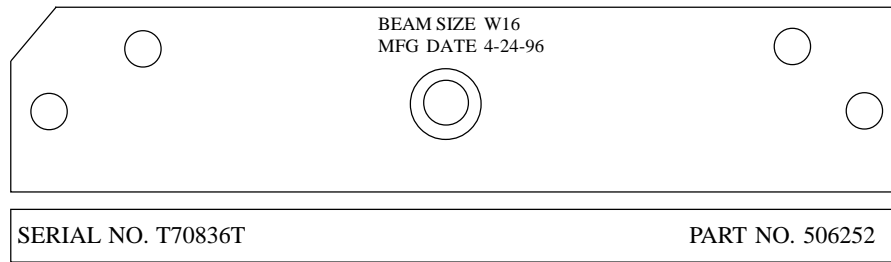


Back of Label

TROLLEY
CROSS BAR

SIDE

BOTTOM



11.0 INSPECTION BEFORE EACH USE

- 11.1 INSPECTION FREQUENCY:** The Beamglide Trolley must be inspected by the user before each use. Additionally, it must be inspected by a competent person other than the user at intervals of no more than six months. The competent person inspection is referred to as Formal Inspection. See section 12 for Formal Inspection procedures.

CAUTION

If the Beamglide Trolley has been subjected to fall arrest or impact forces, it must be immediately removed from service and marked as “UNUSABLE” and returned to Rose, or a person authorized in writing by Rose, for inspection and repair.

- 11.2 PROCEDURE FOR INSPECTION BEFORE EACH USE:** Perform the following steps in sequence. If in doubt about any inspection point, consult Rose or a competent person who is qualified to perform Formal Inspection as set forth in section 12.

- Step 1:** Inspect the Beamglide Trolley labels to verify that they are present and legible. See section 4 for location of labels. See section 10 for the specific labels that should be present and the information contained thereon. Check the Formal Inspection Log to be sure a Formal Inspection has been performed within the last six months. If the Log does not indicate that a Formal Inspection has been performed within the last six months, or if any labels are missing or illegible, remove the device from use and mark it as “UNUSABLE” until a Formal Inspection is performed by a competent person.
- Step 2:** Arrange the Beamglide Trolley so the parts to be inspected are readily visible. Perform a visual inspection of the trolley wheels, castings, cross bar and hanger bracket.
- Step 3:** On Model 506266 verify that the ball lock pin is present. On Model 506252 verify that the red head bolt, nut and cotter pin are present. Inspect all bolts and nuts to verify that they are tight and that the cotter pins are in place.
- Step 4:** Verify that the trolley wheels are engaged on the flange of the I-beam and that the trolley travels smoothly across the beam. Inspect and verify that there are no obstructions in the path of the trolley along its entire length of travel.

- 11.3 CORRECTIVE ACTION:** When inspection reveals signs of inadequate maintenance, the Beamglide Trolley must be immediately removed from service and marked as “UNUSABLE” until destroyed or subjected to corrective maintenance. For final disposition, submit the Beamglide Trolley to a competent person who is authorized to perform Formal Inspection. If there is any question as to reliability, contact Rose, or a service center authorized in writing by Rose, before further use of the device.

CAUTION

Only Rose or parties with written authorization from Rose may make repairs to the Beamglide Trolley.

12.0 FORMAL INSPECTION LOG

- 12.1 FORMAL INSPECTION FREQUENCY:** The Beamglide Trolley must be formally inspected by a competent person other than the user at intervals of no more than six months. (The qualifications of a competent person are established by OSHA.) If the product is exposed to severe working conditions, more frequent formal inspections may be required. The frequency of inspection by a competent person should be established by the user's organization based on such factors as the nature and severity of workplace conditions, modes of use, and exposure time of the equipment. The competent person should perform a methodical and thorough visual and tactile inspection by following the inspection procedure in section 12.3. The inspection results should be recorded in the Formal Inspection Log and retained for reference. The user should never record this data; however, the user should check it before each use to be sure a Formal Inspection has been performed within the last six months.
- 12.2 CONTROL OF EQUIPMENT:** The user's organization should establish and enforce a policy and procedure whereby any Beamglide Trolley that is found to be defective, damaged, or in need of maintenance be immediately removed from use, marked as "UNUSABLE" and immediately thereafter submitted to custody of the competent person responsible for Formal Inspection. This has the benefits that: 1) defective equipment is secured from further use until proper action is taken; 2) uniform standards are applied for determining whether the equipment is acceptable or not acceptable for further use; 3) uniform methods of cleaning and other maintenance are applied; and 4) there is a central point for evaluation of conditions that may be recurring and require preventive measures such as coordination with the equipment manufacturer, selection of alternate equipment, additional training of equipment users, or changes to the workplace conditions.
- 12.3 FORMAL INSPECTION PROCEDURE:** The Formal Inspection Procedure is similar to the user's inspection before each use described in section 11. However, it differs in three important respects, namely: 1) it is performed by a competent person other than the user who is trained and authorized to perform Formal Inspection for the user's organization; 2) it is more detailed and is methodically recorded on a Formal Inspection Log that is kept on file for future reference; and 3) it results in final disposition of the equipment as either "acceptable" (indicated by the formal inspector recording the current month/year in the Formal Inspection Log), or as "not acceptable" followed by destruction of the product, or returning it to Rose or a person authorized in writing by Rose, for repair.

There are three forms that are important to the Formal Inspection Procedure. They are the Formal Inspection Diagram ("DIAGRAM"), the Formal Inspection Log ("LOG"), and the Formal Inspection Checklist and Codes ("CHECKLIST"). These forms relate and refer to each other so it is necessary to understand their purposes and uses before discussing the inspection procedure.

- 12.3.1 DIAGRAM:** This is a drawing of the Beamglide Trolley. It has numbered callouts of the parts. The numbers called out in the DIAGRAM correspond to those shown on the column titled "INSP. POINT" (inspection point) on the LOG.
- 12.3.2 LOG:** This is the form to be used to record observations made during the Formal Inspection. The Model No., Serial No., and Date Made are recorded by the inspector from the identification label. The formal inspector's name and the inspection date are entered by the inspector. The "Disposition" entry is the last entry made on this form after all observations have been recorded. The entry is either "Acceptable" ("PASS") or "Not Acceptable" ("FAIL"). The columns on the LOG are as follows:

INSP. POINT - Inspection point. The Beamglide Trolley part designated in the callouts on the DIAGRAM.

DESCRIPTION - Name of the Beamglide Trolley inspection point. There are three broad categories of inspection points, namely, fabric parts, metallic parts, and plastic parts. There are sub-categories under these three main categories.

QTY/BGT - Quantity per Beamglide Trolley. This is the number of inspection points on each Beamglide Trolley which must be inspected. Note that the quantity of certain items will vary between models and that some items are not present on all models.

COND. - Condition. The condition of the Beamglide Trolley part is indicated here by entry of the appropriate Condition Code shown on the CHECKLIST (e.g. M1, P4, etc.). Alternatively, the inspector may simply enter "FAIL" if a defective condition exists and make no entry if no defect exists.

OVERALL ASSESS. - Overall assessment. The inspector's evaluation of the overall acceptability or non-acceptability of the part category (i.e. metallic, plastic). The appropriate Overall Assessment Code defined on the CHECKLIST is entered here (e.g. MA, PN). Alternatively, the inspector may simply enter "FAIL" if a defective condition exists and make no entry if no defect exists.

COMMENTS - Indicate pertinent inspector observations here.

12.3.3 CHECKLIST AND CODES: This is a table which categorizes the different types of Beamglide Trolley parts into broad categories (e.g. metallic, plastic). For each of these categories the formal inspector checks the Beamglide Trolley parts for each of the associated conditions (e.g. abrasion, wear, etc.). The codes for the detected conditions are entered in the Condition column of the LOG (e.g. M0, P1, etc.). Overall assessment codes are given, along with the criteria for assigning them, so the inspector can decide if the Beamglide Trolley is acceptable or not acceptable for further use (e.g. MA, PN). Alternately, instead of using these codes, the inspector may simply enter "FAIL" if a defective condition exists and make no entry if no defect exists.

12.3.4 FORMAL INSPECTION PROCEDURAL STEPS:

- Step 1:** Record on the LOG the Model No., Serial No., and Date Made information shown on the product. Record the inspector's name and inspection date.
- Step 2:** Arrange the Beamglide Trolley so the parts to be inspected are readily visible.
- Step 3:** Starting with the metallic category of parts shown on the LOG, inspect each part (inspection point) one at a time. Refer to the DIAGRAM for identification of each inspection point. Each part must be inspected for the possible presence of the conditions shown on the CHECKLIST. Enter in the Condition column on the LOG the proper Condition Code (listed on the CHECKLIST) or "FAIL" if a defect exists. If there is any question whether the product condition has materially changed since the last Formal Inspection, retrieve and review the prior Formal Inspection records for the specific product.
- Step 4:** Repeat Steps 2 and 3 for the plastic categories of part types.
- Step 5:** Inspect lubrication of each wheel and the lubrication fittings.
- Step 6:** Inspect the function of each of the four (4) trolley wheels.
- Step 7:** Inspect the operation of the trolley pivot point.
- Step 8:** Determine whether the part (inspection point) is acceptable or not acceptable. If an inspection point has a defective condition, enter in the Overall Assessment column of the LOG the proper code taken from the CHECKLIST (e.g. MN, PN) or simply "FAIL."
- Step 9:** Determine disposition of the Beamglide Trolley. If in Step 5 it has been determined that the Beamglide Trolley is not acceptable, enter "N" or "FAIL" in the Disposition space on the LOG. In addition, a notation should be made in this space as to whether the Beamglide Trolley is to be destroyed, returned to manufacturer/distributor, etc.
- Step 10:** If in Step 5 it has been determined that the Beamglide Trolley is acceptable for further use, enter "A" or "PASS" in the Disposition space on the LOG.
- Step 11:** File the LOG for future reference.

12.4 FORMAL INSPECTION CHECKLIST AND CODES

TYPE OF PART INSPECTED	CONDITION	COND. CODE	OVERALL ASSESSMENT CODE	LEGEND
Metallic	Deformed/fractured Corroded/deep pits Missing/loose Heat exposure Chemical exposure Burns/sharp edges Cuts/deep nicks Malfunction Other No visible change	M1 M2 M3 M4 M5 M6 M7 M8 M9 M0	MA - (Metallic acceptable) MN - (Metallic not acceptable)	DISPOSITION: A - (Acceptable) N - (Not acceptable) Enter "A" (or "PASS") or "N" (or "FAIL") in Disposition blank on Formal Inspection
Plastic	Cut/broken/deformed Wear/ damage Missing/loose Burns/heat exposure Chemical exposure Other No visible change	P1 P2 P3 P4 P5 P6 P0	PA - (Plastic acceptable) PN - (Plastic not acceptable)	Criteria for disposition of "N" (Not acceptable): If there is one or more Overall Assessment Code of "N" type (e.g. MN, PN, LN, WN, or VN).
Lubrication	Gummy Discolored Lube. fittings not in place Non-existent/not sufficient quantity Other No visible change	L1 L2 L3 L4 L5 L0	LA - (Lubrication acceptable) LN - (Lubrication not acceptable)	
Wheels	Deformed/fractured Corroded/deep pits Missing/loose Do not move freely Do not roll in unison Other No visible change	W1 W2 W3 W4 W5 W6 W0	WA - (Wheels acceptable) WN - (Wheels not accept- able)	
Pivotable	Does not swing freely Does not swing to clear flange of beam Other No visible change	V1 V2 V3 V0	VA - (Pivot acceptable) VN - (Pivot not acceptable)	

12.5 FORMAL INSPECTION LOG FOR ROSE BEAMGLIDE TROLLEY

SAMPLE - Model 506266 Ball Lock Pin

Model No.: 506266 Inspector: J.W. Doe
 Serial No.: T01001T Inspection Date: 12/15/97
 Date Made: 5/27/97 Disposition: See item 7, return to Rose

INSP. POINT	DESCRIPTION	QTY/DL	COND (a)	OVERALL ASSESS. (a)	COMMENTS
METALLIC PARTS					
1	Cross bar	1	M0	MA	<i>Some wear - Minor.</i>
2	Housing	2	M0	MA	
3	Wheels	4	M0	MA	
4	Wheel jam nut and spring pin	4	M0	MA	
5	Hanger bracket	1	M0	MA	
6	Bolts, nuts, cotter pins	1	M0	MA	<i>Bolt & nut missing</i>
7	Ball lock pin with lanyard	1	M3	MN	
8	Bolts, nuts	3	M0	MA	
PLASTIC PARTS					
9	Labels	1	P0	PA	
10	Bushing	1	P0	PA	
FUNCTIONAL CHECKS					
N/A	Lubrication	N/A	L0	LA	
N/A	Wheel Movement	N/A	W0	WA	
N/A	Pivotable	N/A	V0	VA	

SAMPLE - Model 506252 Red Head Bolt

Model No.: 506252 Inspector: J.W. Doe
 Serial No.: T01001T Inspection Date: 12/15/97
 Date Made: 5/27/97 Disposition: See item 6, return to Rose

INSP. POINT	DESCRIPTION	QTY/DL	COND (a)	OVERALL ASSESS. (a)	COMMENTS
METALLIC PARTS					
1	Cross bar	1	M0	MA	<i>Some wear - Minor.</i>
2	Housing	2	M0	MA	
3	Wheels	4	M0	MA	
4	Wheel jam nut and spring pin	4	M0	MA	
5	Hanger bracket	1	M0	MA	
6	Bolts, nuts, cotter pins	2	M0	MN	<i>Bolt & nut missing</i>
7	Bolts, nuts	3	M0	MA	
PLASTIC PARTS					
8	Labels	1	P0	PA	
9	Bushing	1	P0	PA	
FUNCTIONAL CHECKS					
N/A	Lubrication	N/A	L0	LA	
N/A	Wheel Movement	N/A	W0	WA	
N/A	Pivotable	N/A	V0	VA	

- (a) Optional simplified PASS/FAIL inspection format: Whenever an acceptable condition is found, the entry in the COND. and OVERALL ASSESS. columns may be left blank. Whenever a defective condition is found, enter "FAIL." The inspection may end upon detection of a single defective condition.
- (b) Blank copies of this LOG, with associated CHECKLIST and DIAGRAM, are available from Rose Manufacturing Company Call Toll Free (800) 845-1127.

FORMAL INSPECTION NUMBER 1 - Model 506266 Ball Lock Pin

Model No.: _____ Inspector: _____
 Serial No.: _____ Inspection Date: _____
 Date Made: _____ Disposition: _____

INSP. POINT	DESCRIPTION	QTY/DL	COND (a)	OVERALL ASSESS. (a)	COMMENTS
METALLIC PARTS					
1	Cross bar	1			
2	Housing	2			
3	Wheels	4			
4	Wheel jam nut and spring pin	4			
5	Hanger bracket	1			
6	Bolts, nuts, cotter pins	1			
7	Ball lock pin with lanyard	1			
8	Bolts, nuts	3			
PLASTIC PARTS					
9	Labels	1			
10	Bushing	1			
FUNCTIONAL CHECKS					
N/A	Lubrication	N/A			
N/A	Wheel Movement	N/A			
N/A	Pivotable	N/A			

FORMAL INSPECTION NUMBER 1 - Model 506252 Red Head Bolt

Model No.: _____ Inspector: _____
 Serial No.: _____ Inspection Date: _____
 Date Made: _____ Disposition: _____

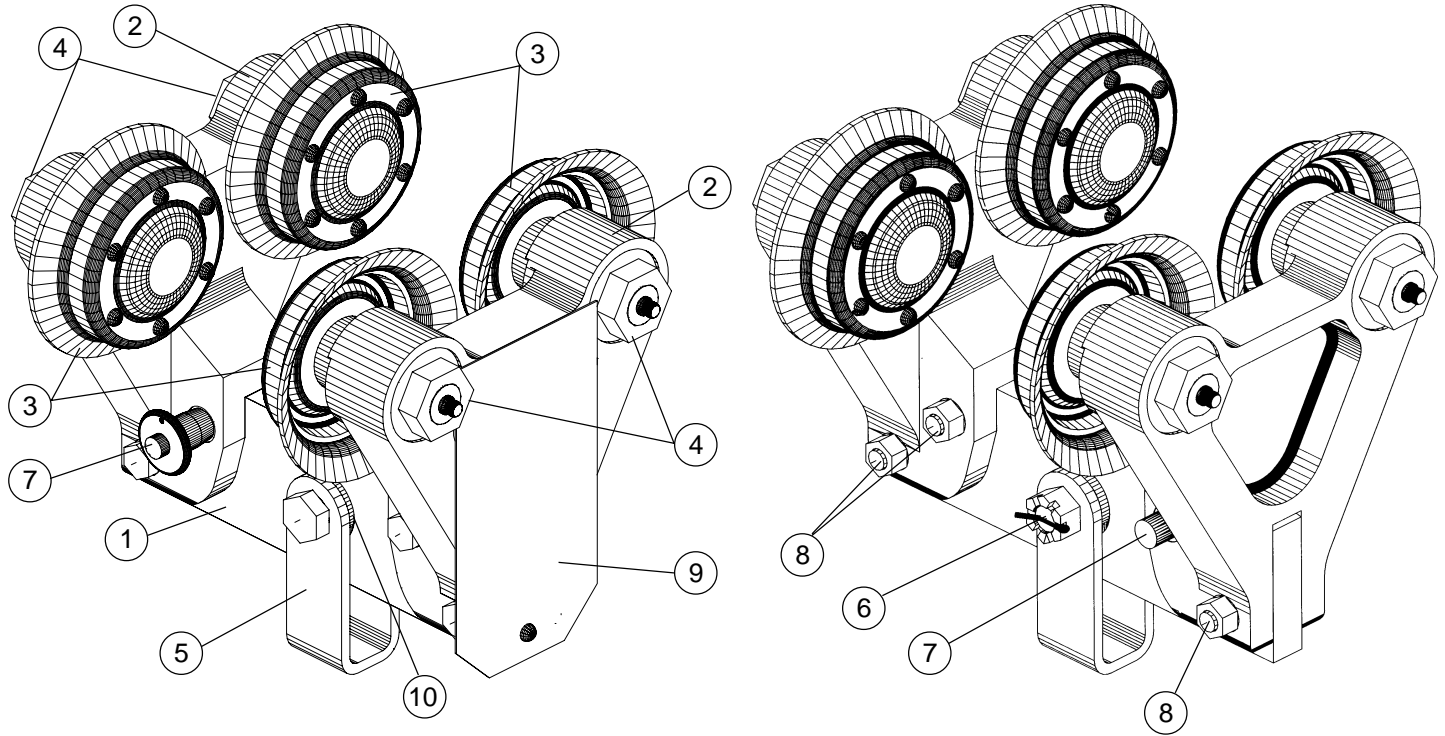
INSP. POINT	DESCRIPTION	QTY/DL	COND (a)	OVERALL ASSESS. (a)	COMMENTS
METALLIC PARTS					
1	Cross bar	1			
2	Housing	2			
3	Wheels	4			
4	Wheel jam nut and spring pin	4			
5	Hanger bracket	1			
6	Bolts, nuts, cotter pins	2			
7	Bolts, nuts	3			
PLASTIC PARTS					
8	Labels	1			
9	Bushing	1			
FUNCTIONAL CHECKS					
N/A	Lubrication	N/A			
N/A	Wheel Movement	N/A			
N/A	Pivotable	N/A			

(a) Optional simplified PASS/FAIL inspection format: Whenever an acceptable condition is found, the entry in the COND. and OVERALL ASSESS. columns may be left blank. Whenever a defective condition is found, enter "FAIL." The inspection may end upon detection of a single defective condition.

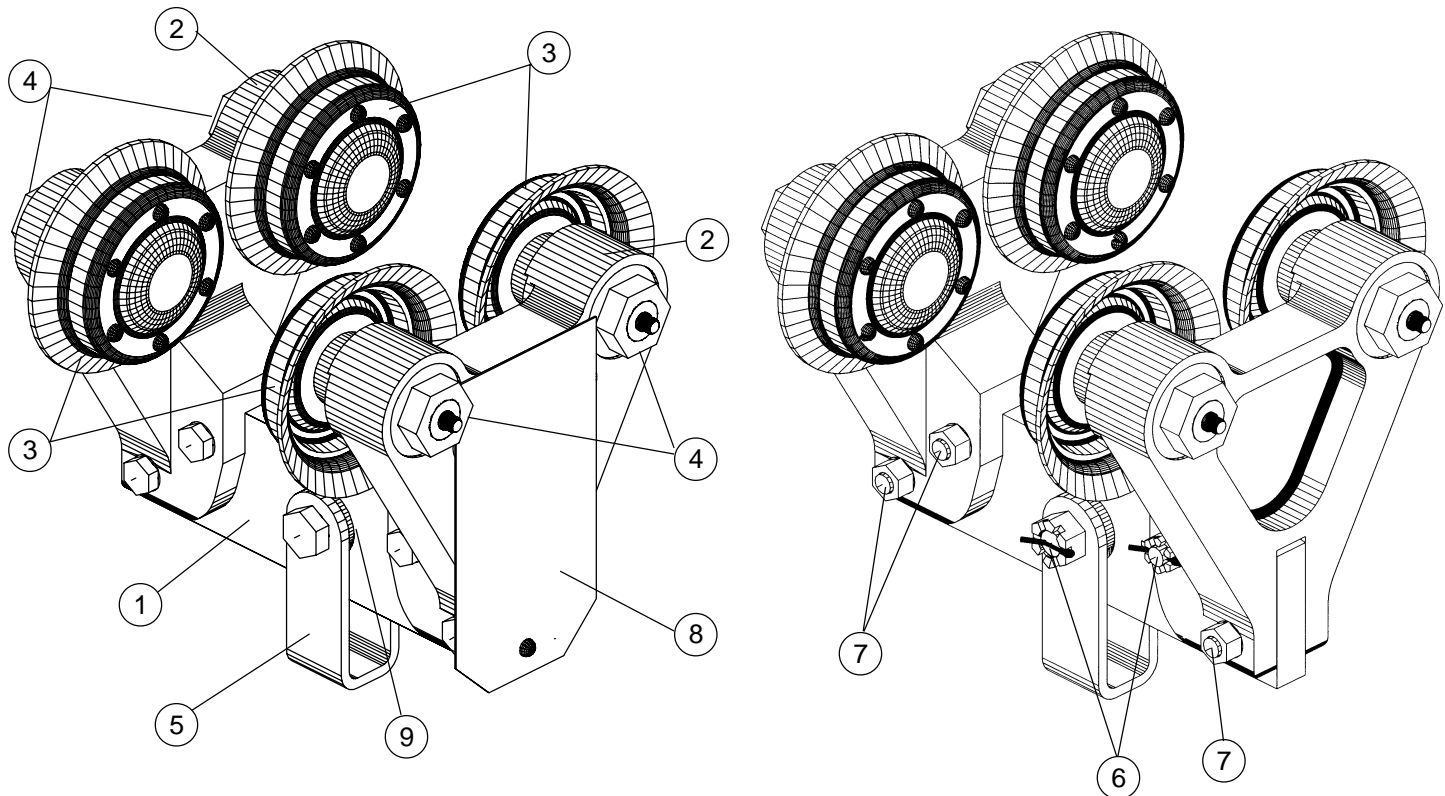
(b) Blank copies of this LOG, with associated CHECKLIST and DIAGRAM, are available from Rose Manufacturing Company Call Toll Free (800) 845-1127.

12.6 FORMAL INSPECTION DIAGRAM

12.6.1 MODEL 506266



12.6.2 MODEL 506252



13.0 FACTORY SERVICE

The device must be shipped to Rose Manufacturing Company, upon discovery of any condition which requires repair. The following procedure is required.

- a. Prepare and mail a purchase order for the requested service to:

Rose Manufacturing Company
2250 South Tejon Street
Englewood, Colorado 80110-1000

- b. The purchase order must contain:

- 1) Owner's name, address, telephone, and fax number.
- 2) Name of owner's employee who can be contacted to authorize repair charges, if any.
- 3) Beamglide Trolley serial number and part number.
- 4) Brief explanation of service and known repairs to be performed (e.g., replacement of ball lock pin, wheel replacement, damaged housing, etc.)
- 5) Billing address if the owner already has an account with Rose. Otherwise, Rose terms are C.O.D. in the continental USA and cash in advance, including freight charges, elsewhere.
- 6) Return shipment address. Freight terms are prepaid and/or added if the owner has an account; otherwise the terms are freight collect.

- c. Ship the unit, freight prepaid, to:

Rose Warehouse
1885 W. Dartmouth, Unit #8
Englewood, CO 80110

Enclose information on who to contact and Telephone number.

If a unit is received with freight due, it will not be accepted. Use the original Beamglide Trolley shipping container for shipment. Otherwise, pack the unit very securely to prevent shipping damage.

- d. Upon receipt of the owner's unit and purchase order, Rose Manufacturing Company, will inspect the unit and contact the owner's designated contact person to advise of required service and charges.
- e. Upon completing the authorized service work, Rose Manufacturing Company will record the service and return a copy of the log form with the unit to the owner.

WARRANTY

Express Warranty – Rose/MSA warrants that the product furnished is free from mechanical defects or faulty workmanship for a period of one (1) year from first use or eighteen (18) months from date of shipment, whichever occurs first, provided it is maintained and used in accordance with Rose/MSA's instructions and/or recommendations. Replacement parts and repairs are warranted for ninety (90) days from the date of repair of the product or sale of the replacement part, whichever occurs first. Rose/MSA shall be released from all obligations under this warranty in the event repairs or modifications are made by persons other than its own authorized service personnel or if the warranty claim results from misuse of the product. No agent, employee or representative of Rose/MSA may bind Rose/MSA to any affirmation, representation or modification of the warranty concerning the goods sold under this contract. Rose/MSA makes no warranty concerning components or accessories not manufactured by Rose/MSA, but will pass on to the Purchaser all warranties of manufacturers of such components. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, AND IS STRICTLY LIMITED TO THE TERMS HEREOF. ROSE/MSA SPECIFICALLY DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. For additional information please contact the Customer Service Department at 1-800-MSA-2222 (1-800-672-2222).

ROSE MANUFACTURING COMPANY ■ 2250 SOUTH TEJON STREET
ENGLEWOOD ■ COLORADO ■ 80110-1000 ■ USA
TEL. (303) 922-6246 ■ TOLL FREE (800) 722-1231 ■ FAX (303) 934-9960

Beamglide Trolley™, Dyna-Lock®, Dynevac®, Dynescape®, Fallbloc™ and Dyna-Hoist® are registered trademarks, rights to which are held by Rose Manufacturing Company, U.S.A.

U.S. patents and foreign patents have been applied for to cover various aspects of this product.