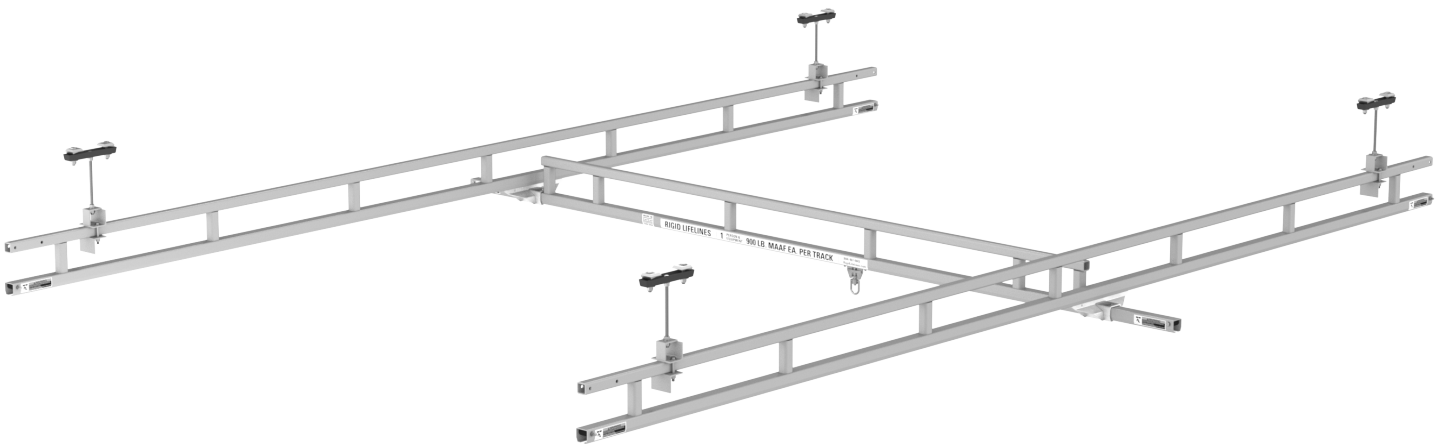


TRAVELING BRIDGE

ANCHOR TRACK™ SYSTEM

Assembly and Operation Instruction Manual



This manual is for various mounting types and plain and trussed track profiles.

A N C H O R
T R A C K



WARNING

RIGID LIFELINES CONDITIONS OF USE AND WARNING STATEMENT

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



WARNING

RIGID LIFELINES CONDITIONS OF USE AND WARNING STATEMENT

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



WARNING

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

WORKER MUST REMAIN DIRECTLY UNDER THE BRIDGE. NO OFF-PLUMB (OFF-CENTER) LOADING IS ALLOWED.



WARNING

This system must be used with an ANSI-rated self-retracting lanyard (SRL).

If the system is used outdoors, it is highly recommended that a steel cable SRL with heavy-duty housing be used for improved durability against UV radiation and moisture.

A web strap ANSI-rated SRL may be acceptable for use as long as a Competent Person has evaluated the situation and determined that there are no factors present that can have an immediate negative impact on the integrity of the SRL's webbing material AND that the Competent Person inspects the condition of the SRL's webbing and housing prior to each use.



WARNING

Completely retracting the SRL after each use (e.g., using a retrieval tagline) is essential: otherwise, the SRL's internal spring remains under tension, and it quickly loses its ability to arrest a freefall properly.

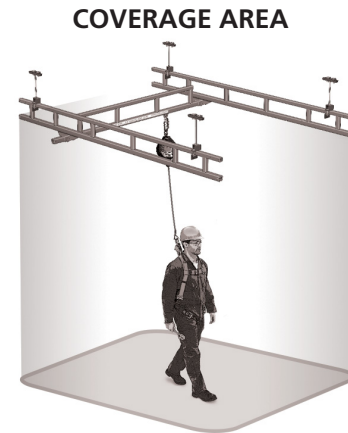
Retrieval taglines must never be used as an anchorage; doing so could result in serious injury or death.

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SYSTEM APPLICATIONS

The Traveling Bridge Anchor Track™ System is used for fall protection applications. This fall protection system is labeled with maximum number of users and maximum arresting force; follow all limitations as noted on system label. Each user must attach to this system using a personal fall arrest system. Traveling Bridge systems provide a rectangular area of coverage, allowing workers to move up to 30 degrees off-plumb from the bridge. Off-plumb loading is not permitted past bridge end stops.



STANDARDS AND COMPLIANCE

Please refer to local, state, and federal (OSHA) requirements governing occupational safety for additional information regarding personal fall arrest systems. The Traveling Bridge Anchor Track System meets or exceeds the requirements set forth in OSHA 1910, OSHA 1926, and ANSI Z359.

REQUIRED TRAINING

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

Every application of fall protection must be part of a comprehensive managed fall protection program. Each program must include, but is not limited to:

- Hazard analysis
- Authorized person training
- Competent person implementation
- Rescue procedures
- Rescue training

The above list is not a comprehensive list. Specific applications may need to include additional items, such as administrative controls or engineered controls. A Qualified Fall Protection Engineer or OSHA Qualified Person should review the comprehensive managed fall protection program to ensure that it is adequate for your specific application. For more information on how to set up a proper Fall Protection Program within your facility, follow ANSI Z359.2 *Minimum Requirements for a Comprehensive Managed Fall Protection Program*, which is available at: www.assp.org.

ASSEMBLY INSTRUCTIONS

1. Equipment Needed for Assembly

- a) This manual
- b) Applicable safety equipment for workers' use during assembly, such as hard hats, safety shoes, etc.
- c) Telescoping fork truck or crane (minimum lifting height: determined by installed system height; minimum capacity: 4,000 pounds)
- d) Man lift/cherry picker (minimum height: determined by installed system height)
- e) Measuring tape
- f) Torque wrench
- g) Lifting straps
- h) Two six-inch by six-inch (or larger) wood blocks
- i) Long carpenter's level or laser level
- j) Wrench/Socket sizes: 3/4 inch, 15/16 inch, and 1-1/8 inch
- k) A spacious, level area for assembly (e.g., parking lot)
- l) A way to mark hanger locations, such as a permanent marker
- m) *FA-CMT-ASSEMBLY SHEET 1 OF 2*, hereafter referred to as *Traveling Bridge Assembly Drawing*, will be included as a separate document.
- n) *FA-CMT-ASSEMBLY SHEET 2 OF 2*, hereafter referred to as *Traveling Bridge Label Placement Drawing*, will be included as a separate document.
- o) The Anchor Trolley™ User Instruction Manual (Manual 103-0054), which is packaged with the Anchor Trolley, will be included as a separate document.

2. Inventory

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

REQUIRED BRACING

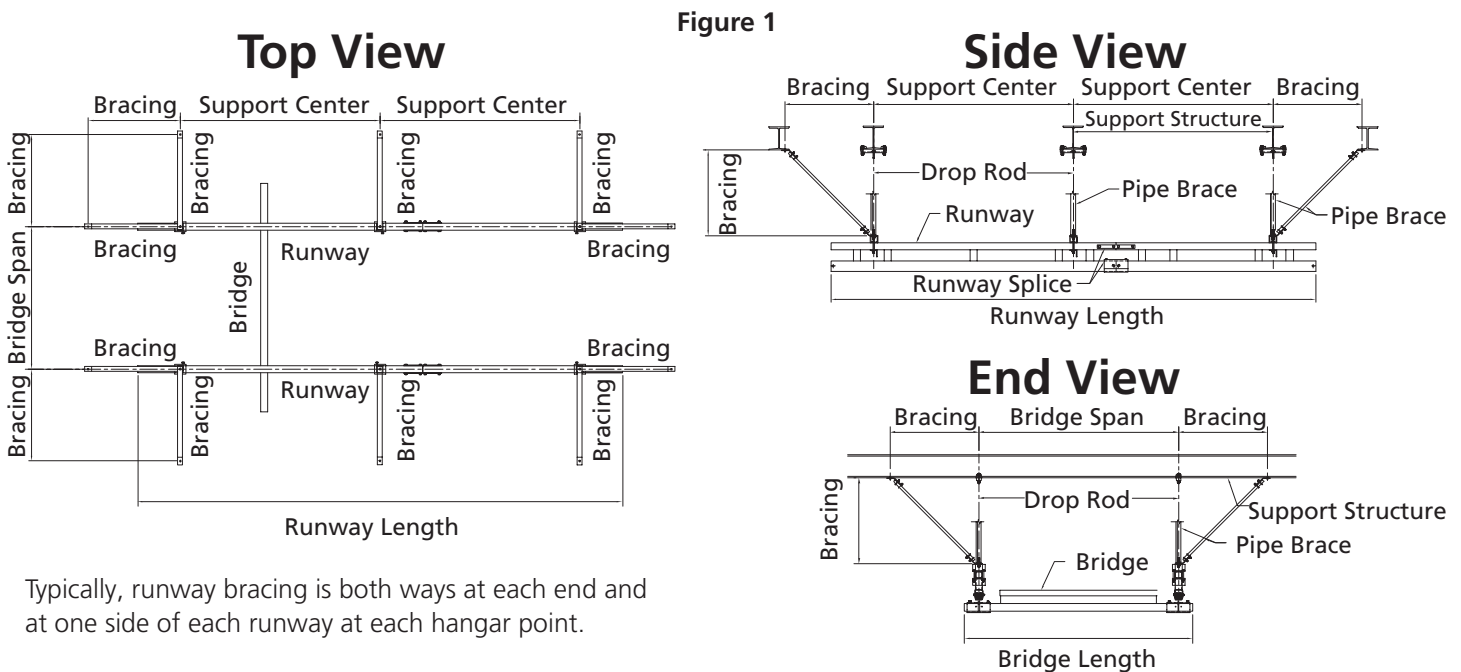
Refer to Figure 1 for Steps 1 Through 7

NOTE: Flush-mount applications do not require bracing.

- 1. Sway bracing is required for all *Traveling Bridge* systems that use drop rods. Sway bracing resists lateral fall arrest forces, reduces lateral stresses on drop rods, and prevents system hardware from loosening and wear due to cyclic loading.
- 2. Sway bracing is required at each end of the system in both directions (laterally and longitudinally) for each runway.
- 3. Intermediate bracing is required on one side of each runway at each hanger assembly closest to the track splices (if required).
- 4. Rigid Lifelines is not liable for design of supporting structures or attachments of system hangers and/or bracing to supporting structures. However, Rigid Lifelines can provide the hangers and sway bracing pipe for the bracing. All supporting structures must be designed by a qualified person using all applicable local, state, and national code requirements.

- Support structures of structural steel must be designed, fabricated, and/or erected per requirements of “American Institute of Steel Construction” (AISC). Special attention must be given to the requirements for impact and deflection forces to maintain the integrity of the complete building structure and system. The qualified person is liable for the final design.
- All bracing shown in Figure 1 is to be used as a guide only and should be considered as the minimum requirements for the Traveling Bridge systems that use drop rods. Rigid Lifelines recommends a minimum pipe diameter of one inch for systems with drop rods. Systems with drop rods longer than 12 inches require special design attention by a qualified person.
- Other bracing materials and designs may be acceptable if they are designed by a qualified person.

NOTE: A qualified person must determine proper brace tube strength before installation.



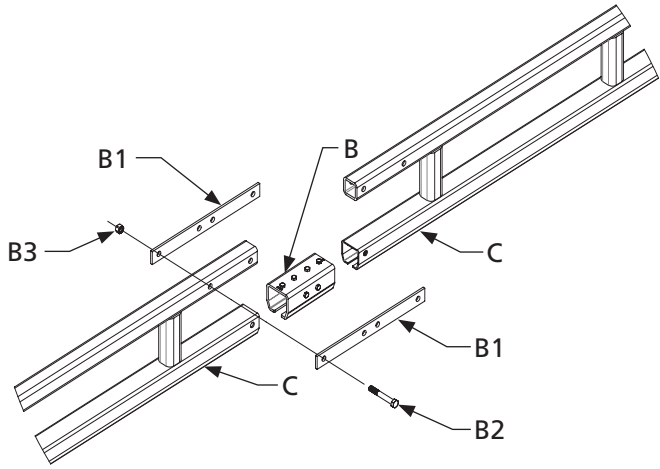
ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS

Refer to Figure 2 and Figure 3 for Steps 1 Through 9

- Depending on the existing ceiling structure, span, and track series, track splices are required. If you purchased a system that requires a track splice, follow the steps below to attach the track splice to the track sections. If your system doesn't require a track splice, proceed to **Ceiling-Mounted Plain Track Hanger Options** on page 9 or **Ceiling-Mounted Trussed Track Hanger Options** on page 16.
- Per **Figure 2**, the track splice joint (B) comes assembled using a sleeve with a total of eight set screws threaded into the top and both sides.
- Per **Figure 2**, slide the track splice joint (B) over the end of the first track section, then butt the second track section against the first. Center the track splice joint (B) over both track section ends.
- Per **Figure 2**, **securely tighten** the top two center set screws to push the track sections against the base of the track splice joint (B) until both track section bottom surfaces are aligned. Adjust both sets of side set screws so that the track slots are aligned and there is a smooth transition from one track section to the other.
- Per **Figure 2**, after you properly align the track sections (see Figure 3 on page 8), tighten the top set screws first before tightening the side set screws. Do not overtighten set screws.
- Per **Figure 2**, bolt the track splice plates (B1) to the top of the track sections on both sides using nuts (B3) and bolts (B2). Torque the nuts (B3) to 51 foot-pounds.

NOTE: The track splice plates (B1), nuts (B3), and bolts (B2) are only required for trussed track.

Figure 2

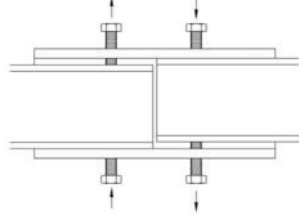


Item	Description
C	Track Sections
B	Track Splice Joint
B1	Track Splice Plate
B2	1/2-inch Hex Head Bolt
B3	1/2-inch Hex Locknut

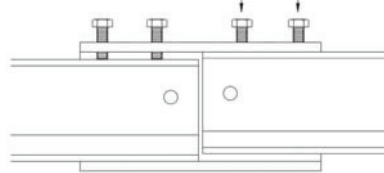
7. Per **Figure 3**, the track splice joint (B) must be properly aligned with the track sections.

Figure 3

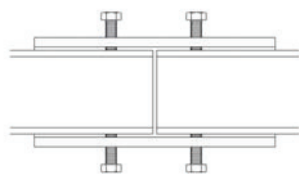
Top View of Incorrect Alignment



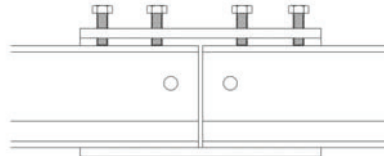
Side View of Incorrect Alignment



Top View of Correct Alignment

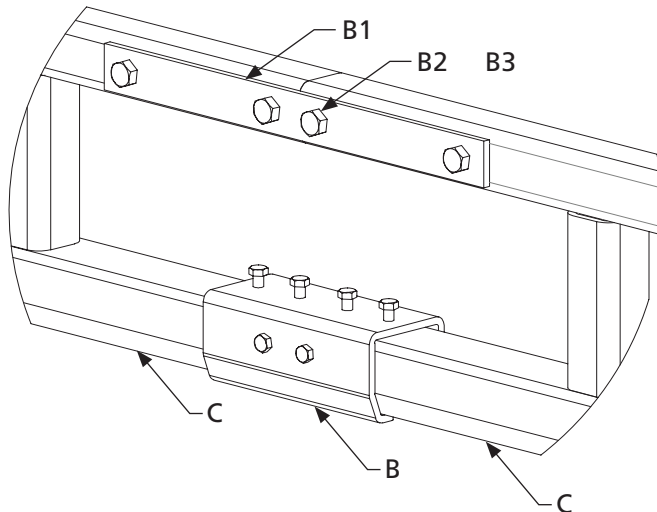


Side View of Correct Alignment



8. Repeat steps **2.** through **7.** to attach the remaining track splice(s) to the track sections.
9. Refer to **Detail "B"** below for an illustration of the properly attached track splice to the track sections.

Detail "B" (Track Splice to Track Sections)



Item	Description
C	Track Sections
B	Track Splice Joint
B1	Track Splice Plate
B2	1/2-inch Hex Head Bolt
B3	1/2-inch Hex Locknut

CEILING-MOUNTED PLAIN TRACK HANGING OPTIONS

1. Flush-Parallel Mount

Refer to Figure 4 for Steps A Through Q

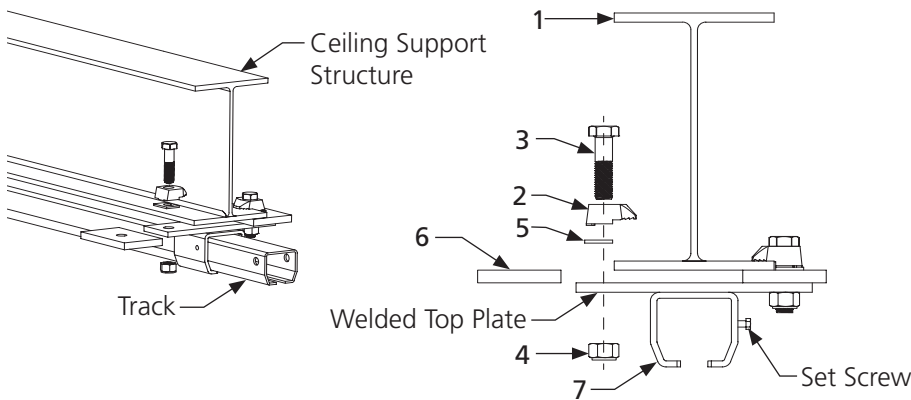
- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 12 inches in from each end of the track (C in *Traveling Bridge Assembly Drawing*) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track.
NOTE: 12-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.
- c) Per **Figure 4**, slide all of the hanger brackets (7) onto the track so that the welded top plate on the hanger bracket (7) is facing up away from the track.
- d) Per **Figure 4**, slide an end hanger bracket (7) onto the marked spot on the track so that the welded top plate on the hanger bracket (7) is facing up away from the track.
- e) Per **Figure 4**, **securely tighten** the side set screw to align the track against the side of the hanger bracket (7). Do not overtighten the set screw.
NOTE: The hanger bracket (7) comes with a set screw threaded into the side. It doesn't matter which side. However, ensure that each hanger bracket (7) has the set screw threaded into the same side.
- f) Per **Figure 4**, insert bolts (3) through beam clips (2), clipped washers (5), and spacers (6) so that the clipped washers (5) are between the beam clips (2) and spacers (6).
NOTE: Clipped washers (5) may be required depending on the flange thickness. If clipped washers (5) are supplied, ensure that the flat edge of the clipped washers (5) face away from the center of the welded top plate of the hanger bracket (7). Spacers (6) are only required on systems using splices (B in *Traveling Bridge Assembly Drawing*).
- g) Per **Figure 4**, insert bolts (3) and attached components (2, 5, and 6) through the holes on top of the welded top plate of the hanger bracket (7) so that the beam clips (2), clipped washers (5), and spacers (6) are on top of the welded top plate of the hanger bracket (7).
- h) Per **Figure 4**, **hand tighten** the nuts (4) to the bolts (3).
- i) Repeat steps **d)** through **h)** to attach another hanger bracket (7) to the marked spot on the other end of the track (C in *Traveling Bridge Assembly Drawing*).
- j) Using a crane and lifting straps, lift the track (C in *Traveling Bridge Assembly Drawing*) to the existing ceiling support structure (1).
- k) Use a man lift or cherry picker to reach the track (C in *Traveling Bridge Assembly Drawing*) and ceiling support structure (1).
- l) Per **Figure 4**, position the track and attached components (2, 3, 5, and 6) so that the beam clips (2) are on each side of the ceiling support structure (1).
NOTE: Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 12 inches from the center of a ceiling support structure (1).
- m) Per **Figure 4**, place the beam clips (2) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (2) as needed by tightening or loosening the nuts (4) until the beam clips (2) sit properly on the bottom flange of the ceiling support structure (1). **Securely tighten the beam clips (2) to the** bottom flange of the ceiling support structure (1).
- n) Repeat steps **k)** through **m)** to attach the track (C in *Traveling Bridge Assembly Drawing*) to the other end ceiling

support structure (1).

- o) Now that the track (C in *Traveling Bridge Assembly Drawing*) is attached to the end ceiling support structures (1), repeat steps **d)** through **h)** and **k)** through **m)** to attach the track (C in *Traveling Bridge Assembly Drawing*) to the remaining ceiling support structures (1).
- p) Repeat steps **a)** through **o)** to attach the remaining tracks (C in *Traveling Bridge Assembly Drawing*) to the ceiling support structure.
- q) After all track (C in *Traveling Bridge Assembly Drawing*) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (2) are installed horizontally and level within plus or minus five degrees. Then torque all hanger kit 5/8-inch diameter locknuts (4) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 4



Item	Description
1	Ceiling Support Structure
2	Beam Clip
3	5/8-Inch Hex Bolt
4	5/8-Inch Hex Locknut
5	Clipped Washer
6	Spacer
7	Hanger Bracket

NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

2. Flush-Cross Mount

Refer to **Figure 5** for Steps A Through Q

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 12 inches in from each end of the track (C in *Traveling Bridge Assembly Drawing*) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (AA in *Traveling Bridge Assembly Drawing*) should be installed on the track.

NOTE: 12-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.

- c) Per **Figure 5**, slide all of the hanger brackets (6) onto the track so that the welded top plate on the hanger bracket (6) is facing up away from the track.
- d) Per **Figure 5**, slide an end hanger bracket (6) onto the marked spot on the track so that the welded top plate on the hanger bracket (6) is facing up away from the track.
- e) Per **Figure 5**, **securely tighten** the side set screw to align the track against the side of the hanger bracket (6). Do not overtighten the set screw.

NOTE: The hanger bracket (6) comes with a set screw threaded into the side. It doesn't matter which side. However, ensure that each hanger bracket (6) has the set screw threaded into the same side.

- f) Per **Figure 5**, insert bolts (3) through beam clips (2) and clipped washers (5) so that the beam clips (2) are between

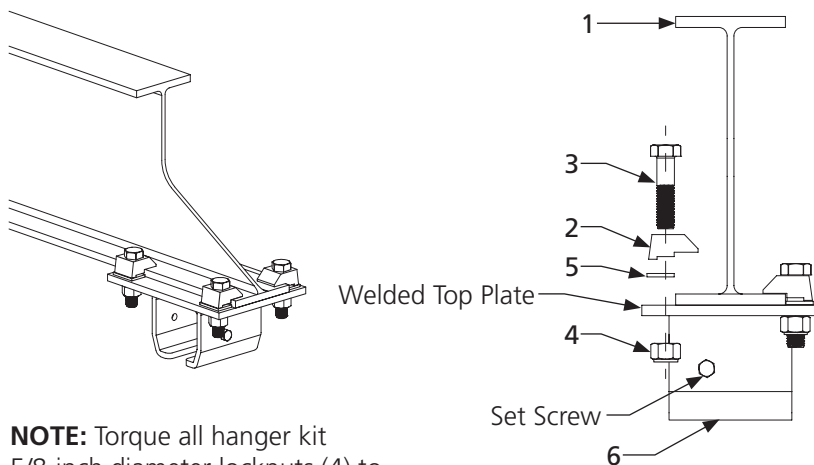
the bolt head (3) and the clipped washer (5).

NOTE: Clipped washers (5) may be required depending on the flange thickness.

- g)** Per **Figure 5**, insert bolts (3) and attached components (2 and 5) through the holes on top of the welded top plate of the hanger bracket (6) so that the beam clips (2) and clipped washers (5) are on top of the welded top plate of the hanger bracket (6).
 - h)** Per **Figure 5**, **hand tighten** the locknuts (4) to the bolts (3).
 - i)** Repeat steps **d)** through **h)** to attach another hanger bracket (6) to the marked spot on the other end of the track.
 - j)** Using a crane and lifting straps, lift the track (C in *Traveling Bridge Assembly Drawing*) to the existing ceiling support structure (1).
 - k)** Use a man lift or cherry picker to reach the track (C in *Traveling Bridge Assembly Drawing*) and ceiling support structure (1).
 - l)** Per **Figure 5**, position the track and attached components (2, 3, and 5) so that the beam clips (2) are on each side of the ceiling support structure (1).
- NOTE:** Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 12 inches from the center of a ceiling support structure (1).
- m)** Per **Figure 5**, place the beam clips (2) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (2) as needed by tightening or loosening the locknuts (4) until the beam clips (2) sit properly on the bottom flange of the ceiling support structure (1). Securely tighten the beam clips (2) to the bottom flange of the ceiling support structure (1).
 - n)** Repeat steps **k)** through **m)** to attach the track (C in *Traveling Bridge Assembly Drawing*) to the other end ceiling support structure (1).
 - o)** Now that the track (C in *Traveling Bridge Assembly Drawing*) is attached to the end ceiling support structures (1), repeat steps **d)** through **h)** and **k)** through **m)** to attach the track (C in *Traveling Bridge Assembly Drawing*) to the remaining ceiling support structures (1).
 - p)** Repeat steps **a)** through **o)** to attach the remaining tracks (C in *Traveling Bridge Assembly Drawing*) to the ceiling support structure (1).
 - q)** After all track (C in *Traveling Bridge Assembly Drawing*) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (2) are installed horizontally and level within plus or minus five degrees. Then torque all hanger kit 5/8-inch diameter locknuts (4) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 5



NOTE: Torque all hanger kit 5/8-inch diameter locknuts (4) to 108 foot-pounds.

Item	Description
1	Ceiling Support Structure
2	Beam Clip
3	5/8-Inch Hex Bolt
4	5/8-Inch Hex Locknut
5	Clipped Washer
6	Hanger Bracket

NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

3. Drop Rod

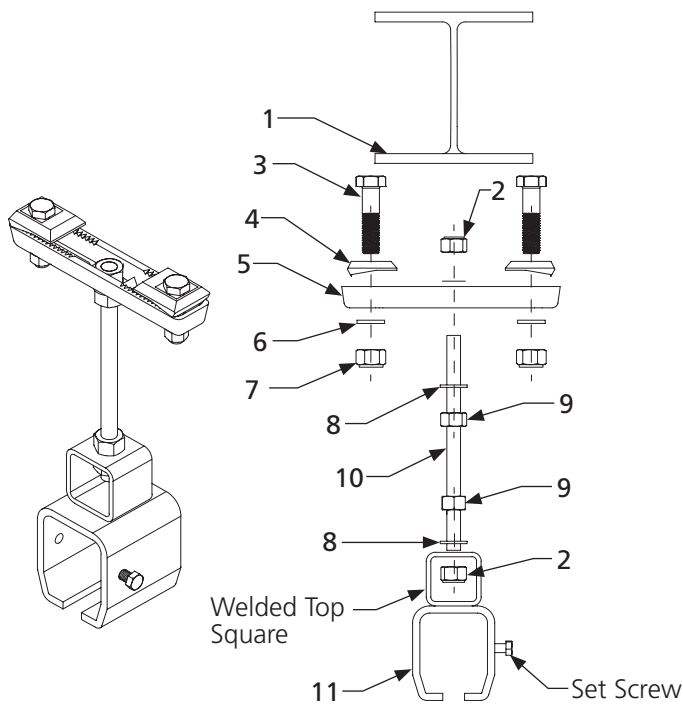
Refer to **Figure 6** for Steps A Through Y

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 12 inches in from each end of the track (C in *Traveling Bridge Assembly Drawing*) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track.
NOTE: 12-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.
- c) Per **Figure 6**, slide all of the hanger brackets (11) onto the track so that the welded top square on the hanger bracket (11) is facing up away from the track.
- d) Per **Figure 6**, slide an end hanger bracket (11) onto the marked spot on the track so that the welded top square on the hanger bracket (11) is facing up away from the track.
- e) Per **Figure 6**, **securely tighten** the side set screw to align the track against the side of the hanger bracket (11). Do not overtighten the set screw.
NOTE: The hanger bracket (11) comes with a set screw threaded into the side. It doesn't matter which side. However, ensure that each hanger bracket (11) has the set screw threaded into the same side.
- f) Per **Figure 6**, screw a nut (9) onto the bottom of the threaded drop rod (10) and adjust so that about three inches of the drop rod (10) are showing from the bottom of the nut (9).
- g) Per **Figure 6**, slide a lock washer (8) onto the threaded drop rod (10) so that the lock washer (8) is underneath the nut (9).
- h) Per **Figure 6**, insert the bottom of the threaded drop rod (10) into the hole on the welded top square of the hanger bracket (11) until the lock washer (8) is flush against the top of the welded top square of the hanger bracket (11) and the nut (9) is flush against the lock washer (8).
- i) Per **Figure 6**, screw a locknut (2) to the bottom of the threaded drop rod (10) and adjust so that an inch of drop rod (10) is showing underneath the locknut (2).
- j) Per **Figure 6**, screw a nut (9) onto the top of the threaded drop rod (10) so that about three inches of the drop rod (10) are showing from the top of the nut (9).
- k) Per **Figure 6**, slide a lock washer (8) onto the threaded drop rod (10) so that the lock washer (8) is on top of the nut (9).
- l) Per **Figure 6**, insert bolts (3) through beam clips (4) so that the beam clips (4) are underneath the bolt head (3).
- m) Per **Figure 6**, insert bolts (3) and attached beam clips (4) through the bottom side holes in the body forging (5) so that the beam clips (4) are on top of the body forging (5).
- n) Per **Figure 6**, **hand tighten** locknuts (7) and flat washers (6) to the bolts (3) so that the flat washers (6) are between the body forging (5) and locknuts (7).
- o) Per **Figure 6**, insert the top of the threaded drop rod (10) into the bottom middle hole of the body forging (5) until the lock washer (8) is flush against the bottom of the body forging (5) and the nut (9) is flush against the lock washer (8).
- p) Per **Figure 6**, screw a locknut (2) to the top of the threaded drop rod (10) and adjust so that an inch of drop rod (10) is showing above the locknut (2).
- q) Repeat steps **d)** through **p)** to attach another hanger bracket (11) to the marked spot on the other end of the track (C in *Traveling Bridge Assembly Drawing*).
- r) Using a crane and lifting straps, lift the track (C in *Traveling Bridge Assembly Drawing*) to the existing ceiling support structure (1).
- s) Use a man lift or cherry picker to reach the track (C in *Traveling Bridge Assembly Drawing*) and ceiling support structure (1).

- t) Per **Figure 6**, position the track and attached components (2 through 11) so that the beam clips (4) are on each side of the ceiling support structure (1).
- NOTE:** Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 12 inches from the center of a ceiling support structure (1).
- u) Per **Figure 6**, place the beam clips (4) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (4) as needed by tightening or loosening the locknuts (7) until the beam clips (4) sit properly on the bottom flange of the ceiling support structure (1). Securely tighten the beam clips (4) to the bottom flange of the ceiling support structure (1).
 - v) Repeat steps r) through u) to attach the track (C in *Traveling Bridge Assembly Drawing*) to the other end ceiling support structure (1).
 - w) Now that the track (C in *Traveling Bridge Assembly Drawing*) is attached to the end ceiling support structures (1), repeat steps d) through p) and r) through u) to attach the track (C in *Traveling Bridge Assembly Drawing*) to the remaining ceiling support structures (1).
 - x) Repeat steps a) through o) to attach the remaining tracks (C in *Traveling Bridge Assembly Drawing*) to the ceiling support structure (1).
 - y) After all track (C in *Traveling Bridge Assembly Drawing*) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (4) are installed horizontally and level within plus or minus five degrees. Then torque all hanger kit 5/8-inch diameter locknuts (7) and drop rod 5/8-inch diameter locknuts (2) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 6



Item	Description
1	Ceiling Support Structure
2	5/8-Inch Hex Locknut
3	5/8-Inch Hex Bolt
4	Beam Clip
5	Body Forging
6	5/8-Inch Flat Washer
7	5/8-Inch Hex Locknut
8	5/8-Inch Lock Washer
9	5/8-Inch Hex Nut
10	5/8-Inch Drop Rod
11	Hanger Bracket

NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

NOTE: Torque all hanger kit and drop rod 5/8-inch diameter locknuts (2 and 7) to 108 foot-pounds.

4. Sloped Drop Rod

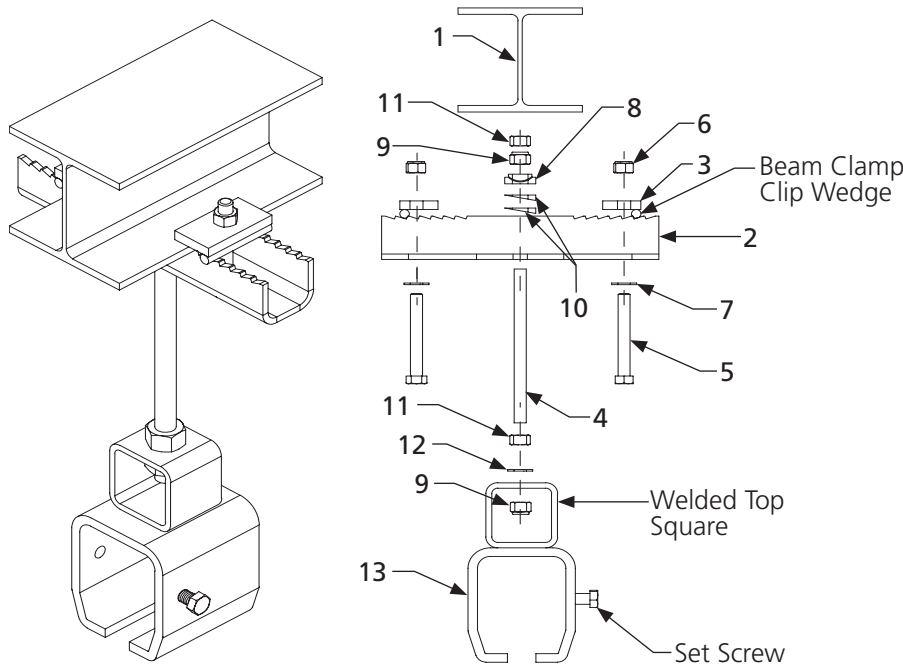
Refer to **Figure 7** for Steps A Through X

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 12 inches in from each end of the track (C in *Traveling Bridge Assembly Drawing*) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track.
NOTE: 12-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.
- c) Per **Figure 7**, slide all of the hanger brackets (13) onto the track so that the welded top square on the hanger bracket (13) is facing up away from the track.
- d) Per **Figure 7**, slide an end hanger bracket (13) onto the marked spot on the track so that the welded top square on the hanger bracket (13) is facing up away from the track.
- e) Per **Figure 7**, **securely tighten** the side set screw to align the track against the side of the hanger bracket (13). Do not overtighten the set screw.
NOTE: The hanger bracket (13) comes with a set screw threaded into the side. It doesn't matter which side. However, ensure that each hanger bracket (13) has the set screw threaded into the same side.
- f) Per **Figure 7**, screw a nut (11) onto the bottom of the threaded drop rod (4) and adjust so that about three inches of the drop rod (4) are showing from the bottom of the nut (11).
- g) Per **Figure 7**, slide a lock washer (12) onto the threaded drop rod (4) so that the lock washer (12) is underneath the nut (11).
- h) Per **Figure 7**, insert the bottom of the threaded drop rod (4) into the hole on the welded top square of the hanger bracket (13) until the lock washer (12) is flush against the top of the welded top square of the hanger bracket (13) and the nut (11) is flush against the lock washer (12).
- i) Per **Figure 7**, screw a locknut (9) to the bottom of the threaded drop rod (4) and adjust so that an inch of drop rod (4) is showing underneath the locknut (9).
- j) Per **Figure 7**, insert the top of the drop rod (4) through the middle hole on the bottom of the beam clamp channel (2) so that three inches of drop rod (4) are showing.
- k) Per **Figure 7**, slide bevel washers (10) and a spherical washer (8) onto the threaded drop rod (4) so that the spherical washer (8) is on top of the bevel washers (10).
NOTE: The degree of slope determines how many bevel washers (10) are required.
- l) Per **Figure 7**, **hand tighten** a locknut (9) and a hex nut (11) onto the top of the drop rod (4) so that the locknut (9) is between the hex nut (11) and spherical washer (8).
- m) Per **Figure 7**, insert bolts (5) through flat washers (7) and the bottom slots in the beam clamp channel (2) so that the flat washers (7) are between the bolt heads (5) and the bottom of the beam clamp channel (2) and the bolt heads (5) are on the bottom of the beam clamp channel (2).
- n) Per **Figure 7**, slide beam clamp clips (3) onto the bolts (5) and **hand tighten** locknuts (6) to the bolts (5).
NOTE: Ensure that the beam clamp clip wedges are facing away from the center of the beam clamp channel (2).
- o) Repeat steps **d)** through **n)** to attach another hanger bracket (13) to the marked spot on the other end of the track (C in *Traveling Bridge Assembly Drawing*).
- p) Using a crane and lifting straps, lift the track (C in *Traveling Bridge Assembly Drawing*) to the existing ceiling support structure (1).
- q) Use a man lift or cherry picker to reach the track (C in *Traveling Bridge Assembly Drawing*) and ceiling support structure (1).

- r) Per **Figure 7**, position the track and attached components (2 through 13) so that the beam clamp clips (3) are on each side of the ceiling support structure (1).
- NOTE:** Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 12 inches from the center of a ceiling support structure (1).
- s) Per **Figure 7**, place the beam clamp clips (3) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clamp clips (3) as needed by tightening or loosening the locknuts (6) until the beam clamp clips (3) sit properly on the bottom flange of the ceiling support structure (1) and in the cutouts of beam clamp channel (2) and **are an equal number of cutouts away from the center of the beam clamp channel (2). Ensure that the bolts (5) are as close as possible to the edge of bottom flange of the ceiling support structure (1).**
 - t) Per **Figure 7**, securely tighten the locknuts (6) so that the beam clamp clips (3) are tight to the bottom flange of the ceiling support structure (1).
 - u) Repeat steps q) through t) to attach the track (C in *Traveling Bridge Assembly Drawing*) to the other end ceiling support structure (1).
 - v) Now that the track (C in *Traveling Bridge Assembly Drawing*) is attached to end ceiling support structures (1), repeat steps d) through n) and q) through t) to attach the track (C in *Traveling Bridge Assembly Drawing*) to the remaining ceiling support structures (1).
 - w) Repeat steps a) through v) to attach the remaining tracks (C in *Traveling Bridge Assembly Drawing*) to the ceiling support structure (1).
 - x) After all track (C in *Traveling Bridge Assembly Drawing*) has been securely tightened to all ceiling support structures (1), ensure that all beam clamp clips (3) are installed horizontally and level within plus or minus five degrees. Then torque the top drop rod 5/8-inch diameter nuts (11) and all beam clamp and bottom drop rod 5/8-inch diameter locknuts (6 and 9) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 7



NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

NOTE: Torque all hanger kit and drop rod 5/8-inch diameter locknuts (6 and 9) to 108 foot-pounds.

Item	Description
1	Ceiling Support Structure
2	Beam Clamp Channel
3	Beam Clamp Clip
4	5/8-Inch Drop Rod
5	5/8-Inch Hex Bolt
6	5/8-Inch Hex Locknut
7	5/8-Inch Flat Washer
8	Spherical Washer
9	5/8-Inch Hex Locknut
10	5/8-Inch Bevel Washer
11	5/8-Inch Hex Nut
12	5/8-Inch Lock Washer
13	Hanger Bracket

CEILING-MOUNTED TRUSSED TRACK HANGING OPTIONS

1. Flush-Parallel Mount

Refer to Figure 8 for Steps A Through Q

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 18 inches in from each end of the track (9) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track (9).

NOTE: 18-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.

- c) Per **Figure 8**, insert four bolts (2) through four beam clips (3) and clipped washers (4) so that the clipped washers (4) are underneath the beam clips (3).
- d) Per **Figure 8**, insert the bolts (2), beam clips (3), and clipped washers (4) through the truss clamp plate (5) so that the components (2, 3, and 4) are on top of the truss clamp plate (5).

NOTE: Clipped washers (4) may be required depending on the flange thickness. If clipped washers (4) are supplied, ensure that the flat edge of the clipped washers (4) face away from the center of the truss clamp plate (5).

- e) Per **Figure 8**, place the end of the truss clamp plate (5) and attached hardware (2, 3, and 4) on the marked spot on the end of the track (9) so that the bolts (2) hang down on both sides of the track (9). Ensure that the end of the truss clamp plate (5) is 18 inches in from each end of the track (9) for standard overhang.
- f) Per **Figure 8**, place the hanger weldment (6) under the top truss of the track (9) so that the hanger weldment tubes are on both sides of the track (9) and resting underneath the truss clamp plate (5).
- g) Per **Figure 8**, insert the bolts (2) and attached components (3 and 4) through the holes on the hanger weldment (6).
- h) Per **Figure 8**, **hand tighten** flat washers (7) and locknuts (8) to the bolts (2) so that the flat washers (7) are between the bottom of the hanger weldment (6) and locknuts (8).
- i) Repeat steps **c)** through **h)** to attach another hanger kit (2 through 8) to the marked spot on the other end of the track (9).
- j) Using a crane and lifting straps, lift the track (9) to the existing ceiling support structure (1).
- k) Use a man lift or cherry picker to reach the track (9) and ceiling support structure (1).
- l) Per **Figure 10**, position the track (9) and attached components (2 through 8) so that the beam clips (3) are on each side of the ceiling support structure (1). Some loosening of the locknuts (8) may be required.

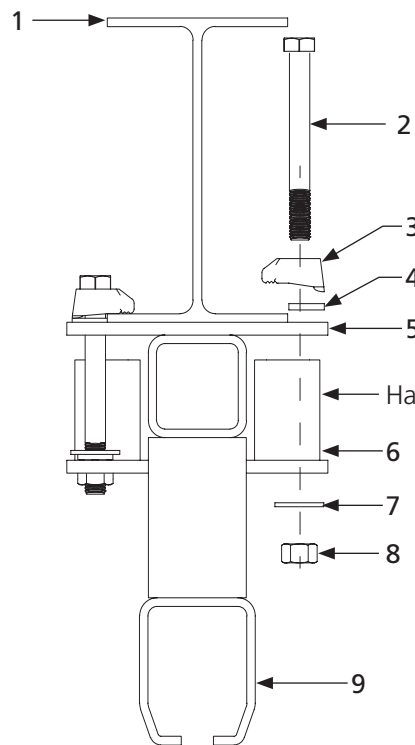
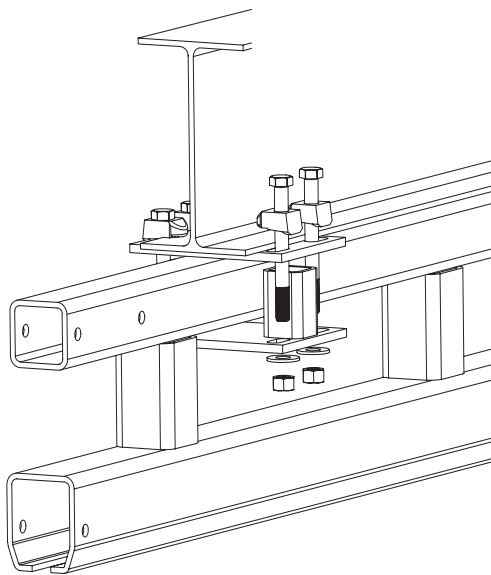
NOTE: Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 48 inches from the center of a ceiling support structure (1).

- m) Per **Figure 8**, place the beam clips (3) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (3) as needed by tightening or loosening the locknuts (8) until the beam clips (3) sit properly on the bottom flange of the ceiling support structure (1). Securely tighten the beam clips (3) to the bottom flange of the ceiling support structure (1).
- n) Repeat steps **k)** through **m)** to attach the track (9) to the other end ceiling support structure (1).
- o) Now that the track (9) is attached to the end ceiling support structures (1), repeat steps **c)** through **h)** and **k)** through **m)** to attach the track (9) to the remaining ceiling support structures (1).
- p) Repeat steps **a)** through **o)** to attach the remaining tracks (9) to the ceiling support structure (1).

- q) After all track (9) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (3) are installed horizontally and level within plus or minus five degrees. Then torque all hanger kit nuts (8) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 8



Item	Description
1	Ceiling Support Structure
2	5/8-Inch Hex Bolt
3	5/8-Inch Beam Clip
4	5/8-Inch Clipped Washer
5	Truss Clamp Plate
6	Hanger Weldment
7	5/8-Inch Flat Washer
8	5/8-Inch Hex Locknut
9	Track

NOTE: Torque all hanger kit 5/8-inch diameter locknuts (8) to 108 foot-pounds.

NOTE: 700 Series track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

2. Flush-Cross Mount

Refer to Figure 9 for Steps A Through O

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 18 inches in from each end of the track (9) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Ceiling-Mounted Monorail Assembly Drawing*) should be installed on the track (9).

NOTE: 18-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.

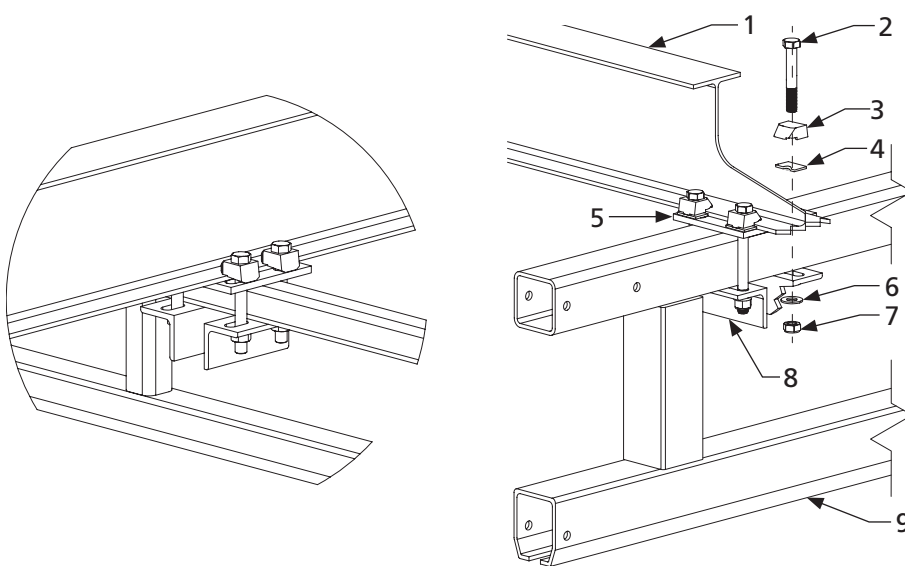
- c) Per **Figure 9**, insert four bolts (2) through four beam clips (3) and clipped washers (4) so that the clipped washers (4) are underneath the beam clips (3).
- d) Per **Figure 9**, insert the bolts (2), beam clips (3), and clipped washers (4) through the truss clamp plate (5) so that the components (2, 3, and 4) are on top of the truss clamp plate (5).

NOTE: Clipped washers (4) may be required depending on the flange thickness. If clipped washers (4) are supplied, ensure that the flat edge of the clipped washers (4) face away from the center of the truss clamp plate (5).

- e) Per **Figure 9**, place the end of the truss clamp plate (5) and attached hardware (2, 3, and 4) on the marked spot on the end of the track (9) so that the bolts (2) hang down on both sides of the track (9). Ensure that the end of the truss clamp plate (5) is 18 inches in from each end of the track (9) for standard overhang.
 - f) Per **Figure 9**, **hand tighten** the angle truss clamps (8) to the bolts (2) using flat washers (6) and locknuts (7) so that the flat washers (6) are between the angle truss clamps (8) and locknuts (7). Ensure that the angle truss clamps (8) form *inverted-L's*.
 - g) Repeat steps **c**) through **f**) to attach another hanger kit (2 through 8) to the marked spot on the other end of the track (9).
 - h) Using a crane and lifting straps, lift the track (9) to the existing ceiling support structure (1).
 - i) Use a man lift or cherry picker to reach the track (9) and ceiling support structure (1).
 - j) Per **Figure 9**, position the track (9) and attached components (2 through 8) so that the beam clips (3) are on each side of the ceiling support structure (1).
- NOTE:** Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 48 inches from the center of a ceiling support structure (1).
- k) Per **Figure 9**, place the beam clips (3) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (3) as needed by tightening or loosening the locknuts (7) until the beam clips (3) sit properly on the bottom flange of the ceiling support structure (1). Securely tighten the beam clips (3) to the bottom flange of the ceiling support structure (1).
 - l) Repeat steps **i**) through **k**) to attach the track (9) to the other end ceiling support structure (1).
 - m) Now that the track (9) is attached to the end ceiling support structures (1), repeat steps **c**) through **f**) and **i**) through **k**) to attach the track (9) to the remaining ceiling support structures (1).
 - n) Repeat steps **a**) through **m**) to attach the remaining tracks (9) to the ceiling support structure (1).
 - o) After the track (9) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (3) are installed horizontally and level within plus or minus five degrees. Then torque all hanger kit 5/8-inch diameter locknuts (7) to 108 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 9



NOTE: Torque all hanger kit 5/8-inch diameter locknuts (7) to 108 foot-pounds.

Item	Description
1	Ceiling Support Structure
2	5/8-Inch Hex Bolt
3	5/8-Inch Beam Clip
4	5/8-Inch Clipped Washer
5	Truss Clamp Plate
6	5/8-Inch Flat Washer
7	5/8-Inch Locknut
8	Angle Truss Clamp
9	Track

NOTE: 700 Series track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

3. Drop Rod

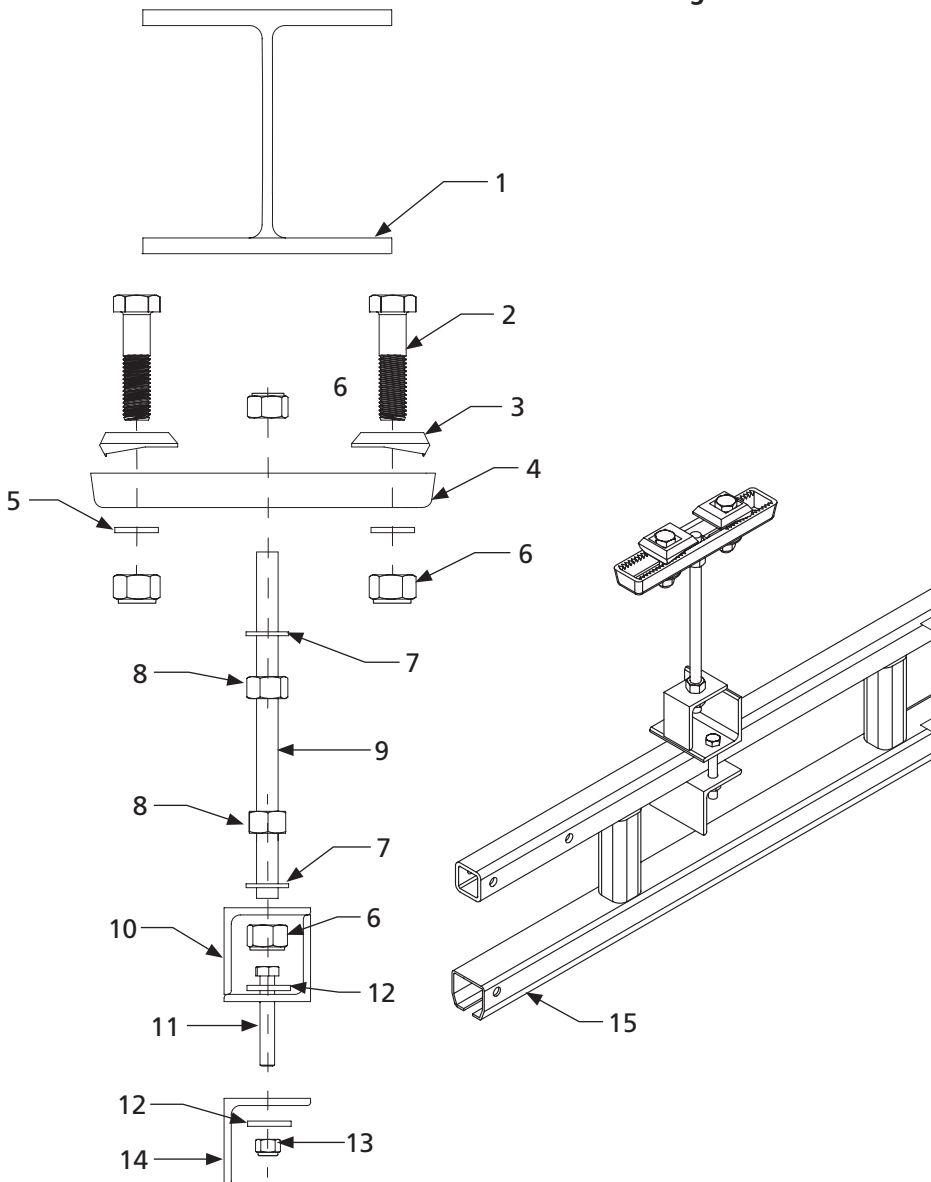
Refer to **Figure 10** for Steps A Through Y

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 18 inches in from each end of the track (15) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track (15).
NOTE: 18-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.
- c) Per **Figure 10**, insert two bolts (11) through two flat washers (12) and the bottom slots of the hanger truss bracket (10) so that the flat washers (12) are between the bolt heads and the bottom of the hanger truss bracket (10).
- d) Per **Figure 10**, place the hanger truss bracket (10) on the marked spot on the end of the track (15) so that the bolts (11) hang down on both sides of the track (15). Ensure that the end of the hanger truss bracket (10) is 18 inches from the end of the track (15) for standard overhang.
- e) Per **Figure 10**, **hand tighten** the angle truss clamps (14) to the bolts (11) using flat washers (12) and locknuts (13) so that the flat washers (12) are between the angle truss clamps (14) and locknuts (13). Ensure that the angle truss clamps (14) form *inverted-L's*.
- f) Per **Figure 10**, screw a nut (8) onto the bottom of the threaded drop rod (9) and adjust so that about three inches of the drop rod (9) are showing from the bottom of the nut (8).
- g) Per **Figure 10**, slide a lock washer (7) onto the threaded drop rod (9) so that the lock washer (7) is underneath the nut (8).
- h) Per **Figure 10**, insert the bottom of the threaded drop rod (9) into the top hole of the hanger truss bracket (10) until the lock washer (7) is flush against the top of the hanger truss bracket (10) and the nut (8) is flush against the lock washer (7).
- i) Per **Figure 10**, screw a locknut (6) to the bottom of the threaded drop rod (9) and adjust so that an inch of drop rod (9) is showing underneath the locknut (6).
- j) Per **Figure 10**, screw a nut (8) onto the top of the threaded drop rod (9) and adjust so that about three inches of the drop rod (9) are showing from the top of the nut (8).
- k) Per **Figure 10**, slide a lock washer (7) onto the threaded drop rod (9) so that the lock washer (7) is on top of the nut (8).
- l) Per **Figure 10**, insert two bolts (2) through beam clips (3) so that the beam clips (3) are underneath the bolt head (2).
- m) Per **Figure 10**, insert the bolts (2) and attached beam clips (3) through the bottom side holes in the body forging (4) so that the beam clips (3) are on top of the body forging (4).
- n) Per **Figure 10**, **hand tighten** locknuts (6) and flat washers (5) to the bolts (2) so that the flat washers (5) are between the body forging (4) and locknuts (6).
- o) Per **Figure 10**, insert the top of the threaded drop rod (9) into the bottom middle hole of the body forging (4) until the lock washer (7) is flush against the bottom of the body forging (4) and the nut (8) is flush against the lock washer (7).
- p) Per **Figure 10**, screw a locknut (6) to the top of the threaded drop rod (9) and adjust so that an inch of drop rod (9) is showing above the locknut (6).
- q) Repeat steps **c**) through **p**) to attach another hanger kit (2 through 14) to the marked spot on the other end of the track (15).
- r) Using a crane and lifting straps, lift the track (15) to the existing ceiling support structure (1).
- s) Use a man lift or cherry picker to reach the track (15) and ceiling support structure (1).

- t) Per **Figure 10**, position the track (15) and attached components (2 through 14) so that the beam clips (3) are on each side of the ceiling support structure (1).
- NOTE:** Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 48 inches from the center of a ceiling support structure (1).
- u) Per **Figure 10**, place the beam clips (3) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clips (3) as needed by tightening or loosening the locknuts (6) until the beam clips (3) sit properly on the bottom flange of the ceiling support structure (1). Securely tighten the beam clips (3) to the bottom flange of the ceiling support structure (1).
 - v) Repeat steps r) through u) to attach the track (15) to the other end ceiling support structure (1).
 - w) Now that the track (15) is attached to the end ceiling support structures (1), repeat steps c) through p) and r) through u) to attach the track (15) to the remaining ceiling support structures (1).
 - x) Repeat steps a) through w) to attach the remaining tracks (15) to the ceiling support structure (1).
 - y) After the track (15) has been securely tightened to all ceiling support structures (1), ensure that all beam clips (3) are installed horizontally and level within plus or minus five degrees. Then torque all 5/8-inch locknuts (6) to 108 foot-pounds and all 1/2-inch locknuts (13) to 51 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 10



Item	Description
1	Ceiling Support Structure
2	5/8-Inch Hex Bolt
3	5/8-Inch Beam Clip
4	Body Forging
5	5/8-Inch Flat Washer
6	5/8-Inch Hex Locknut
7	5/8-Inch Lock Washer
8	5/8-Inch Hex Nut
9	Drop Rod
10	Hanger Truss Bracket
11	1/2-Inch Hex Bolt
12	1/2-Inch Flat Washer
13	1/2-Inch Hex Locknut
14	Angle Truss Clamp
15	Track

NOTE: Torque all hanger kit 5/8-inch diameter locknuts (6) to 108 foot-pounds.

NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

4. Sloped Drop Rod

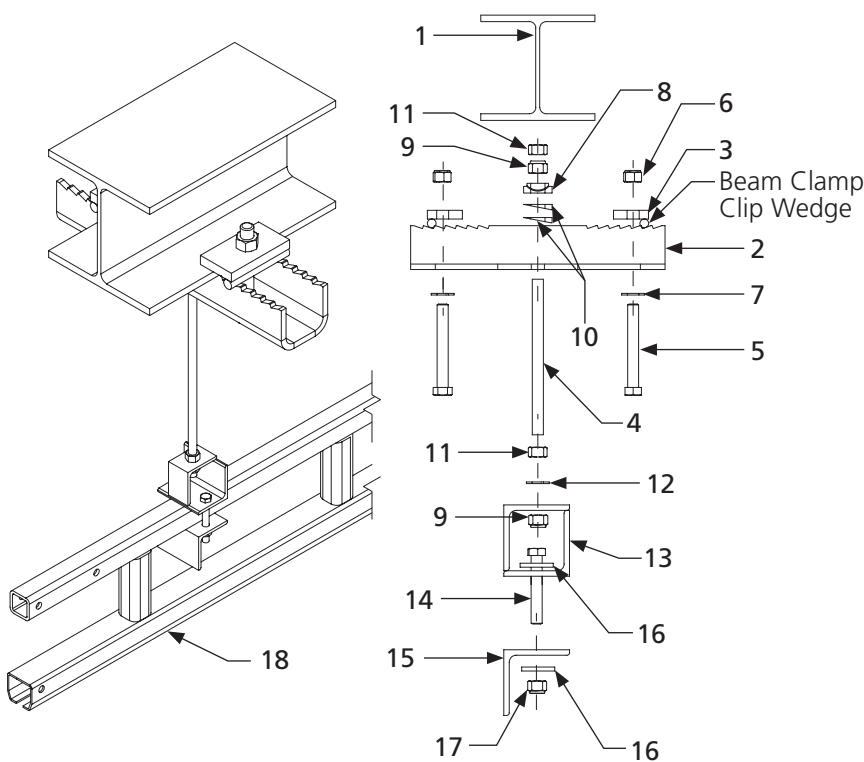
Refer to **Figure 11** for Steps A Through X

- a) Ensure that track splices (B in *Traveling Bridge Assembly Drawing*), if supplied, have been installed per **ATTACHING THE TRACK SPLICE TO THE TRACK SECTIONS** on pages 7-8.
- b) Using a measuring tape and a permanent marker, measure and mark 18 inches in from each end of the track (18) for standard overhang. Also measure and mark your support spacing requirements. These locations are where the hanger kits (A in *Traveling Bridge Assembly Drawing*) should be installed on the track (18).
NOTE: 18-inch overhang is standard. Refer to your Final Fabrication Drawing for correct overhang lengths and support spacing for your specific system.
- c) Per **Figure 11**, insert two bolts (14) through two flat washers (16) and the bottom slots of the hanger truss bracket (13) so that the flat washers (16) are between the bolt heads and the bottom of the hanger truss bracket (13).
- d) Per **Figure 11**, place the hanger truss bracket (13) on the marked spot on the end of the track (18) so that the bolts (14) hang down on both sides of the track (18). Ensure that the end of the hanger truss bracket (13) is 18 inches from the end of the track (18) for standard overhang.
- e) Per **Figure 11**, **hand tighten** the angle truss clamps (15) to the bolts (14) using flat washers (16) and locknuts (17) so that the flat washers (16) are between the angle truss clamps (15) and locknuts (17). Ensure that the angle truss clamps (15) form *inverted-L's*.
- f) Per **Figure 11**, screw a nut (11) onto the bottom of the threaded drop rod (4) and adjust so that about three inches of the drop rod (4) are showing from the bottom of the nut (11).
- g) Per **Figure 11**, slide a lock washer (12) onto the threaded drop rod (4) so that the lock washer (12) is underneath the nut (11).
- h) Per **Figure 11**, insert the bottom of the threaded drop rod (4) into the top hole of the hanger truss bracket (13) until the lock washer (12) is flush against the top of the hanger truss bracket (13) and the nut (11) is flush against the lock washer (12).
- i) Per **Figure 11**, screw a locknut (9) to the bottom of the threaded drop rod (4) and adjust so that an inch of drop rod (4) is showing underneath the locknut (9).
- j) Per **Figure 11**, insert the top of the drop rod (4) through the middle hole on the bottom of the beam clamp channel (2) so that three inches of drop rod (4) are showing.
- k) Per **Figure 11**, slide bevel washers (10) and a spherical washer (8) onto the threaded drop rod (4) so that the spherical washer (8) is on top of the bevel washers (10).
NOTE: The degree of slope determines how many bevel washers (10) are required.
- l) Per **Figure 11**, **hand tighten** a locknut (9) and a hex nut (11) onto the top of the drop rod (4) so that the locknut (9) is between the hex nut (11) and spherical washer (8).
- m) Per **Figure 11**, insert bolts (5) through flat washers (7) and the bottom side holes in the beam clamp channel (2) so that the flat washers (7) are between the bolt heads (5) and the bottom of the beam clamp channel (2) and the bolt heads (5) are on the bottom of the beam clamp channel (2).
- n) Per **Figure 11**, slide beam clamp clips (3) onto the bolts (5) and **hand tighten** locknuts (6) to the bolts (5).
NOTE: Ensure that the beam clamp clip wedges are facing away from the center of the beam clamp channel (2).
- o) Repeat steps **c)** through **n)** to attach another hanger truss bracket (13) to the marked spot on the other end of the track (18).
- p) Using a crane and lifting straps, lift the track (18) to the existing ceiling support structure (1).
- q) Use a man lift or cherry picker to reach the track (18) and ceiling support structure (1).
- r) Per **Figure 11**, position the track (18) and attached components (2 through 17) so that the beam clamp clips (3) are on each side of the ceiling support structure (1).
NOTE: Track splice joints (B in *Traveling Bridge Assembly Drawing*) must be within 48 inches from the center of a ceiling support structure (1).

- s) Per **Figure 11**, place the beam clamp clips (3) so they are holding onto the bottom flange of the ceiling support structure (1). Adjust the beam clamp clips (3) as needed by tightening or loosening the locknuts (6) until the beam clamp clips (3) sit properly on the bottom flange of the ceiling support structure (1) and in the cutouts of beam clamp channel (2) and are an equal number of cutouts away from the center of the beam clamp channel (2). Ensure that the bolts (5) are as close as possible to the edge of bottom flange of the ceiling support structure (1).
- t) Per **Figure 11**, securely tighten the locknuts (6) so that the beam clamp clips (3) are tight to the bottom flange of the ceiling support structure (1).
- u) Repeat steps q) through t) to attach the track (18) to the other end ceiling support structure (1).
- v) Now that the track (18) is attached to end ceiling support structures (1), repeat steps c) through n) and q) through t) to attach the track (18) to the remaining ceiling support structures (1).
- w) Repeat steps a) through w) to attach the remaining tracks (18) to the ceiling support structure (1).
- x) After all track (18) has been securely tightened to all ceiling support structures (1), ensure that all beam clamp clips (3) are installed horizontally and level within plus or minus five degrees. Then torque the top drop rod 5/8-inch diameter nuts (11) and all beam clamp and bottom drop rod 5/8-inch diameter locknuts (6 and 9) to 108 foot-pounds and all hanger kit 1/2-inch diameter locknuts (17) to 51 foot-pounds.

NOTE: Go to pages 23-25 for bridge and end truck installation instructions.

Figure 11



NOTE: Torque all beam clamp and bottom drop rod 5/8-inch diameter locknuts (6 and 9) to 108 foot-pounds.

NOTE: 700 Series Plain Track uses 3/4-inch hardware. Torque 3/4-inch hardware to 210 foot-pounds.

Item	Description
1	Ceiling Support Structure
2	Beam Clamp Channel
3	Beam Clamp Clip
4	5/8-Inch Drop Rod
5	5/8-Inch Hex Bolt
6	5/8-Inch Hex Locknut
7	5/8-Inch Flat Washer
8	Spherical Washer
9	5/8-Inch Hex Locknut
10	5/8-Inch Bevel Washer
11	5/8-Inch Hex Nut
12	5/8-Inch Lock Washer
13	Hanger Truss Bracket
14	1/2-Inch Hex Bolt
15	Angle Truss Clamp
16	1/2-Inch Flat Washer
17	1/2-Inch Hex Locknut
18	Track

ATTACHING STEEL BRIDGE AND END TRUCKS TO THE TRACK

Refer to Figure 12 for Steps 1 Through 9

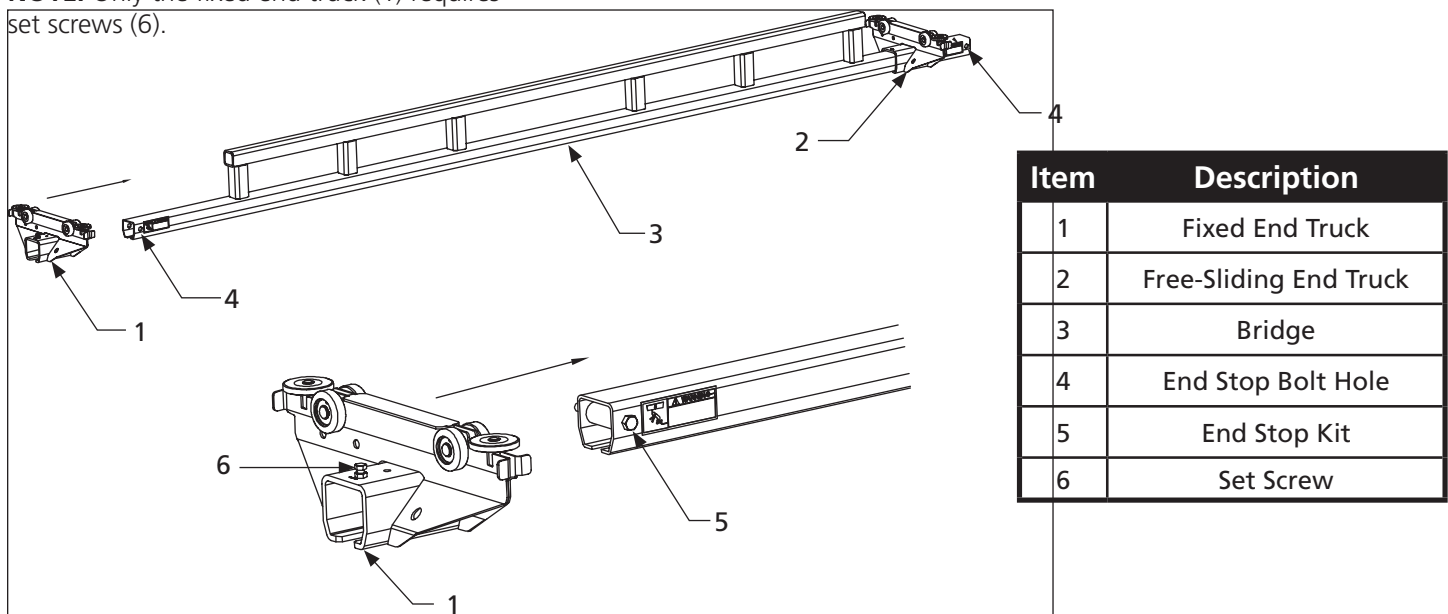
NOTE: The fixed end truck is secured to the bridge with provided set screws. The free-sliding end truck is allowed to slide freely on the bridge to accommodate for any slight misalignment between the parallel tracks.

1. Per **Figure 12**, slide the fixed end truck (1) onto one end of the bridge (3) until the end stop bolt holes (4) are visible. Ensure that the end truck wheels are facing up away from the bridge (3).
2. Per **Figure 12**, **hand tighten** the two set screws (6) on the fixed end truck (1) so that the fixed end truck (1) cannot move side-to-side. Adjust the two set screws (6) so that the track slots are aligned and there is a smooth transition from the bridge (3) to the fixed end truck (1). Do not overtighten set screws.
3. Per **Figure 12**, slide the free-sliding end truck (2) onto the other end of the bridge (3) until the end stop bolt holes (4) are visible. Ensure that the end truck wheels are facing up away from the bridge (3).
4. Using a crane and lifting straps, lift the bridge (3) and attached end trucks (1 and 2) to one end of parallel tracks (C in *Traveling Bridge Assembly Drawing*).
5. Use a man lift or cherry picker to reach the parallel tracks (C in *Traveling Bridge Assembly Drawing*).
6. Per **Figure 12**, slide the end truck wheels onto the parallel tracks (C in *Traveling Bridge Assembly Drawing*), one end truck (1 and 2) per track.
7. Per **Figure 12**, adjust the set screws (6) on the fixed end truck (1) to provide a minimum clearance of two inches between the ends of the bridge (3) and any side obstructions.
8. Per **Figure 12**, adjust support brackets or hangers to provide a minimum clearance of three inches between the top of the bridge (3) and any overhead obstructions.
9. Go to page 27 for final assembly instructions.

NOTE: Bridge lengths longer than 23 feet require extended end trucks not shown in **Figure 12**.

Figure 12

NOTE: Only the fixed end truck (1) requires set screws (6).



ATTACHING ALUMINUM BRIDGE AND END TRUCKS TO THE TRACK

Refer to Figure 13 for Steps 1 Through 26

NOTE: Bridge lengths longer than 23 feet require extended end trucks and extended end truck tie-rod assemblies. For two person systems, bridge lengths longer than 17 feet require a bridge reinforcing spine. The bridge reinforcing spine comes welded to the bridge.

1. Per **Figure 13**, align the two holes in the extended end truck bracket with two side holes in the bridge (2).
2. Per **Figure 13**, insert two bolts (3) through four flat washers (4). Ensure that each bolt (3) receives two flat washers (4).
3. Per **Figure 13**, insert the bolts (3) and attached flat washers (4) through the aligned holes in the extended end truck bracket and bridge (2) so that the flat washers (4) are on the outside of each side of the bridge (2).

NOTE: Ensure that the safety cable goes under the bolts (3). The safety cable ships assembled.

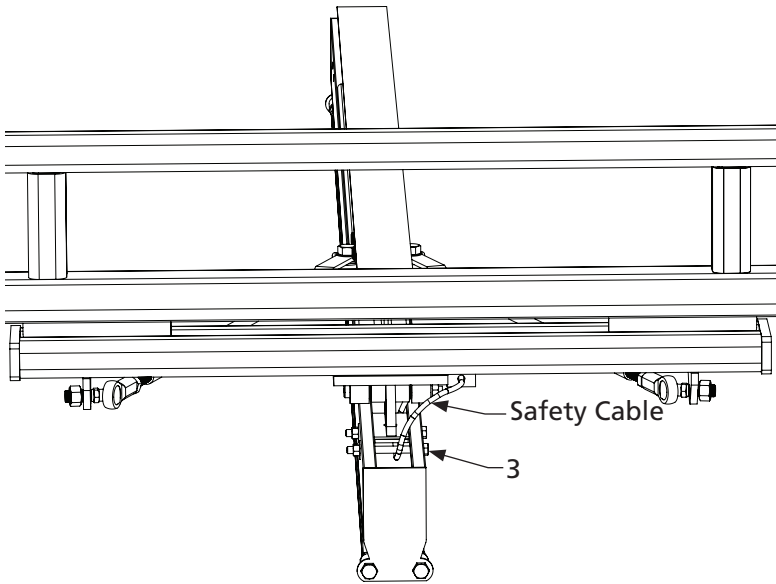
4. Per **Figure 13**, securely tighten flat washers (4) and locknuts (5) to the bolts (3) so that the flat washers (4) are between the bridge (2) and locknuts (5).
5. Repeat steps **1** through **3** to attach another extended end truck (1) to the other side of the bridge (2).
6. Per **Figure 13**, insert two bolts (6) through two flat washers (7) and a mounting bracket (8) so that the flat washers (7) are between the bolt head and the mounting bracket (8) and the single hole on the mounting bracket (8) is facing down.
7. Per **Figure 13**, insert the bolts (6) with attached components (7 and 8) through the two holes in the bridge (2).
8. Per **Figure 13**, slide another mounting bracket (8) onto the bolts (6) so that the single hole in the mounting bracket (8) is facing down.
9. Per **Figure 13**, securely tighten flat washers (7) and locknuts (9) to the bolts (6) so that the flat washers (7) are between the mounting bracket (8) and the locknuts (9).

NOTE: Per **Figure 13**, start assembling the left extended end truck bracing assembly. Only one extended end truck (1) requires tie-rod assemblies.

10. Per **Figure 13**, insert the stud of the rod end (10) through the hole on the bottom of the extended end truck (1). Ensure that the rod end (10) is facing the bridge (2).
11. Per **Figure 13**, securely tighten a locknut (11) to the stud of the rod end (10).
12. Per **Figure 13**, **hand tighten** the nut with left-handed thread (12) to the end of the tie rod (13) with left-handed thread so that about two inches of the tie-rod (13) extend past the end of the nut (12).
13. Per **Figure 13**, **hand tighten** the end of the tie rod (13) with left-handed thread and attached nut with left-handed thread (12) to the rod end (10).
14. Per **Figure 13**, **hand tighten** a nut with right-handed thread (14) to the other end of the tie rod (13) with right-handed thread so that about two inches of thread extend past the end of the nut (14).
15. Per **Figure 13**, **hand tighten** the end of the tie rod (13) with right-handed thread and attached nut (14) to the single hole of the tie-rod clevis (15). Ensure that the two end holes of the tie-rod clevis (15) are vertical.
16. Per **Figure 13**, align the two vertical holes in the tie-rod clevis (15) with the single middle hole in the mounting bracket (8). The single middle hole in the mounting bracket (8) goes between the vertical holes in the tie-rod clevis (15).
17. Per **Figure 13**, align four flat washers (7) with the aligned holes in the tie-rod clevis (15) and mounting bracket (8) so that two flat washers (7) are between the bottom of the mounting bracket (8) and top of the lower vertical hole of the tie-rod clevis (15). The other two flat washers (7) go between the top of the mounting bracket (8) and the bottom of the upper vertical hole on the tie-rod clevis (15).
18. Per **Figure 13**, insert a bolt (16) through the aligned holes in the tie-rod clevis (15), flat washers (7), and mounting bracket (8) so that the bolt head is on top of the upper vertical hole of the clevis (15).
19. Per **Figure 13**, securely tighten a locknut (9) to the bolt (16).
20. Per **Figure 13**, securely tighten all nuts previously **hand tightened** in steps **12** through **15**.
21. Repeat steps **10** through **20** to attach the right extended end truck bracing assembly.

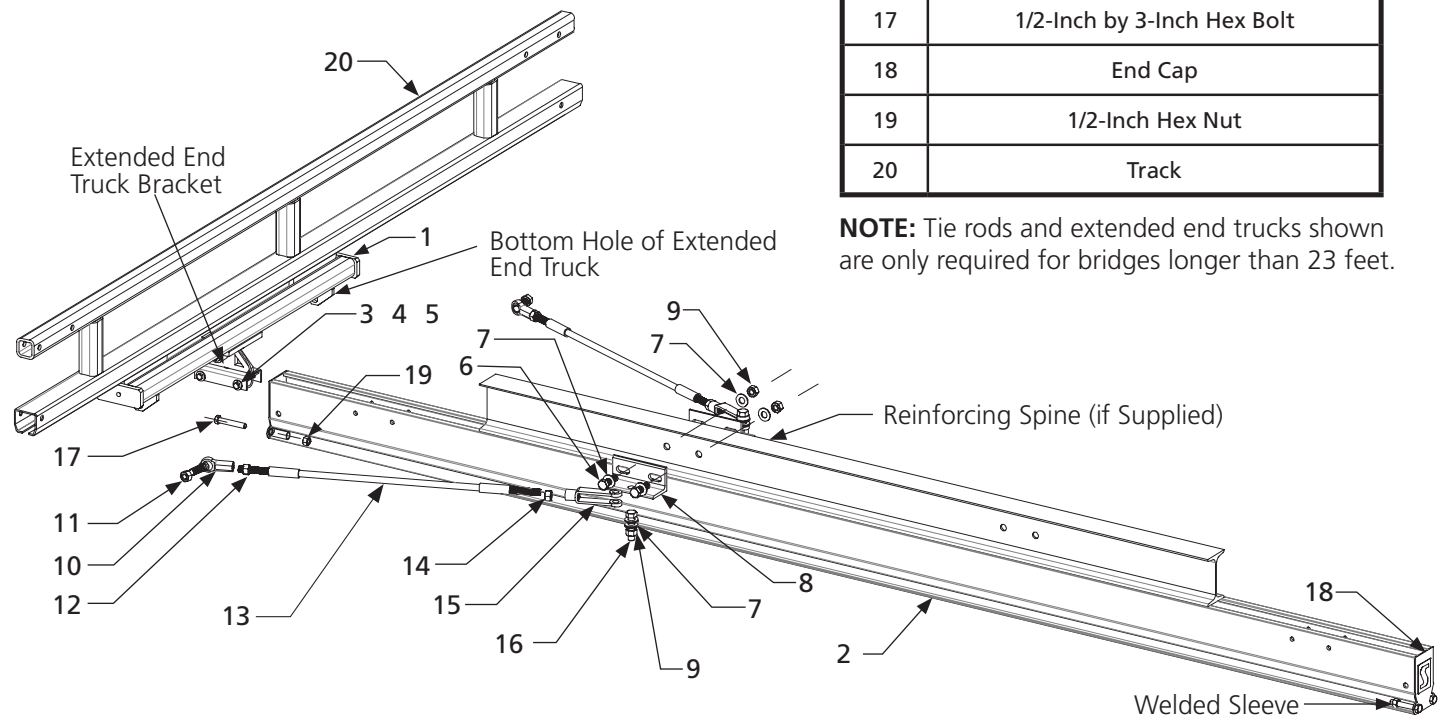
22. Per **Figure 13**, align the two holes in the end cap (18) with the welded aluminum sleeves in the bridge (2).
23. Per **Figure 13**, insert two bolts (17) through the aligned holes in the end cap (18) and welded sleeves.
24. Per **Figure 13**, securely tighten nuts (19) to the bolts (17).
25. Repeat steps **22** through **24** to attach the remaining end cap (18) to the bridge (2).
26. Go to page 27 for final assembly instructions.

Figure 13



Item	Description
1	Extended End Truck
2	Bridge
3	1/2-Inch by 4-1/2-Inch Hex Bolt
4	1/2-Inch Flat Washer
5	1/2-Inch Hex Locknut
6	5/8-Inch by 2-Inch Hex Bolt
7	5/8-Inch Flat Washer
8	Mounting Bracket
9	5/8-Inch Hex Locknut 11NC
10	Rod End
11	5/8-Inch Hex Locknut 18 NF
12	Left-Handed Threaded Nut
13	Left and Right-Handed Threaded Tie Rod
14	Right-Handed Threaded Nut
15	Clevis
16	5/8-Inch by 2-1/2-Inch Hex Bolt
17	1/2-Inch by 3-Inch Hex Bolt
18	End Cap
19	1/2-Inch Hex Nut
20	Track

NOTE: For 306 aluminum, the bolt (3) is 3/8-inch diameter by 4 inches long with 3/8-inch diameter flat washers (4) and 3/8-inch diameter locknuts (5). For 308 aluminum, the bolt (3) is 1/2-inch diameter by 4-1/2 inches long with 1/2-inch diameter flat washers (4) and 1/2-inch diameter locknuts (5).



NOTE: Tie rods and extended end trucks shown are only required for bridges longer than 23 feet.

FINAL ASSEMBLY

Refer to Traveling Bridge Assembly Drawing for Steps 1 Through 7

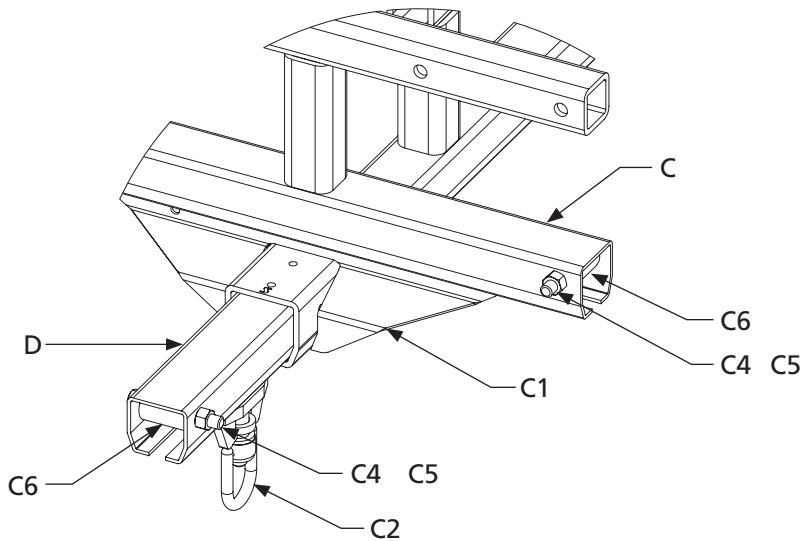
1. Ensure that the track (C in *Building Materials Description*) is secured properly to the ceiling support structure (1 in *Building Materials Description*).
2. Confirm that all of the system's nuts are torqued to the required specifications below prior to removing support rigging (your telescoping fork truck or crane) from any component.

Bolt Diameter	Hex Nut Torque	Minimum Hex Locknut Torque
1/2 Inch	78 Foot-Pounds	51 Foot-Pounds
5/8 Inch	154 Foot-Pounds	93 Foot-Pounds
3/4 Inch	257 Foot-Pounds	151 Foot-Pounds
7/8 Inch	341 Foot-Pounds	224 Foot-Pounds
1 Inch	514 Foot-Pounds	325 Foot-Pounds

NOTE: The beam clip 5/8-inch nuts (A4 and AA6) should be torqued to 108 foot-pounds and hanger kit 1/2-inch nuts should be torqued to 51 foot-pounds.

3. Per **Detail "C,"** insert your Anchor Trolley™ (C2) into the bridge (D). For a multiple bridge system, install Anchor Trolley(s) as required.
4. Per **Detail "C,"** install the bridge's end stops by inserting the bolts (C4) through the holes at both ends of the bridge (D) and through the rubber sleeves (C6).

Detail "C" (Trolley[s] and End Stops to Bridge and End Stops to Tracks)



Item	Description
C	Track
C1	End Truck
C2	Swiveling Connector Anchor Trolley
C4	End Stop Bolt
C5	1/2-Inch Hex Locknut
C6	End Stop Rubber Sleeve
D	Bridge

NOTE: The 1/2-inch hex locknuts (C5) should be torqued until securely tightened against the track. Be careful not to damage the track in any way.

5. Attach and torque the end stop nuts (C5) until securely tightened against the bridge.
6. For multiple bridge systems, repeat steps 1. through 5. to insert the remaining Anchor Trolleys (C2) into the remaining bridges (D).

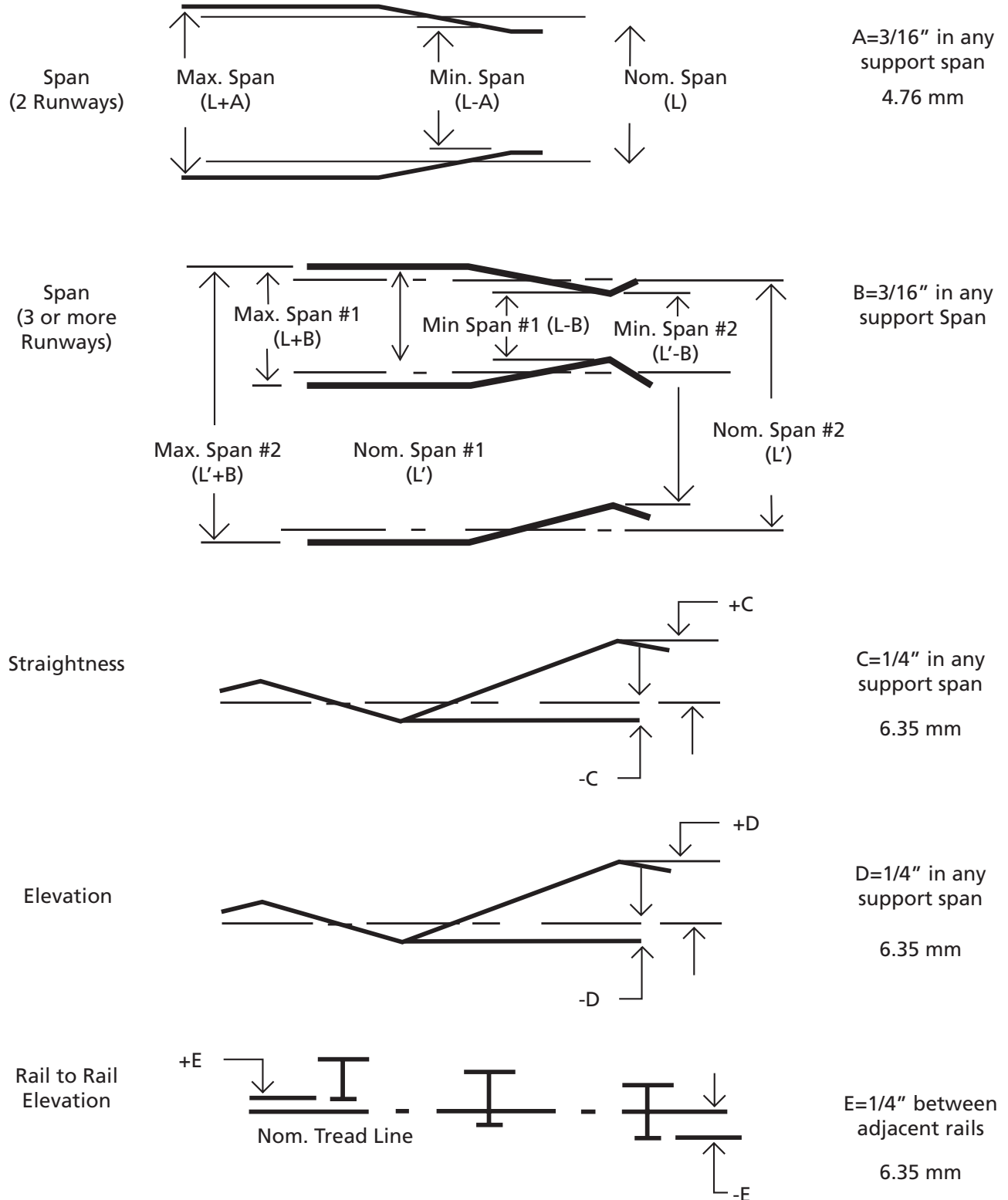
NOTE: Repeat steps 4. and 5. to attach end stop kits (C3 in *Building Materials Description*) to each end of each track (C in *Building Materials Description*).

7. **This system must be used with an ANSI-rated self-retracting lanyard (SRL).** Connect your SRL and retrieval tagline in accordance with the manufacturer's specifications and your training.

RUNWAY ALIGNMENT TOLERANCE

Rigid Lifelines recommends runway slope of no more than 1/4 inch per 20 feet of track to prevent drift of the trolley. See **Figure 14** for more information.

Figure 14



NOTE: Illustrations in **Figure 14** are provided courtesy of MMA MH27.1.

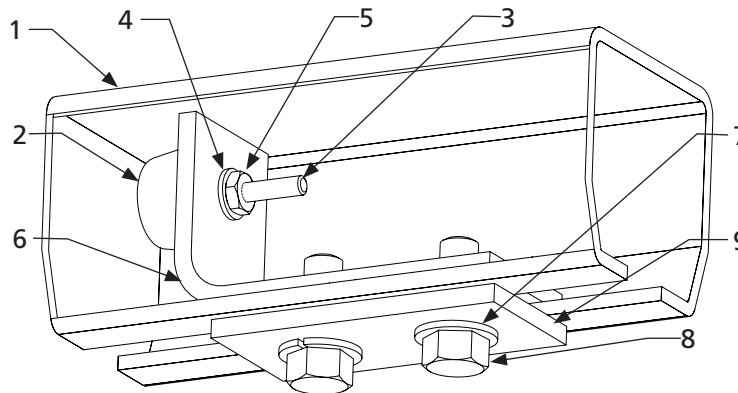
INTERMEDIATE BUMPER INSTALLATION (IF SUPPLIED)

NOTE: Follow the approval drawing, if provided, to prevent overloading of the track and system.

1. Using a man or scissor lift, remove an end stop from the end of the track if end stop is present.
2. Per **Figure 15**, slide the top plate (6) and attached components (2, 3, 4, and 5) into the track (1) and to the desired location in the track. Ensure that the rubber bumper (2) is facing the trolley.
3. Per **Figure 15**, insert two bolts (8) through two split lock washers (7).
4. Per **Figure 15**, align the holes in the bottom plate (9) with the holes in the top plate (6). Ensure that the bottom plate (9) is underneath the track (1).
5. Per **Figure 15**, securely tighten the bolts (8) and attached split lock washers (7) through the aligned holes in the bottom plate (9) and top plate (6) so that the bolt heads are underneath the bottom plate (9). Ensure that the split lock washers (7) are between the bolt head and the bottom of the bottom plate (9).
6. Using a torque wrench, torque 3/8-inch diameter bolts to 33 foot-pounds. Torque 1/2-inch diameter bolts to 78 foot-pounds. See the tables below.
7. Reinsert the end stop that was removed in step 1.

Figure 15

NOTE: Intermediate bumpers should not be used as end stops.



500 Series Track (P/N: 1500IB)

Item	Description
1	Track
2	Rubber Bumper
3	10-32 NC by 1-1/4-Inch Machine Screw
4	#10 Lock Washer
5	10-32 NC Nut
6	Top Plate
7	3/8-Inch Split Lock Washer
8	3/8-Inch by 1-Inch Hex Head Bolt
9	Bottom Plate

NOTE: For part number 1500IB, item 8 requires a 9/16-inch wrench or socket.

600, 700, and 900 Series Track (P/N: 1700IB)

Item	Description
1	Track
2	Rubber Bumper
3	10-32 NC by 1-1/4-Inch Machine Screw
4	#10 Lock Washer
5	10-32 NC Nut
6	Top Plate
7	1/2-Inch Split Lock Washer
8	1/2-Inch by 1-1/2-Inch Hex Head Bolt
9	Bottom Plate

NOTE: For part number 1700IB, item 8 requires a 3/4-inch wrench or socket.

MAINTENANCE

1. Visually inspect the system before each use and fully inspect the system after a fall event and annually. Refer to the INSPECTION CHECKLISTS in the next section of this manual for checklists for *Traveling Bridge Anchor Track™ System* and *Annual Anchor Track™ System*.
2. **If the system fails ANY inspection point on any of the inspection checklists, immediately remove the system from service and call Rigid Lifelines® at 800-869-2080 for instructions.**
3. During the first month after a new installation, a weekly inspection of the system should be performed using the *Annual Anchor Track™ System Inspection Checklist*. It is important to note that every system application and use will be different, meaning some conditions of use will require more frequent inspection. Examples of such conditions include two or three shift operations or working with or near corrosive chemicals or elements.
4. Refer to the Anchor Trolley™ User Instruction Manual (Manual 103-0054), which comes packaged with the Anchor Trolley, for its trolley inspection checklists.
5. Download and print additional blank inspection checklists from the literature tab at RigidLifelines.com.

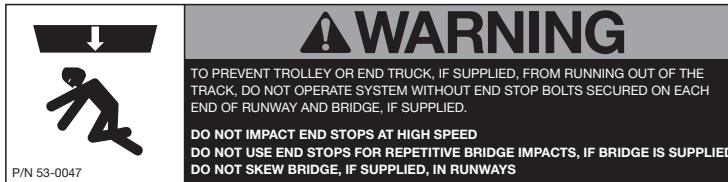
LABELING

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

RIGID LIFELINES LABEL PLACEMENT DISCLAIMER

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

"A"



P/N 53-0047

"B"



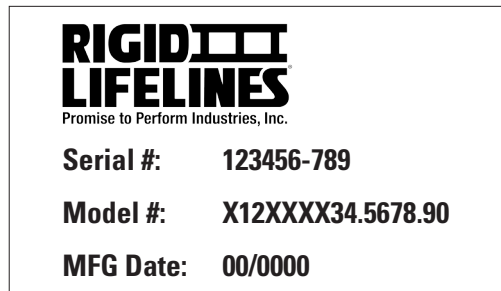
P/N 53-0359

"C"



P/N 53-0023

"D"



Notes on Label Placement Drawing

- Label **53-0047 "A"** should be placed on both ends of the lower section of trussed track on both sides of each track section and at each end of the bridge on both sides.
- Label **53-0359 "B"** should be centered on the track on both sides and is **P/N 53-0535** for **one** person per track systems, **53-0536** for **two** people per track systems, and **53-0359** for **three to eight** people per track systems, along with **53-0413** through **53-0418** respectively. Labels **P/N 53-0413** through **53-0418** are the capacity numbers three through eight for the Anchor Track Label and should be placed to the right of the line following "Rigid Lifelines."
- Label **53-0023 "C"** should be placed to the left of label **"B"** on the lower section of the bridge on both sides.
- Label **"D"** should be placed on every other header, on every other lower section of trussed track, and on every bridge.

TRAVELING BRIDGE ANCHOR TRACK™ SYSTEM INSPECTION CHECKLIST



Before Each Use

Inspector Name: _____

Date: _____

System Number: _____

Model: _____

Inspect the Traveling Bridge Anchor Track™ System before each use according to this inspection checklist. If the system fails any point on the inspection checklist, remove the system from service and contact Rigid Lifelines.

INSPECTION POINTS	Inspection Result (✓)	
	PASS	FAIL
1. Test the swiveling connector(s) on each trolley to verify that each trolley rotates and swivels freely.		
2. Verify that the trolley(s) can easily and smoothly roll the full length of the bridge(s).		
3. Verify that the end trucks can easily and smoothly roll the full length of the runway tracks.		
4. Verify that the set screws on the fixed end truck are securely tightened.		
5. Check all system welds for cracks.		
6. Check system components for corrosion. Corrosion may not exceed 10 percent of material thickness, including the material thickness (thread height) of bolt threads.		
7. Check system components for bent or damaged areas.		
8. Check support structure for stability.		
9. Visually check all bolted assemblies for proper connections and properly secured bolts and nuts.		
10. Verify that the system is employed in a manner that will not result in off-plumb loadings past runways and bridge end stops.		

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



Inspector Name: _____

Date: _____

System Number: _____

Model: _____

Inspect the Traveling Bridge Anchor Track™ System annually and after a fall event according to this inspection checklist. If the system fails any point on the inspection checklist, remove the system from service and contact Rigid Lifelines.

INSPECTION POINTS	Inspection Result (✓)	
	PASS	FAIL
1. Check that the beam clamps are installed horizontally within + / - five degrees.		
2. Check that end stop bolts are present and have locknuts installed.		
3. Using a torque wrench, check that all bolts are present and torqued to values shown on Assembly Drawing.		
4. Check that splices, if supplied, are centered on track joints.		
5. Verify that capacity labels are present, attached, and legible. See Label Placement Drawing.		
6. Verify that the number of trolleys matches the value on the capacity label.		
7. Verify that the fall arrest system is not being used for material handling.		
8. Check the track for levelness within + / - 1/4 inches per 20 feet of track.		
9. Check the track flanges. Track flanges cannot be bent downward more than five degrees.		
10. Check the track thickness. Track thickness cannot be worn more than 10 percent.		
11. Check all system welds for cracks.		
12. Check system components for corrosion and bent or damaged areas.		
13. Check that all wheel studs, if supplied, are torqued to value shown on Assembly Drawing. Note that these 1/2-inch wheel studs have a different torque value than the system's other 1/2-inch bolts.		
14. Verify trolley can traverse entire length of track without snags.		
15. Inspect the trolley following the <i>After a Fall Event and Annual Inspection Checklist</i> in the Rigid Lifelines Anchor Trolley™ User Instruction Manual (103-0054).		
16. Test the operation of the trolley's swiveling connector and verify that it can rotate freely.		
17. Test the operation of the trolley and verify that the wheels rotate freely.		
18. Check system components for loose components.		
19. Check system components for loose or missing fasteners.		
20. Check system support structure for stability.		
21. Verify that hanger assemblies are installed properly and fasteners are torqued to proper values.		
22. Check that the support arms pivot bolts, if supplied, are properly installed and tightened.		
23. Check system for unauthorized modifications. Only Rigid Lifelines can authorize modifications. Remove system from service if it is modified in any way.		
24. Verify that the system is employed in a manner that will not result in off-plumb loadings past runways and bridge end stops.		

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PRODUCT WARRANTY COVERAGE

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

- Engineered Track Equipment, Wearable End Truck Wheels, and Anchor Trolley™ Wheels and Teeth: Ten Years
- Motorized Products and Drive Components and Paint and Finishes for Non-Aluminum Components: Two Years
- Soft Goods, Devices, Connectors, and Accessories: One Year

Ten-Year Warranty Coverage:

- Defects in equipment material and workmanship of manual track systems and equipment
- Only applies to the wearable wheels on end trucks and wearable Anchor Trolley wheels and teeth

Rigid Lifelines warrants its manual Anchor Track™ systems and equipment to be free from defects in material and workmanship for a period of ten (10) years or 20,000 hours, commencing on the date of shipment to the first retail purchaser. This warranty extends only to parts that are not subject to normal wear and tear from use (nonwearable), with the exception that it does apply to the wearable wheels supplied on end trucks and wearable Anchor Trolley wheels and teeth.

Two-Year Warranty Coverage:

- Defects in equipment material and workmanship of motorized systems and equipment
- Paint coatings and finishes for non-aluminum components

Rigid Lifelines warrants motorized equipment to be free from defects in material and workmanship for a period of two (2) years or 4,000 hours, commencing on the date of shipment to the first retail purchaser. Rigid Lifelines warrants its paint and finishes for a period of two (2) years. Warranty claims related to coatings must be accompanied by documentation of the product's application and environmental conditions from time of delivery to time of claim.

One-Year Warranty Coverage:

- Defects in soft goods, devices, connectors, and accessories

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

WARRANTY TERMS & CONDITIONS

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

Rigid Lifelines Is Not Liable for:

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

Reimbursement Disclaimer:

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

ABOUT RIGID LIFELINES®

OUR MISSION:

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

OUR COMMITMENT

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

Rigid Lifelines production facilities are certified under the ISO 9001:2015 Quality Management System to provide superior quality products. And every welder at Rigid Lifelines is certified to handle steel (D1.1) and aluminum (D1.2) in accordance with the rigorous requirements and lab testing established by the American Welders Society (AWS).

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

OUR PRODUCTION:

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



Morgantown, PA | Las Vegas, NV
Toll Free: (800) 869-2080 | Local: (610) 286-7200 | Outside US: 1-610-286-7200 | Fax: (610) 286-0085
RigidLifelines.com | info@RigidLifelines.com



Detail "AA" (Track to Ceiling Support Structure Using Flush-Cross Mount Hanger)

NOTE 1:
Before torquing the track (C) to the ceiling support structure (1), ensure that the trussed track (C) overhangs 18 inches on each end for standard overhang. Standard overhang for plain track is 12 inches.

NOTE 2:
If supplied, clipped washers (AA7) must be installed between the beam clips (AA4) and truss clamp plates (AA1).

"B"

"D"

Detail "A" (Track to Ceiling Support Structure Using Drop Rod Hanger)

NOTE 3:
Hardware shown in Details "A" and "AA" are for drop rod hanger kits and flush-cross mount hanger kits. See the manual if you purchased another hanger kit option.

"A"
"AA"

Detail "B" (Track Splice to Track Sections)

NOTE 6:
Aluminum bridges have part numbers that begin with "AB."

Detail "C" (Trolley[s] and End Stops to Bridge and End Stops to Tracks)

NOTE 7:
If you purchased an aluminum bridge, see pages 25-27 in the manual.

NOTE 4:
Trussed track splice joints (B) must be within 48 inches of a ceiling support structure (1). Plain track splice joints (B) must be within 18 inches of a ceiling support structure (1).

NOTE 5:
Track splices are only required when runway sections are joined together.

NOTE 8:
Quantities shown are for a system containing four single trussed track runways (C) and one track splice joint (B).

Item	Quantity	Part Number	Building Materials Description
1	X	NA	Ceiling Support Structure
-A-	X	FA-K-CMT-5XX	Kit, Hanger, Truss, X.XX" TT X-Drop Rod
A1	12	C-480-1	Beam Clip Forging, C-480
A2	6	C-480-2	Body Forging, C-480
A3	12	10-0304	Bolt, 5/8"-11NC X 3 1/2" GR5
A4	24	13-0001	Nut, Hex Lock 5/8"-11 NC
A5	12	15-0004	Flat Washer 5/8" Plated
A6	6	51-0003-X	Rod, Thread 5/8"-11 UNC X X'-X" LG
A7	6	FAHTB23-P	X"-X" TT, Hanger Bracket, Paint, Yel
A8	6	FAHTB23-1P	FA, Clamp Angle, X"-X" TT, Painted, Yel
A9	12	10-0236	Bolt, All Threaded 1/2"-13 NC x 4 1/2" GR5
A10	12	11-0040	Nut, Hex 5/8" 11 Plated GR5 (9/16" H)
A11	12	13-0003	Nut, Hex Lock 1/2" 13 NC(5/8" H)
A12	12	14-0004	Washer, Split Lock 5/8" Zinc Plated
A13	12	15-0003	1/2" Flat Washer
-AA-	X	FA-K-XX-X.XX-X/X	FA, Kit, Hanger, X.XX" FLX X/X"
AA1	6	PCTX.XX	Truss Clamp Plate, X X/X" Flange
AA2	12	ACT2-3.5	Angle Clamp Truss 2-3 1/2" TT, Through R730
AA3	24	10-03XX	Bolt, 5/8"-11 NC GR5
AA4	24	18-0021F	Beam Clip Forged, 5/8" W SH Tail, (1/4" TH)
AA5	24	15-0004	Flat Washer 5/8" Plated
AA6	24	13-0001	Nut, Hex Lock 5/8"-11 NC
AA7	0, 24, or 48	18-000X	5/8" Clipped Washer
-B-	2	FA-1X03	Fall Arrest Track Splice, X00 with Bolts
B1	4	FA-SP-XX	Plate Only, Splice (Used in "SP" Kits)
B2	8	10-021X	Bolt, 1/2"-13 NC GR5
B3	8	13-0003	Nut, Hex Lock 1/2"-13, GR 2
-C-	4	Runway	Fall Arrest Track
C1	2	1554X	End Truck, 500
C2	1	FAXXX-AT	FA, Swiveling Connector Anchor Trolley
C3	6	FA-X00ES	Fall Arrest End Stop Kit
C4	6	10-02XX	End Stop Bolt
C5	6	13-0003	Nut, Hex Lock 1/2"-13
C6	6	RR1.25-X	End Stop Rubber Sleeve
-D-	1	RBXXX	Bridge, X00, XX'-X"

Component Assembly Schedule

1. If Provided, Bolt Track Splice to Track Sections (Detail "B")
2. Bolt Hanger Kits to Track (Details "A" and "AA")
3. Bolt Track to Ceiling Support Structures (Details "A" and "AA")
4. Install End Trucks and Bridge to Tracks (Detail "C")
5. Install Trolley(s) and End Stops to Bridge and Tracks (Detail "C")

Torque Specifications

Bolt Diameter	Hex Nut Torque	Minimum Hex Locknut Torque
1/2 Inch	78 Foot-Pounds	51 Foot-Pounds
*5/8 Inch	154 Foot-Pounds	93 Foot-Pounds
3/4 Inch	257 Foot-Pounds	151 Foot-Pounds
7/8 Inch	341 Foot-Pounds	224 Foot-Pounds
1 Inch	514 Foot-Pounds	325 Foot-Pounds

*The 5/8-inch beam clip nuts (A4 and AA6) should be torqued to 108 foot-pounds.

NOTE 9:
End stop bolts (C4), end stop locknuts (C5), and end stop rubber sleeves (C6) come in packs labeled "FA-X00ES" (C3).


NOTE 10:
Depending on ceiling support structures (1) and spans, some hardware sizes may differ from those listed in this drawing. If you ordered 700 series track, hardware diameter changes to 3/4 inches instead of 5/8 inches for some items.

Sheet 1 of 2

REV.	DATE	NAME	REVISION DESCRIPTION
CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE. DO NOT SCALE DRAWING.			
APPROVALS		DATE	
DRAWN:	DAP	11/22/10	
CHECKED:	TJB	11/22/10	
APPVD:	JRG	03/02/21	
PLOT DATE:	WT.	SIZE	DWG. NO.
PROJECT NO.:	SCALE:	C	FA-CMT-ASSEMBLY
INSTRUCTIONS:	NTS	CAD FILE:	REV. -

NOTE 1:
 Label **53-0047 "A"** should be placed on both ends of the lower section of trussed track on both sides of each track section and at each end of the bridge on both sides.
 Label **53-0023 "C"** should be placed to the right of label **"B"** on the lower section of the bridge on both sides.
 Label **"D"** should be placed on ever other header, on every other lower section of trussed track, and on every other bridge.

"A"



WARNING

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

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

P/N 53-0047

See Note 1 for More Info

53-0047

"B"

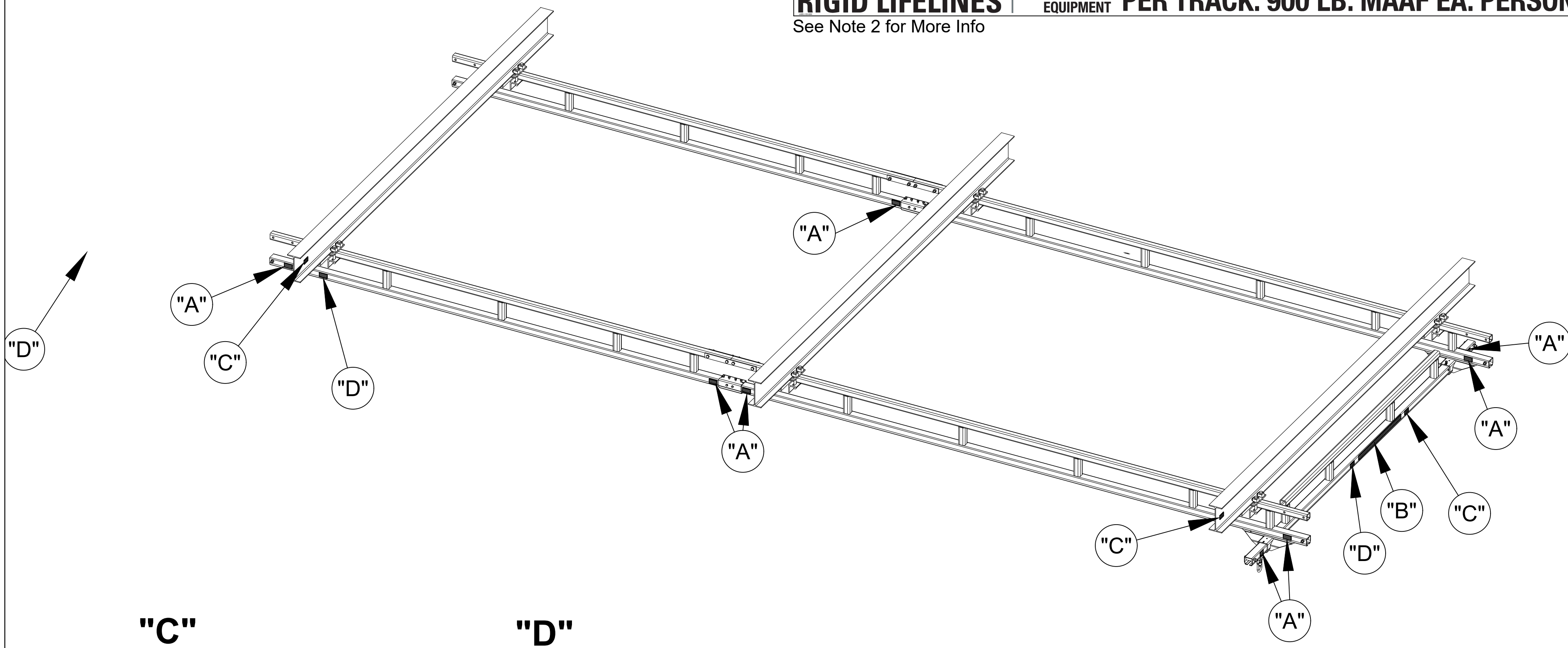
RIGID LIFELINES

See Note 2 for More Info

PEOPLE & EQUIPMENT

PER TRACK. 900 LB. MAAF EA. PERSON

(800) 869-2080
 RigidLifelines.com
 53-0359



NOTE 2:
 Label **"B"** should be centered on the lower section of the bridge on both sides and is **P/N 53-0535** for one person per track systems, **53-0536** for two people per track systems, and **53-0359** for **three to eight** people per track systems, along with **53-0413** through **53-0418** respectively. Labels **P/N 53-0413** through **53-0418** are the capacity numbers three through eight for the Anchor Track label and should be placed to the right of the line following "Rigid Lifelines."

MADE IN
 ★★★★★
THE USA

P/N 53-0023

See Note 1 for More Info 53-0023

RIGID LIFELINES
 Promise to Perform Industries, Inc.


Serial #: 123456-789

Model #: X12XXXX34.5678.90

MFG Date: 00/0000

See Note 1 for More Info

Sheet 2 of 2

REV.	DATE	NAME	REVISION DESCRIPTION
CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE. DO NOT SCALE DRAWING			 FALL ARREST CEILING-MOUNTED TRAVELING BRIDGE LABEL PLACEMENT DRAWING
APPROVALS	DATE		
DRAWN:	DAP	11/22/10	
CHECKED:	TJB	11/22/10	
APPVD:	JRG	03/02/21	
PLOT DATE:	WT.		
PROJECT NO.:	SCALE:		SIZE DWG. NO. FA-CMT-ASSEMBLY
INSTRUCTIONS:	NTS		REV. -
CAD FILE:			SHEET 2 OF 2