



GENERAL REQUIREMENTS

ENGLISH

- Use only lanyards containing locking snap hooks or auto-locking carabiners.
- Always visually check that each snap hook and carabiner freely engages the D-ring or anchor point, and that its keeper is completely closed and locked.
- Connect in a manner that limits free fall to the shortest possible distance. (6ft / 1.8m maximum)
- Shock absorbers can elongate up to 3-1/2 feet (1.07m). This elongation distance must be considered when choosing a tie-off point.
- Tie-off in a manner which ensures a lower level will not be struck should a fall occur.
- Do not tie knots in lanyards.
- Never disable or restrict locking keeper or alter connecting device in any way.
- Do not attach multiple lanyards together, or attach a lanyard back onto itself unless it is specifically designed for that purpose.
- Do not wrap lanyards around sharp or rough edges. Use a cross arm strap or other compatible anchorage connector and connect to lanyard snap hook.
- Do not allow rope or webbing to come in contact with high temperature surfaces, welding, heat sources, electrical hazards, or moving machinery.
- The use of shock absorbers, like the Miller Manyard or SofStop, is highly recommended to reduce fall arresting forces.
- Never use natural materials (manila, cotton, etc.) as part of a fall protection system.
- Do not tie-off into an object which is not compatible with lanyard snap hooks or carabiners.
- Make sure snap hook is positioned so that its keeper is never load bearing.

ANCHOR POINTS

- Anchor points must be capable of supporting 5,000 pounds (22kN) or meet OSHA 1926.502 requirements for a safety factor of 2 per worker.
- Always work directly under the anchor point to avoid a swing-fall injury.
- Never wrap lanyards around sharp or rough anchor points. Use a cross arm strap or other compatible anchorage connector to connect lanyard snap hook.
- Ensure that the anchor point is at a height that limits free-fall distance to six feet or less.
- Anchor point must be compatible with snap hook or carabiner and must not be capable of causing a load to be applied to the keeper.
- Ensure that the anchor point is at a height that will not allow a lower level to be struck should a fall occur.
- When selecting an anchorage point, always remember that shock absorbers may elongate up to 3-1/2 feet (1.07m).
- Never use an anchor point which will not allow snap hook or carabiner keeper to close.

INSPECTION AND MAINTENANCE

Miller harnesses are designed for today's rugged work environments. To maintain their service life and high performance, harnesses should be inspected frequently. Inspect the harness thoroughly before each use. Regular inspection by a competent person for wear, damage or corrosion should be a part of your safety program. Inspect your equipment daily and replace it if any of the defective conditions explained in this manual are found.

HARNESSES INSPECTION

Perform the following procedures for all harness straps.

- ① **Webbing Straps**
Grasp the webbing with your hands 6 to 8 inches apart. Bend the webbing in an inverted "U" as shown. The surface tension resulting makes damaged fibers or cuts easier to see. Follow this procedure the entire length of the webbing, inspecting both sides of each strap. Watch for frayed edges, broken fibers, pulled stitches, cuts, burns, and chemical damage.



- ② **D-rings**
Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely. Also check the attachment point of the D-ring to make sure it is secure.



- ③ **Buckles**
These should be given special attention. Note any unusual wear, damage, or distortion.
- On tongue buckles, check that the roller and tongue move freely, and that the tongue overlaps the buckle frame.
 - Check outer and center bars on friction and mating buckles for distortion.



- ④ **Stitching**
Check all stitching for ripped or pulled stitches and to make sure the webbing joints are not loose.





TYPES OF WEBBING DAMAGE

ENGLISH

- 5 Pads / Lanyard D-Rings**
 Check all pads on harness for damage. Look for any cracks or excessive wear. Your Miller Fall Protection harness includes two pull free lanyard d-rings. These d-rings are used for attaching your single or double leg lanyard when it is not in use. Check for missing lanyard d-ring's on front two-hole pads.



Types of Webbing Damage

TYPE OF EXPOSURE

TYPE OF WEBBING

	HEAT	CHEMICAL	MOLTEN METAL OR FLAME	PAINTS AND SOLVENTS
Nylon & Cordura	In excessive heat, nylon becomes brittle and has a shriveled brownish appearance. Fibers will break when flexed. Should not be used above 200°F	Change in color usually appearing as a brownish smear or smudge. Transverse cracks when webbing is bent over a mandrel. Loss of elasticity in webbing.	Webbing strands fuse together. Hard shiny spots. Hard and brittle feel.	Paint which penetrates and dries restricts movement of fibers. Drying agents and solvents in some paints will appear as chemical damage.
Polyester (Dacron)	Same as nylon, except do not use above 180° F.	Same as nylon.	Same as nylon.	Same as nylon.

(Contact Miller Fall Protection at 800-873-5242 if you have any questions with the above chart)

CLEANING

Basic care of all Miller Fall Protection equipment will prolong the durable life of the unit and will contribute toward the performance of its vital safety function. Proper storage and maintenance after use are as important as cleansing the equipment of dirt, corrosives, or contaminants. Storage areas should be clean, dry and free of exposure to fumes or corrosive elements. Wipe off all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent. Work up a thick lather, with a vigorous back and forth motion. Then wipe dry with a clean cloth. Hang freely to dry, but away from excessive heat, steam, or long periods of sunlight.

HOW TO WEAR A FULL BODY HARNESS

Full-body harnesses are the only form of body-wear to be used for fall protection/fall arrest. It is very important to have a proper fitting harness throughout the entire course of a work shift. Do not allow your harness to become loose or slack. The following procedure will describe out to properly "don" (put on) a harness. The location of the chest, leg and sub-pelvic straps are critical to the optimal performance of a full-body harness in a fall arrest. (Refer to the "Proper Harness Fit" section.)