
Instruction for use and maintenance

Anchorage Device „Söll-MultiRail“ horizontal

openable glider complying with DIN EN 795

Part-No. 17792

Serial number: _____

Year of manufacture: _____ Date of purchase: _____

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

Date of initial operation: _____

Operator/user: _____

Street: _____

Place: _____

Phone: _____ Fax: _____

Stand: 01.07.2009

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Table of content

	Page
A Safety precautions	3
B Checking before use	5
C Using the glider	6
D Maintenance	11
E Storage	16
F Care	16

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In this issue the following has been changed: logotype

A Safety precautions

- A 1. Anyone working with or on the Söll „Söll-MultiRail“ anchorage device must have read these instructions before using the system. Actions contravening these instructions may endanger the safety of the User!
- A 2. The owner of the Söll-"Söll-MultiRail“ anchorage device must ensure that these instructions are:
 - retained in a dry and secure condition at the installation or
 - retained by the operator, whereby he must ensure that the user is aware of the storage location of these instructions and that the documents and that they are anytime easily available.
- A 3. The operator must be able to present these instructions to the manufacturer of the SÖLL - system; (Honeywell Fall Protection Deutschland GmbH & Co. KG or one of its authorized dealers) upon request. These instructions must be enclosed when returning in the "Söll-MultiRail glider".
- A 4. The respective instructions must be observed when assembling, installing or using Söll accessories with this Söll „Söll-MultiRail glider".
- A 5. The respective instructions must be observed when using other personal protection equipment.
- A 6. The "Söll-MultiRail glider" is part of the Söll „Söll-MultiRail“ system and as personal safety equipment has been designed only for correct use with the Söll Söll-MultiRail system.
- A 7. Söll „Söll-MultiRail gliders" may only be fitted and operated with original Söll components / elements. Combining with components and/or elements from other manufacturers can adversely affect the safety of the Söll „Söll-MultiRail“ system. In these situations Söll GmbH and their dealers will reject any claims for product liability!

In addition, such cases are completely unauthorised, as Söll gliders are tested and certified as complete systems. Full liability is therefore transferred to the operator!

- A 8. The glider has to be used only in combination with EN 361 compliant safety harnesses.
- A 9. Before and during use the Söll „Söll-MultiRail glider“ must be subjected to visual checks for correct functioning of the system.
- A 10. For the operator's safety it is important that he is in proper state of health and that he is not under the influence of alcohol or drugs.
- A 11. The facility must include a rescue action plan considering all possible emergency cases which may occur during works.
- A 12. When the equipment is sold in another country, it is important for the safety of the user that the reseller provides him this manual in the corresponding language of the country concerned.

B Checking before use

- B 1. Ensure that the glider, safety harness, lanyard with a DIN EN 355 compliant fall arrestor, a fall arrestor or a travelling safety device as well as guide rails (= anchorage device) are in the flawless working condition and are functioning properly before and during their every use. Ensure that the device and the components are not deformed or damaged.

- B 2. The Söll „Söll-MultiRail“ system may not be used if there are any doubts regarding its safe use, if defects are visible, or if the device has been strained as a result of a fall. It may not be used until written permit is given by a competent person. If necessary, the "Söll-MultiRail glider" should be returned to the manufacturer.

Attention!

A competent person is not authorised to carry out repairs!

- B 3. Before each use, it has to be ensured that there is sufficient fall clearance beneath the operator, so that in case of a fall, he cannot strike the ground or against other obstacles.

C Using the glider

The Söll anchorage device should be used only by personnel who are trained to handle this device safely. Every user must use a separate glider!

Fit the EN 361 safety harness in accordance with the applicable instructions.

If using:

- a safety rope with EN 355 fall arrester, attach this to the back eyelet of the safety harness in accordance with the instructions.

Important!

The fall arrester must always be on the body side!

- a travelling fall arrester with flexible guide, use only equipment that the manufacturer has guaranteed will also function in the planned direction of strain.

Attention!

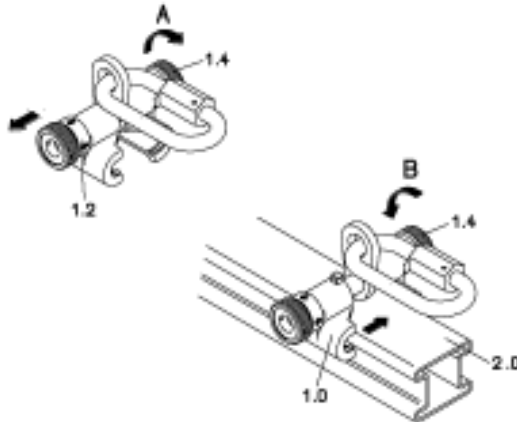
The glider is to be inserted in the guide rail and the user may attach to the glider only when he is in a position secured against falls. Before removing the glider or detaching from the lanyard, (safety line, guided type fall arrester) safety against falls has to be otherwise provided.

C 1. Mounting/removing the glider

1. Alternative

Use: Opening / closing the glider

Fig. 1



To open the glider, retract the knurled bushing (1.2) and turn the knurled nut (1.4) in the direction indicated by the arrow **(A)**. After approximately one rotation, do not retract the knurled bushing (1.2) any further. Instead, maintain it in the same position. Turn the knurled nut (1.4) up to the end stop.

Place the opened glider (1.0) on the guide rail (2.0).

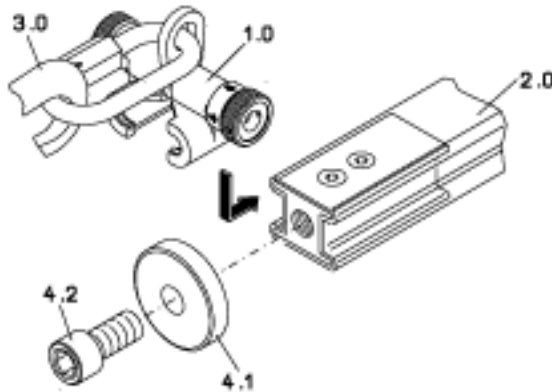
After placing the knurled nut (1.4) in the direction indicated by the arrow **(B)**, tighten it up to the end stop using the locking device. The glider (1.0) can be now freely moved on the guide rail (2.0) using a lanyard.

It can be **removed** in the same way.

2. Alternative

Use: Fixed rail sealing (order no. 17404)

Fig. 2



Remove the locking plate by loosening the screw (4.2). **Place** the glider (1.0) on the „Söll-MultiRail“ guide rail (2.0).

After placing the locking plate (4.1), re-tighten it with the screw (4.2) to prevent the glider from sliding inadvertently.

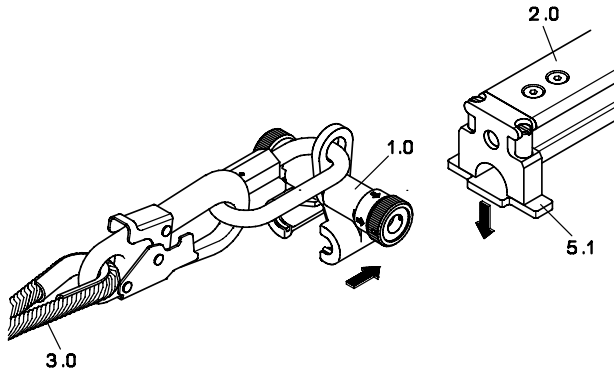
The glider (1.0) can now be freely moved on the guide rail (2.0) using the safety rope (3.0).

Unscrew the locking plate (4.1) and pull out the glider from the rail when **removing**. Finally, screw on the plate again.

3. Alternative

Use: Rail end stop with exit (Part-No. 23956)

Fig. 3



Press the unlocking plate (5.1) downwards with one hand and **place** the glider (1.0) onto the guide rail (2.0) with the other. The glider can now be freely moved on the guide rail (2.0).

For **detaching**, press the unlocking plate (5.1) downwards and pull the glider out from the rail.

Caution!

The unlocking plate (5.1) must be pressed to the initial position using spring force.

Note!

Leave the position at which protection against falling has been ensured only when:

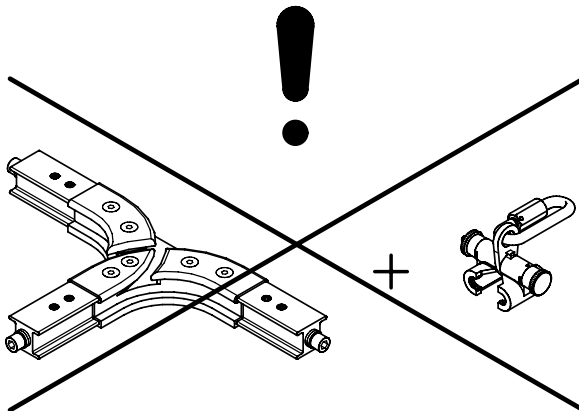
- the glider (1.0) has been closed properly (i.e. tightened up to the end stop)
- the locking plate (4.1) has been remounted
- the unlocking plate has been pressed back to the initial position by the elastic force

Note:

The openable glider must not be combined with the horizontal track switch, order no. 20449 / 21967.

Note!

Risk of falling

Fig. 4

D Maintenance

- D 1. The regular maintenance of the "Söll-MultiRail glider" are to be performed considering the legal regulations, the conditions of use and environmental conditions. Maintenance must be performed by a competent person, at least once a year.

A competent person for the maintenance of this equipment is a person suitably trained or qualified by knowledge and practical experience to enable the maintenance to be performed properly.

- D 2. Regular maintenance is essential as the safety of the operator depends from the effectiveness and durability of the equipment.
- D 3. **Maintenance checklist** (see fig.5)

The checklist has to be completed and signed by a competent person by means of an indelible pen. The single check points have to be marked respectively with "OK" or "D" (defect). The competent person is responsible for the accuracy of the information provided therein. Check points marked with a "D" can be corrected by a competent person only when the defect to be corrected concerns the removal of dirt (paint, mortar, concrete) or when markings need to be cleaned. This procedure must be noted in the annex of the check list (remarks), complete with date and signature of the competent person. The due date of the next regular inspection must also be indicated.

In case the correction of defects requires a partial disassembling of the components, the "Söll-MultiRail glider" must be returned to the manufacturer together with the manual and with a relevant comments concerning the defect.

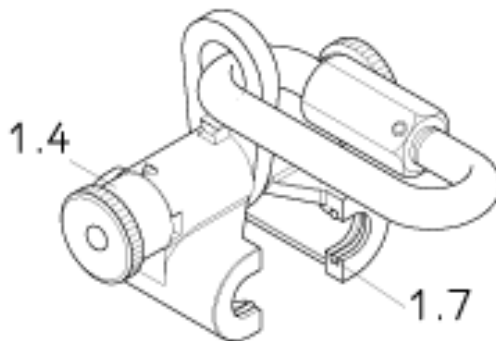
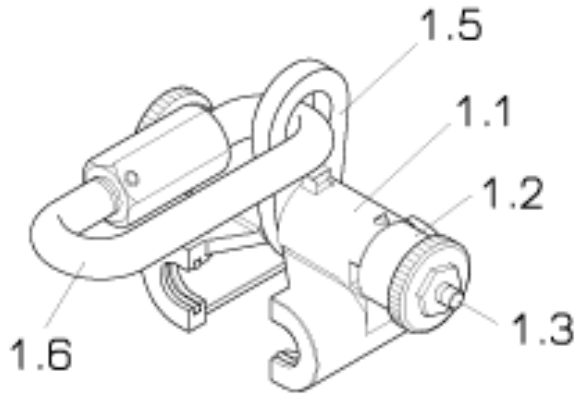
Maintenance checklist, see Fig. 5

Year	1	2	3	4	5
Date					
Name of the specialist					
Signature					
Reason for the revision*					
Ext. Inspection is due					
Item 1					
Body (1.1)					
Free of dirt					
Marking well legible					
No relevant changes (i.e., due to a fall)					
Has no cracks in the body of the glider					
Item 2					
Knurled bushing (1.2)					
Stickers are intact					
Can be retracted easily					
Dowel pins in the elongated holes are available and intact.					
Item 3					
Knurled nut (1.4)					
Can be tightened and loosened smoothly					
The locking mechanism is functioning properly					
Stickers are intact					
Dowel pin available and intact.					

* Irrelevant for the safety of the system

Item 4									
Shackle (1.5)									
Not bent									
Has no cracks									
Item 5									
Suspension eyelet (1.6)									
Not bent									
Has no cracks									
Tensioning pin present									
Tensioning pin undamaged									
Item 6									
Polyamide-semi-circle (1.7)									
All 4 inlays present									
Wear-out limit (metal superficies rubs on the rail) not yet reached									
Not bent, i.e. due to a fall									
Further remarks									

Further remarks

Fig. 5

E Storage

The glider should be kept clean and as dry and dust-free as possible, and should not be stored near heat sources. After use the trolley should not be left attached to the system.

F Care

When using the glider, always ensure that the gliding inserts have not worn out yet, and also check whether the stickers on the knurled bushing (1.2) and the knurled nut (1.4) are intact.