

# SELF-RESCUE SAFETY DEVICE

## Field of the Invention

5       The present invention relates to a self-rescue safety device.

## Background of the Invention

10       Various occupations place people in precarious positions at relatively dangerous heights thereby creating a need for fall arrest and fall protection safety apparatus. Among other things, such apparatus usually include a safety line interconnected between a support structure and a person working in proximity to the support structure. The safety line is typically secured to a full-body safety harness worn by the user.

15       Should a user fall, the user should be rescued as soon as possible to reduce the risk of injuries such as, but not limited to, orthostatic intolerance, also commonly referred to as “suspension trauma”.

      Embodiments of the present invention seek to address the problems associated with the prior art rescue devices and provide for a self-rescue safety device.

### Summary of the Invention

According to a first aspect of the present invention, there is provided a self-rescue safety device, comprising: a frame configured and arranged to be connected to a safety harness; a lifeline connector; a rope having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the frame, the second end being  
5 operatively connected to the lifeline connector; a releasable connecting member operatively connected to the frame and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the  
10 releasable connecting member; a brake assembly operatively connected to the frame, the brake assembly controlling a rate at which the rope is paid out when the lifeline connector is released; a sheave through which a portion of the intermediate portion is routed, the sheave being rotatably operatively connected to the frame; and a drum rotatably operatively connected to the frame, the frame interconnecting the drum and the releasable connecting member,  
15 wherein the sheave is rotatably operatively connected to the frame.

According to a second aspect of the present invention, there is provided a self-rescue safety assembly, comprising: a safety harness including straps and a dorsal pad through which the straps are routed; a housing defining a cavity; a drum positioned within the cavity and rotatably operatively connected to the housing; a rope having an intermediate portion  
20 interconnecting a first end and a second end, the first end being operatively connected to the drum, the second end being operatively connected to a lifeline connector, and wherein at least a portion of the intermediate portion is paid out from and wound about the drum as the drum rotates; a sheave through which a portion of the intermediate portion is routed, the sheave being rotatably operatively connected to the drum; a brake assembly operatively connected to  
25 the sheave, the brake assembly controlling a rate at which the rope is paid out from the drum; a releasable connecting member operatively connected to the drum and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the releasable connecting member; and a harness  
30 connector interconnecting the drum and the straps of the safety harness.

According to a third aspect of the present invention, there is provided a method of self-rescue, comprising: connecting a self-rescue device to a safety harness, the self-rescue device comprising a frame configured and arranged to be connected to a safety harness, a lifeline connector, a rope having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the frame, the second end being operatively connected to the lifeline connector, a releasable connecting member operatively connected to the frame and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the releasable connecting member, a brake assembly operatively connected to the frame, the brake assembly controlling a rate at which the rope is paid out when the lifeline connector is released; turning the knob to break a first pint; and removing a second pin operationally coupled to the knob from the releasable connecting member to disengage the lifeline connector thereby allowing the rope to pay out at a controlled rate.

### Brief Description of the Drawings

Figure 1 is an exploded perspective view of a self-rescue device constructed according to the principles of the present invention;

Figure 2 is a front view of the self-rescue device shown in Figure 1;

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Figure 3 is a side view of the self-rescue device shown in Figure 1;

Figure 4 is a rear view of the self-rescue device shown in Figure 1;

Figure 5 is a top view of the self-rescue device shown in Figure 1;

Figure 6 is a top perspective view of the self-rescue device shown in Figure 1;

Figure 7 is a cross-section view of the self-rescue device shown in Figure 1;

Figure 8 is a rear view of the self-rescue device shown in Figure 1 with a portion of the housing and a plate removed to show the gear and the spur gear;

5 Figure 9 is a side view of the self-rescue device shown in Figure 1 with the housing removed;

Figure 10 is a front view of the self-rescue device shown in Figure 1 with the housing removed;

10 Figure 11 is an exploded perspective view of a D-ring mounting portion and a D-ring holder of the self-rescue device shown in Figure 1;

Figure 12 is a perspective view showing the components of the self-rescue device shown in Figure 1 to which the rope is operatively connected;

Figure 13 is a cross-section view of the self-rescue device shown in Figure 1 showing the rope routed through the device;

15 Figure 14 is a front perspective view of another embodiment self-rescue device constructed according to the principles of the present invention operatively connected to a safety harness;

Figure 15 is a partial side view of a safety harness to which a self-rescue device could be operatively connected; and

20 Figure 16 is an exploded perspective view of the self-rescue device shown in Figure 1.

#### Detailed Description of a Preferred Embodiment

An embodiment self-rescue device constructed according to the principles of the present invention is designated by the numeral 100 in the drawings.

25 The self-rescue device 100 includes a housing 101 with a first portion 102 and a second portion 103 which cooperate to form a cavity 105 therebetween and include an opening 104 proximate the top providing access to the cavity 105. The self-rescue device 100 will be described in the orientation as shown in Figure 14, with the first portion 102 being the front and the second portion being the rear, but this description does not limit the orientation of the device 100. The first portion 102 is preferably oriented proximate the front and includes receivers 106 with apertures 106a. The second portion 103 is preferably oriented proximate the rear (proximate the user) and includes extensions 107 with protrusions 107a extending outward therefrom. When the portions 102 and 103 are connected, the extensions 107 extend outward and through the corresponding apertures 106a of the first portion 102. The extensions

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107 deflect inward as the protrusions 107a slide through the receivers 106 and then deflect outward so that the protrusions 107a extend outward and prevent the extensions 107 from sliding out of the receivers 106 to connect the first and second portions 102 and 103. To open the housing 101, the protrusions 107a are pushed inward, deflecting the extensions 107 inward to clear the receivers 106, and the protrusions 107a and the extensions 107 are slide out of the receivers' apertures 106a. Preferably, the device 100 is not intended to be reusable or repairable and, therefore, the housing 101 is not intended to be opened.

The housing 101 is configured and arranged to contain several components of the device. A drum 108 about which a rope 230 is at least partially wound is positioned proximate the first portion 102. A shaft 112 including a bore 113 extends through the drum 108 to assist in rotation of the drum 108 about the shaft 112. Preferably, the shaft 112 is integral with a frame 115 contained within the housing 101 proximate the drum 108.

The rope 230 has a first end (not shown) operatively connected to the drum 108 by means well known in the art, an intermediate portion 232 at least partially wound about the drum 108, and a second end 233 operatively connected to a D-ring 168 or any other suitable connector. The rope could be a synthetic rope, a wire cable, a webbing, or any other suitable type of elongate member. The D-ring 168 includes a ring portion 169 with an aperture 170, a bar portion 171 with a middle portion 174 interconnecting a first end 172 and a second end 173 extending outward therefrom, and a connecting portion 175 interconnecting the ring portion 169 and the middle portion 174 of the bar portion 171. The connecting portion 175 includes an aperture 176 between the ring portion 169 and the bar portion 171. The second end 233 of the rope 230 is inserted through the aperture 176 in the connecting portion 175 and then secured to itself by stitching or other suitable means well known in the art. Preferably, the rope 230 is approximately 30 feet in length.

The frame 115 is positioned proximate the drum 108 and includes a first end 117, a second end 194, and a middle portion 190. The frame 115 is shown in Figure 11. The first end 117 includes a D-ring mounting portion 118 with a base 119 having a first side 120, a second side 125, and a top 134. The first side 120 includes a first arm 121 extending outward proximate the bottom of the base 119 having an aperture 123 proximate the distal end and defining a first notch 122 proximate between the aperture 123 and the top 134. The base 119 includes an aperture 124 proximate the middle of the first side 120 and the first arm 121. The second side 125 is on the side of the base 119 opposite the first side 120. The second side 125 includes a second arm 126 extending outward proximate the bottom of the base 119 having an aperture 128 proximate the distal end and defining a second notch 127 proximate between the

aperture 128 and the top 134. The base 119 includes an aperture 129 proximate the middle of the second side 125 and the second arm 126. A lateral bore 130 extends through the first side 120 and the second side 125 proximate the rear of the base 119. The top 134, which interconnects the first side 120 and the second side 125, includes an extension portion 131 extending outward proximate the middle of the top 134. The extension portion 131 includes a longitudinal bore 133 extending through the extension portion 131 proximate its center and a relatively smaller bore 135 extending through the extension portion 131 proximate the longitudinal bore 133. The top 134, the first side 120, and the second side 125 define a cavity therebetween.

A D-ring holder 150 includes a base 151 having a first side 152, a second side 155, and a top 160. The first side 152 includes a first arm 153 extending outward proximate the front of the base 151 and defines a first notch 154 proximate between the distal end of the first arm 153 and the base 151. The second side 155 is on the side of the base 151 opposite the first side 152. The second side 155 includes a second arm 156 extending outward proximate the front of the base 151 and defines a second notch 157 proximate between the distal end of the second arm 156 and the base 151. The base 151 includes a lateral bore 158 extending through the sides 152 and 155 proximate below the notches 154 and 157. The base 151 also includes a longitudinal bore 159 extending through the base 151 proximate the middle of the top 160.

The arms 121 and 126 of the D-ring mounting portion 118 are proximate the bottom of the base 119, and the notches 122 and 127 are proximate the inner, front sides of the arms 121 and 126. The arms 153 and 156 of the D-ring holder 150 are proximate the front of the base 151, and the notches 154 and 157 are proximate the inner, bottom sides of the arms 153 and 156. When the D-ring holder 150 is connected to the D-ring mounting portion 118, the notches 122 and 154 form an opening through which the first end 172 of the D-ring 168 extends and the notches 127 and 157 form an opening through which the second end 173 of the D-ring 168 extends. Thus, the D-ring 168 is positioned within the notches and held in place between the arms.

To connect the D-ring holder 150 to the D-ring mounting portion 118, the D-ring holder 150 is positioned within the cavity formed by the top 134 and the sides 120 and 125 so that the top 160 is proximate the top 134. The D-ring holder 150 and the D-ring mounting portion 118 are best shown in Figure 11. The apertures 124 and 129 in the sides 120 and 125 of the D-ring mounting portion 118 are aligned with the lateral bore 158 of the D-ring holder 150, and a fastener 181 is inserted through the apertures 124 and 129 in the sides 120 and 125 and the bore 158 to connect the D-ring mounting portion 118 and the D-ring holder 150. The

fastener 181 extends through a cylindrical portion 181a, which is preferably a nylon tube, positioned between the apertures 124 and 129. A torsion spring 162 includes a first end 163 and a second end 164, and between the ends 163 and 164 the spring 162 is wound to define a bore, which is aligned with the apertures 123 and 128 in the arms 121 and 126. A pin 180 is  
5 inserted through the apertures 123 and 128 and the spring's bore. The first end 163 of the spring 162 is positioned so that it exerts pressure on the frame 115, and the second end 164 of the spring 162 exerts pressure on the D-ring 168 when assembled. The D-ring 168 is pivotable within the notches, and the D-ring 168 is biased in an upward direction by the spring 162.

A harness connector 136 includes a bar portion 137 with a first end 138 having a first  
10 aperture 139 and a second end 140 having a second aperture 141, which is preferably a slot. Preferably, the bar portion 137 is generally U-shaped. A spring 142 has a locking ring 143 operatively connected to one end and a locking lever 144 operatively connected to the opposite end. The locking ring 143 and the locking lever 144 have bores slightly larger than the outside diameter of the pin 145. The lateral bores 130 and 158 in the base are also slightly larger than  
15 the outside diameter of the pin 145. The locking ring 143 is secured to the pin 145 with a spring pin 145a through the bore 145b, and the locking ring 143 is located proximate the inside surface of the first side 120 of the base 119. The locking lever 144 is positioned proximate the inside surface of the second side 125 of the base so that the spring 142 biases the pin 145 toward the first side 120. The pin 145 extends through a washer 146, through the aperture 141,  
20 through the bore 130, and through the aperture 139. The harness connector could be similar to the connector disclosed in U.S. Patent 6,073,724, which is incorporated by reference herein.

A knob 184 includes a cylindrical portion (not shown) extending outward from the knob 184 and a bore 185 extending longitudinally through the center of the knob 184 and the cylindrical portion. A relatively smaller bore 183 extends longitudinally through the knob 184  
25 proximate the bore 185. The bore 183 corresponds with the bore 135 of the extension portion 131 when assembled, and a pin 182 extends through the bores 183 and 135 to connect the knob 184 to the base 119 of the D-ring mounting portion 118. A bore 186 extends laterally through the cylindrical portion and the bore 185. A pin 187 is configured and arranged to extend through the bores 185 and 133 and into the longitudinal bore 159 of the D-ring holder 150.  
30 The pin 187 includes a bore 188, which corresponds with the bore 186 when the pin 187 is positioned in the bore 185, and a fastener 189 extends through the bores 186 and 188 to connect the pin 187 to the knob 184. The bore 133 and a portion of the pin 187 are threaded so the pin 187 is screwed into the base 119. Once connected, the knob 184 is held in place by the phenolic pin 182, unless the user turns the knob 184 with sufficient force to break the pin 182.

The pin 187 could be connected to the knob 184 as shown or integral with the knob 184. The pin could also be a detent pin to hold the knob in place, or a compression spring could bias the pin in place. In addition, the pin could include a head portion and a shaft portion that could slide within the bore 185 of the knob 184, but the head portion would preferably be  
5 larger than the bore 185 and therefore the pin would be removed as the knob 184 is removed from the extension portion 131.

Although the D-ring mounting portion 118, the D-ring holder 150, and the knob 184 are used to connect the D-ring 168 to the device, it is recognized that any other suitable releasable connecting member could be used to connect the D-ring 168 to the device. The releasable  
10 connecting member preferably has an engaged position and a disengaged position. The engaged position engages the D-ring 168, and the disengaged position allows the D-ring 168 to be released from the releasable connecting member.

The middle portion 190 of the frame 115 includes a first bore 191 proximate the first end 117 and a second bore 192 proximate the second end 194. The under-side, shown in  
15 Figure 7, of the middle portion 190 includes a recessed area defining a cavity 193. The second end 194 includes protrusions 195, which are intended to better dissipate heat created during descent because they increase the surface area and the volume of the frame 115 proximate the centrifugal brake rotor 208. The under-side, shown in Figure 7, of the second end 194 includes a recessed area with side surfaces 203 defining a cavity 202.

A sheave 196 is generally cylindrical in shape with a bore 198 and a groove 197 about  
20 its rounded sides and is operatively connected to a gear 205 with teeth 206. A shaft 110 extends through the bore 191 of the frame 115 and the bore 198 of the sheave 196 to position the sheave 196 within the cavity 193 of the frame 115. Plastic discs 204 and 207 could be used to reduce friction between the gear 205 and the frame 115 and the plate 222, respectively.

As shown in Figure 7, the sheave 196 fits within the cavity 193 of the middle portion  
25 190. The rope 230 is looped around a curved feature 148 on the drum 108 as it enters the frame 115 proximate the sheave 196 to reduce the likelihood of the rope 230 getting caught and preventing the rope 230 from feeding through the device. The curved feature 148 is shown in Figures 9 and 10. Rollers could be added proximate the curved feature 148 to reduce  
30 friction.

A centrifugal brake rotor 208 includes a base 209, which is preferably cylindrical, through which a bore 210 extends, and a pin 215 extends through the bore 210 and the second bore 192 to position the rotor 208 within the cavity 202 of the frame 115. A first pawl receiver 211 and a second pawl receiver 212 are operatively connected to opposing sides of the base

209. A spur gear 213 is operatively connected to the another side of the base 209 and includes teeth 214, which mate with the teeth 206 of the gear 205. A first pawl 216 to which a first friction pad 217 is operatively connected and a second pawl 218 to which a second friction pad 219 is operatively connected are pivotally connected to the pawl receivers 211 and 212, respectively, and are positioned about the base 209 within the cavity 202. As shown in Figure 7, the centrifugal brake rotor 208 is held in place between the frame 115 and the plate 222, and fasteners 223 secure the plate 222 to the frame 115.

A safety harness 240 includes a first strap 241 and a second strap 242 routed through a dorsal pad assembly 243, and a D-ring 244 is operatively connected to the straps 241 and 242 between the straps 241 and 242 and the dorsal pad assembly 243 as is well known in the art. It is recognized that any suitable safety harness could be used with the present invention. Although any suitable safety harness could be used, examples of suitable safety harnesses that could be used are disclosed in U.S. Patents 6,253,874 and 6,971,476, which are incorporated by reference herein. In addition, the safety harness could include a dorsal pad assembly such as one of those disclosed in U.S. Patents 6,253,874; 7,073,627; and 7,178,632; which are incorporated by reference herein.

As shown in Figure 14, the harness connector 136 is inserted through a space 245 between the dorsal pad assembly 243 and the straps 241 and 242 to connect the self-rescue device 100 to the safety harness 240. Preferably, the D-ring 244 on the safety harness 240 is pivoted downward and out of the way of the self-rescue device 100, and the D-ring 168 of the self-rescue device 100 is used instead.

A portion of another safety harness is shown in Figure 15. The harness connector 136 could be inserted through a space 245' between the dorsal pad assembly 243' and the straps 241' and 242' to connect the self-rescue device 100 to the safety harness. Preferably, the D-ring 244' on the safety harness is pivoted downward and out of the way of the self-rescue device 100, and the D-ring 168 of the self-rescue device 100 is used instead.

Once the self-rescue device 100 is connected to a safety harness and the D-ring 168 is operatively connected to a support structure, should a fall occur, the user may use the self-rescue device 100 to lower herself or himself to safety. To activate the device, the user releases the D-ring 168 by turning the knob 184, breaking the pin 182 and unscrewing the pin 187 away from the extension portion 131 and pulling the pin 187 at least out of the bore 159 of the D-ring holder 150 so that the D-ring holder 150 may be pivoted away (upward) from the D-ring 168, which creates a gap or an opening between the arms of the D-ring holder 150 and the D-ring mounting portion 118 so that the ends 172 and 173 of the bar portion 171 can be

removed from the notches of the D-ring holder 150 and the D-ring mounting portion 118.

Once the D-ring 168 is released, the descending begins. As the rope 230 is paid out from the drum 108, the rope 230 causes the sheave 196 to rotate, which causes the gear 205 to rotate, which causes the spur gear 213 to rotate, which causes the base 209 to rotate. As the base 209 rotates, the pawls 216 and 218 will pivot outward and the friction pads 217 and 219 will contact the surfaces 203 to provide resistance to slow the rate at which the rope 230 is pulled through the device 100 thus controlling the rate of the user's descent. The controlled rate at which the rope is paid out (i.e., the rate of descent) is preferably approximately 1 1/2 to 6 feet per second.

The brake assembly does not include springs so the pawls 216 and 218 could pivot outward during use of the device 100. Thus, it is possible the friction pads 217 and 219 could contact the surfaces 203 but until the base 209 is rotating rapidly, relatively little to no braking force would occur. As the rotational rate increases, the braking force increases. It is recognized that the brake assembly could also include springs to bias the pawls inward relative to the base.

The drum 108 is not spring biased but because the D-ring 168 is held in place by the D-ring holder 150 and the D-ring mounting portion 118, the rope 230 does not get paid out unless the D-ring 168 is released from the D-ring holder 150 and the D-ring mounting portion 118.

The centrifugal braking mechanism automatically allows for controlled descending along at least a majority of the length of the rope 230. To prevent the rope from disconnecting from the device in the event a descent greater than the maximum descent height of the device is attempted, a stop could be included proximate the first end of the rope.

The self-rescue device 100 is preferably relatively small in size. For example, the self-rescue device 100 could have a thickness similar to that of the twin leg, tie-off TALON self-retracting lifeline by D B Industries, Inc., a diameter similar to that of the REBEL or TALON self-retracting lifelines by D B Industries, Inc., and a weight of approximately 3 pounds or less.

The above specification, examples and data provide a complete description of the manufacture and use of the composition of the invention. Since many embodiments of the invention can be made without departing from the spirit and scope of the invention, the invention resides in the claims hereinafter appended.

We claim:

1. A self-rescue safety device, comprising:
  - a frame configured and arranged to be connected to a safety harness;
  - a lifeline connector;
  - a rope having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the frame, the second end being operatively connected to the lifeline connector;
  - a releasable connecting member operatively connected to the frame and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the releasable connecting member;
  - a brake assembly operatively connected to the frame, the brake assembly controlling a rate at which the rope is paid out when the lifeline connector is released;
  - a sheave through which a portion of the intermediate portion is routed, the sheave being rotatably operatively connected to the frame; and
  - a drum rotatably operatively connected to the frame, the frame interconnecting the drum and the releasable connecting member, wherein the sheave is rotatably operatively connected to the frame.
2. The self-rescue safety device of claim 1, further comprising the first end of the rope being operatively connected to the drum, the brake assembly being operatively connected to the drum; and wherein at least a portion of the intermediate portion is paid out from and wound about the drum as the drum rotates.
3. The self-rescue safety device of claim 1, wherein the frame includes a brake cavity configured and arranged to receive at least a portion of the brake assembly, the brake cavity being defined by a frame surface, wherein the brake assembly comprises a rotor to which at least one pawl is pivotally connected and to which a rotor gear is operatively connected and at least one brake pad operatively connected to the at least one pawl, the at least one brake pad contacting the frame surface to control the rate at which the rope is paid out as the sheave rotates.
4. The self-rescue safety device of claim 3, further comprising a sheave gear operatively connected to the sheave, the sheave gear mating with the rotor gear operatively connected to the rotor.

5. The self-rescue safety device of claim 1, further comprising a biasing member biasing the lifeline connector in an upright position.
6. The self-rescue safety device of claim 1, wherein the releasable connecting member comprises a mounting portion and a holder configured and arranged to engage the lifeline connector in the engaged position and to release the lifeline connector in the disengaged position.
7. The self-rescue safety device of claim 6, wherein the mounting portion and the holder are pivotally connected and a knob interconnects the mounting portion and the holder in the engaged position to prevent pivoting, the knob is removable to pivot at least one of the mounting portion and the holder to position the releasable connecting member in the disengaged position.
8. A self-rescue safety assembly, comprising:
  - a safety harness including straps and a dorsal pad through which the straps are routed;
  - a housing defining a cavity;
  - a drum positioned within the cavity and rotatably operatively connected to the housing;
  - a rope having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the drum, the second end being operatively connected to a lifeline connector, and wherein at least a portion of the intermediate portion is paid out from and wound about the drum as the drum rotates;
  - a sheave through which a portion of the intermediate portion is routed, the sheave being rotatably operatively connected to the drum;
  - a brake assembly operatively connected to the sheave, the brake assembly controlling a rate at which the rope is paid out from the drum;
  - a releasable connecting member operatively connected to the drum and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the releasable connecting member; and
  - a harness connector interconnecting the drum and the straps of the safety harness.
9. The self-rescue safety assembly of claim 8, further comprising a frame interconnecting the drum and the releasable connecting member.
10. The self-rescue safety assembly of claim 9, wherein the sheave is rotatably operatively connected to the frame.
11. The self-rescue safety assembly of claim 8, further comprising a frame operatively connected to the drum, the frame including a brake cavity configured and arranged to receive

at least a portion of the brake assembly, the brake cavity being defined by a frame surface, wherein the brake assembly comprises a rotor to which at least one pawl is pivotally connected and to which a rotor gear is operatively connected and at least one brake pad operatively connected to the at least one pawl, the at least one brake pad contacting the frame surface to control the rate at which the rope is paid out from the drum as the sheave rotates.

12. The self-rescue safety assembly of claim 11, further comprising a sheave gear operatively connected to the sheave, the sheave gear mating with the rotor gear operatively connected to the rotor.

13. The self-rescue safety assembly of claim 8, further comprising a biasing member biasing the lifeline connector in an upright position.

14. The self-rescue safety assembly of claim 8, wherein the releasable connecting member comprises a mounting portion and a holder configured and arranged to engage the lifeline connector in the engaged position and to release the lifeline connector in the disengaged position.

15. The self-rescue safety assembly of claim 14, wherein the mounting portion and the holder are pivotally connected and a knob interconnects the mounting portion and the holder in the engaged position to prevent pivoting, the knob is removable to pivot at least one of the mounting portion and the holder to position the releasable connecting member in the disengaged position.

16. A method of self-rescue, comprising:

connecting a self-rescue device to a safety harness, the self-rescue device comprising a frame configured and arranged to be connected to a safety harness, a lifeline connector, a rope having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the frame, the second end being operatively connected to the lifeline connector, a releasable connecting member operatively connected to the frame and the lifeline connector, the releasable connecting member having an engaged position and a disengaged position, the engaged position engaging the lifeline connector and the disengaged position allowing the lifeline connector to be released from the releasable connecting member, a brake assembly operatively connected to the frame, the brake assembly controlling a rate at which the rope is paid out when the lifeline connector is released;

turning the knob to break a first pint; and

removing a second pin operationally coupled to the knob from the releasable connecting member to disengage the lifeline connector thereby allowing the rope to pay out at a controlled rate.

17. The method of claim 16, wherein the controlled rate is approximately 1 1/2 to 6 feet per second.