

## CSA Z259.2.1 “Fall Arresters, Vertical Lifelines, and Rails” has been replaced

The Canadian Standards Association (CSA) has adopted two new standards that will replace the existing standard as listed in this document title. The two new standards are CSA Z259.2.4-12 “Fall Arresters and Vertical Rigid Rails” and Z259.2.5-12 “Fall Arresters and Vertical Lifelines”. Both of these standards were published in 2012 but have not yet been made effective.

### CSA Z259.2.4 “Fall Arresters and Vertical Rigid Rails”

This standard focuses on design, testing, and marking requirements for manufactured fall arresters and fixed rigid rails that are used on a vertical or sloped plane. A “vertical plane” is considered to be within 15° from the vertical and a “sloped plane” is anything greater. An effectivity date for this standard has not yet been established but is anticipated sometime in 2015.

#### Key Changes from Z259.2.1 to Z259.2.4

- Maximum arrest force may not exceed 6kN – previously, there was no maximum force limit specified
- A new falling back test
- To be marked with required frequency of inspection

#### How will this impact me?

The MSA Dyna-Glide Rigid Rail System will retain the same rail design so existing installed systems may remain in place. However, the slider trolley will now incorporate an energy absorbing element into its connection that will attach to the user’s harness. This will result in a slightly larger trolley assembly. Additionally, the function of the trolley will change. Previously, the climber would need to lean back in order to pull the locking pawl away from the locking tabs in the rail in order to descend. The new trolley will not require this movement and the climber will be able to climb and descend without any special action on the trolley. In fact, pulling back will now cause the trolley to lock as required by the new standard.

### CSA Z259.2.5 “Fall Arresters and Vertical Lifelines”

This standard focuses on design, testing, and marking requirements for manufactured fall arresters and flexible lifelines that are used on a vertical or sloped plane. It will become effective December 1, 2014. Any product manufactured on or after this date must be compliant to the new standard. Prior equipment may remain in service as long as it passes inspection criteria.

#### Key Changes from Z259.2.1 to Z259.2.5

- Elimination of classes for fall arresters – previously, there were classes AD, ADP, and MDP representing automatic locking without panic feature, automatic locking with panic feature, and manual locking with panic feature respectively. Now, all fall arresters must have a panic feature and be marked as manual or automatic.
- Fall arresters may now have up to a 0.75m (30in) connecting linkage – was previously 0.6m (24in)
- Fall arresters for wire rope must now be connected to the sternal connection point of a full body harness – this was previously not specified in the standard but has always been MSA’s stance.
- Slope test – fall arresters will now be marked with the minimum and maximum degree of slope allowed as measured from the horizontal and will be tested and certified accordingly. MSA fall arresters have been tested all the way down to horizontal and so will be marked 0-90°.
- Lifelines must be terminated at the tail end from the factory to prevent the fall arrester sliding off during use

### How will this impact me?

MSA's offering of rope grabs will change from two options to only one. MSA will eliminate the gold-colored rope grab in favour of the silver colored unit that has the panic feature built-in. The integral lanyard will also now be made with an additional 0.15m (6in) of length for 0.75m total to provide greater mobility.



**Previous version that will become obsolete.**  
**PNs SVLR78LS, SVLR784001LS02, and 10104072**



**Existing version that will remain.**  
**PN 10077718 (now in 0.75m length)**

Also, the slope test will provide additional guidance to users who may rest assured that the grab will work for their sloped applications. Finally, all MSA lifelines will now come with a knot or splice at the tail end as required by the new standard.