

SAFETY DEVICE WITH FALL ARREST AND DESCENDING MODES

Field of the Invention

5 The present invention relates to a safety device with fall arrest and descending modes.

Background

10 Safety devices are well known in the art of fall protection safety equipment for use by workers performing tasks during which there is a risk a fall may occur. One type of safety device commonly used is a self-retracting lifeline, which is typically connected to a support structure within the vicinity the worker is performing the task, and the end of the cable is typically connected to a safety harness worn by the worker. Self-retracting lifelines generally include a housing containing a drum around which a cable, rope, or webbing is wound. The drum is spring biased to pay out cable as tension pulling the cable is applied and to retract any
15 of the cable that has been unwound from the drum as the tension on the cable is reduced or released. The housing also includes a brake assembly for stopping rotation of the drum when the cable suddenly unwinds from the drum at a rate greater than a predetermined maximum angular velocity. As the rotation of the drum is stopped, additional cable is prevented from being paid out of the housing to stop the fall of the worker.

20 Should a fall occur, or should the worker need to otherwise be rescued, the worker may require assistance to reach safety. In such situations, another type of safety device, a controlled descent device, may be used to assist the worker to safety.

 For the reasons stated above and for other reasons stated below, which will become apparent to those skilled in the art upon reading and understanding the present specification,
25 there is a need in the art for a safety device with fall arrest and descending modes.

Summary

 The above-mentioned problems associated with prior devices are sought to be addressed by embodiments of the present invention and will be understood by reading and
30 understanding the present specification. The following summary is made by way of example and not by way of limitation. It is merely provided to aid the reader in understanding some of the aspects of the invention.

According to an aspect of the present invention, there is provided a safety device with fall arrest and descending modes, comprising: a housing; a drum rotatably operatively connected to the housing; a lifeline having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the drum; a first brake assembly operatively connected to the drum; a second brake assembly operatively connected to the drum; and a control operatively connected to the first and second brake assemblies and having a first position and a second position, the first position selectively engaging the first brake assembly and the second position selectively engaging the second brake assembly.

There is also disclosed a safety device with fall arrest and descending modes, in which a drum is rotatably operatively connected to a housing. A lifeline has an intermediate portion interconnecting a first end and a second end. The first end is operatively connected to the drum, at least a portion of the intermediate portion is wound about the drum, and the second end is operatively connected to a hook. A first brake assembly and a second brake assembly are operatively connected to the drum. The first brake assembly includes a rotor to which at least one first pawl having a friction pad is pivotally operatively connected and a first spur gear. The rotor includes a rotor gear. The first spur gear includes inner teeth and outer teeth. The second brake assembly includes a gear assembly and at least one second pawl. The gear assembly includes a second spur gear. A shaft includes first and second teeth and operatively connects the first and second brake assemblies. The inner teeth of the first spur gear mate with the first teeth of the shaft and the outer teeth mate with the rotor gear to interconnect the shaft and the rotor. The second spur gear mates with the second teeth of the shaft. A control is operatively connected to the shaft and has a first position and a second position. The first position allows the shaft to rotate and selectively engages the first brake assembly in a descending mode in which the friction pad contacts the housing when the rotor rotates. The second position locks the shaft and selectively engages the second brake assembly in a fall arrest mode in which the at least one second pawl is operatively connected to the drum and is configured and arranged to engage the gear assembly when the drum rotates at a predetermined speed.

There is also disclosed a brake assembly comprising a housing, at least one pawl, a rotor, and an engaging surface. The at least one pawl includes a pivot end and a free end. The pivot end includes a first side and a second side, and the first side includes a flanged portion. The rotor includes a base and at least one receiver operatively connected to the base. The at least one receiver is configured and arranged to receive the pivot end of the at least one pawl, and the pivot end is pivotally operatively connected to the at least one receiver. The flanged portion is

positioned proximate one side of the at least one receiver between the rotor and the housing. The engaging surface is proximate the at least one pawl. The at least one pawl pivots outward relative to the rotor when the rotor is rotated to engage the engaging surface.

According to another aspect of the present invention, there is provided a method of using a safety device having fall arrest and descending modes, the device comprises a housing, a drum rotatably operatively connected to the housing, a lifeline having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the drum, a first brake assembly and a second brake assembly operatively connected to the drum, a shaft interconnecting the first and second brake assemblies, and a control operatively connected to the shaft and having a first position and a second position, the first position allowing the shaft to rotate and selectively engaging the first brake assembly in a descending mode, the second position locking the shaft and selectively engaging the second brake assembly in a fall arrest mode, the method comprising positioning the control in the second position thereby locking the shaft and activating the second brake assembly in the fall arrest mode.

The method further comprising positioning the control in the first position thereby allowing the shaft to rotate and activating the first brake assembly in the descending mode.

The method further comprising positioning the control in the first position thereby allowing the shaft to rotate and activating the first brake assembly in the descending mode after a fall has occurred.

Brief Description of the Drawings

The present invention can be more easily understood, and further advantages and uses thereof can be more readily apparent, when considered in view of the detailed description and the following Figures in which:

Figure 1 is a front perspective view of a safety device with fall arrest and descending modes constructed according to the principles of the present invention;

Figure 2 is a rear view of the safety device shown in Figure 1;

Figure 3 is a side view of the safety device shown in Figure 1;

Figure 4 is an exploded perspective view of the safety device shown in Figure 1;

Figure 5A is an exploded front perspective view of a control and descending assembly of the safety device shown in Figure 1;

Figure 5B is an exploded rear perspective view of the control and descending assembly shown in Figure 5A;

Figure 6 is an exploded perspective view of a portion of a brake assembly of the safety device shown in Figure 1;

Figure 7 is a front view of the safety device shown in Figure 1 in a fall arrest mode;

5 Figure 8 is a cross-section view of the safety device taken along the lines 8-8 in Figure 7;

Figure 9 is a perspective view of the control and the descending assembly in the fall arrest mode;

Figure 10 is a cross-section view of the control and the descending assembly in the fall arrest mode;

10 Figure 11 is a front view of the safety device shown in Figure 1 in a descending mode;

Figure 12 is a cross-section view of the safety device taken along the lines 12-12 in Figure 11;

Figure 13 is a perspective view of the control and the descending assembly in the descending mode;

15 Figure 14 is a cross-section view of the control and the descending assembly in the descending mode;

Figure 15 is an exploded perspective view of a first brake assembly of the control and descending assembly shown in Figures 5A and 5B; and

20 Figure 16 is a cross-section view of the first brake assembly taken proximate the rotation axis of the assembly shown in Figure 15.

In accordance with common practice, the various described features are not drawn to scale but are drawn to emphasize specific features relevant to the present invention. Reference characters denote like elements throughout the Figures and the text.

25 Detailed Description of a Preferred Embodiment

In the following detailed description, reference is made to the accompanying drawings, which form a part hereof, and in which is shown by way of illustration embodiments in which the inventions may be practiced. These embodiments are described in sufficient detail to enable those skilled in the art to practice the invention, and it is to be understood that other
30 embodiments may be utilized and mechanical changes may be made without departing from the spirit and scope of the present invention. The following detailed description is, therefore, not to be taken in a limiting sense, and the scope of the present invention is defined only by the claims and equivalents thereof.

One embodiment safety device constructed in accordance with the principles of the present invention is designated by the numeral 100 in the drawings. The safety device 100 includes a front housing portion 101 and a rear housing portion 121 that form a cavity in which some of the other components are housed. The front housing portion 101 includes a front plate 102, which includes a protrusion 103 proximate the top, a center aperture 104, a bottom opening 105 with apertures 106 proximate the sides and the bottom of the bottom opening 105, and bottom apertures 107 below the bottom opening 105. A top 108, a first side 111, a second side 112, and a bottom 114 extend outward from the front plate 102 to form a cavity (not shown) therebetween. The top 108 includes a notch or an opening 110 providing access to a cavity (not shown) configured and arranged to receive a portion of a swivel eye 240. The second side 112 includes a handle portion 113 proximate the middle and the bottom of the second side 112. The bottom 114 includes a notch or an opening 116 providing access to a cavity 117.

The rear housing portion 121 includes a rear plate 122, which includes a center aperture 124 and other apertures (not shown). A top 128, a first side 131, a second side 132, and a bottom 134 extend outward from the rear plate 122 to form a cavity 137. The top 128 includes a notch or an opening 130 providing access to a cavity 129 configured and arranged to receive a portion of the swivel eye 240. The second side 132 includes a handle portion 133 proximate the middle and the bottom of the second side 132. Within the cavity 137 proximate the bottom 134 is a partition 135 extending from the second side 132 to proximate the first side 131 with a gap between the partition 135 and the first side 131. The bottom 134 includes a notch or an opening 136 providing access to a cavity 138.

A control and descending assembly 145 is operatively connected to the front plate 102 proximate the bottom opening 105. The assembly 145, which is shown in Figures 5A and 5B, includes a housing 146, which houses some of the other assembly components, and a control knob 148 operatively connected to the housing 146. Proximate the bottom of the front side, the housing 146 includes a bore 147 with a flanged portion 147a extending outward proximate the perimeter of the bore 147. Proximate the flanged portion 147a, the bore 147 includes notches 280, preferably spaced approximately ninety degrees apart. In the orientation shown in Figure 5A, the top right notch 280 is deeper than the top left notch 280, which allows the spline sleeve 155 to have an inward and an outward position or engagement relative to the housing 146. The spline sleeve 155 is in the inward position when the position indicator 149a is positioned proximate the top right notch 280, and the spline sleeve 155 is in the outward position when the position indicator 149a is positioned proximate the top left notch 280. When

the spline sleeve 155 is in the inward position, it is engaged with the pinion gear 172 and locked. When the spline sleeve 155 is in the outward position, it is disengaged from the pinion gear 172 and unlocked. Relative to the front of the assembly 145, between the bottom left and right notches 280 is a recessed portion 281, which extends further into the housing 146.

5 Proximate the top two notches 280 on opposing sides of the flanged portion 147a are slots 278 and 279.

As shown in Figure 5B, the rear side of the housing 146 includes a cavity 260 with sides 260b. Within the cavity 260, the side proximate the front of the housing 146 includes a receiver 260a. Above the cavity 260 is a bore 261 with an aperture 262 on each side. The bore
10 147 extends through the housing 146 between the cavity 260 and the bottom of the housing 146. The bottom of the housing 146 includes a bore 263 on each side of the bottom.

The knob 148 includes a flange portion 149, which preferably has a knurled outer surface and a position indicator 149a, and a cylindrical portion 151 extending outward from the flange portion 149. Bores 150 extend axially through the knob 148. The cylindrical portion
15 151 is configured and arranged to house some of the components of the assembly 145. A spline sleeve 155 is generally washer-shaped with tabs 155b extending outward from the base portion 155a. The tabs 155b are configured and arranged to correspond with the notches 280 in the housing 146. A bore 156 extends through the center of the base portion 155a, and apertures 157 and 157a are positioned around the bore 156. Apertures 157 are on opposing
20 sides of the bore 156, and aperture 157a is on a side of the bore 156 between apertures 157. The surface of the base portion 155a forming the bore 156 includes teeth 156a. A spring 154 is positioned proximate the bore 156, and a washer 153 and a spiral ring 152 are positioned between the spring 154 and the front plate portion of the knob 148. The spring 154 exerts a biasing force against the spline sleeve 155, which moves inwardly and outwardly relative to
25 the housing 146.

Fasteners 158 extend through bores 150 of the knob 148 and into the two opposing apertures 157 of the spline sleeve 155 to connect the knob 148 and the spline sleeve. Fastener 159 extends through the aperture 157a between the opposing apertures 157 and is configured and arranged to be received in the recessed portion 281 when the control and descending
30 assembly 145 is in select positions relative to the housing 146.

Positioned above the knob 148, on the opposing side of the housing 146, is a first brake assembly. The first brake assembly includes a rotor 162, pawls 161, and friction pads 160, which fit within the cavity 260. The rotor 162 includes a base from which pivot receivers 162a extend on opposing sides of the base and to which a gear 162b is operatively connected. The

ends of the pivot receivers 162a include relatively flat surfaces 162d. A bore 162c extends through the base and the gear 162b. Each of the pawls 161 includes a pivot portion 161a, which is configured and arranged to fit and pivot within the respective pivot receiver 162a. Each pivot portion 161a includes a flanged portion 161e proximate one side of the pivot portion 161a. Each of the pawls 161 also includes a free end 161b and a pad receiver 161c. The pad receiver 161c is positioned on the outer surface of the pawl 161 between the pivot portion 161a and the free end 161b. The pad receiver 161c is configured and arranged to receive a portion of a friction pad 160. Each of the pawls 161 also includes a relatively flat surface 161d proximate between the pivot portion 161a and the pad receiver 161c. An optional disk 264, preferably made of a plastic having a low coefficient of friction, could be positioned between the pawls 161 and the housing 146 to reduce the friction of the flanged portions 161e on the housing 146. The disk 264 is shown in Figures 15 and 16 but is not shown in Figures 5A and 5B. A groove pin 163 extends through the bore 162c, and one end of the groove pin 163 fits within the receiver 260a and the other end fits within the middle aperture 167.

A spur gear 164 includes teeth 164a around its outer perimeter, an aperture 164b, and teeth 164c around the perimeter forming the aperture 164b. A base plate 165 has a shape corresponding to the shape of the housing 146 and includes top apertures 166 and 166a, a middle aperture 167, a bore 168 with apertures 169 around the sides and bottom of the bore 168, and bottom apertures 170. Fasteners 171 extend through apertures 166a and 170 into bores 261 and 263 to connect the base plate 165 to the housing 146.

A pinion gear 172 includes a shaft portion 173 to which first teeth 174 and second teeth 175 are operatively connected. The first teeth 174 are proximate one end and the second teeth 175 are proximate the middle of the shaft portion 173. The second teeth 175 include a male portion 175a, which extends outward with a smaller diameter from the second teeth 175. The male portion 175a is configured and arranged to mate with the teeth 164c of the spur gear 164. The ends of the shaft portion 173 preferably have a smaller diameter than the middle of the shaft portion 173.

When the assembly 145 is assembled, the pinion gear 172 extends through the bore 168 of the base plate 165, the aperture 164b of the spur gear 164, the bore 147 of the housing 146, the bore 156 of the spline sleeve 155, the bore of the spring 154, the aperture of the washer 153, and the aperture of the spiral ring 152. Because the knob 148 is connected to the spline sleeve 155, the knob 148 is connected to the pinion gear 172 via the spline sleeve 155. Because the spring 154 is fixedly connected to the end of the shaft portion 173 proximate the first teeth 174, the spring 154 exerts a biasing force against the spline sleeve 155 toward the

housing 146. The first teeth 174 mate with the teeth 156a of the spline sleeve 155, and the male portion 175a of the second teeth 175 mate with the teeth 164c of the spur gear 164. The teeth 164a of the spur gear 164 mate with the teeth of the gear 162b.

As shown in Figures 15 and 16, the pivot receivers 162a receive the respective pivot portions 161a of the pawls 161, and the flanged portions 161e are positioned proximate one side of the rotor 162 between the rotor 162 and the housing 146. The flanged portions 161e prevent the pivot portions 161a from sliding out of the pivot receivers 162 from the opposite side of the rotor 162. Although this rotor and pawl arrangement is shown with respect to the first brake assembly, it is recognized that this arrangement could be used with other types of brake assemblies.

Proximate the other, inner side of the front housing portion 101 is a gear assembly 180, which is operatively connected to the second teeth 175, which extends through the bottom opening 105 of the front housing portion 101. The gear assembly 180, shown in Figure 6, includes a hub 184, a spur gear 181, a friction disk 188, a ratchet disk 190, a friction disk 193, a spring disk 195, and a lock nut 197. The hub 184 includes a flange portion 185 and a cylindrical portion 186 extending outward from the flange portion 185. A bore 187 extends longitudinally through the hub 184. The spur gear 181 includes an aperture 182 and teeth 183. The friction disk 188 includes an aperture 189. The ratchet disk 190 includes an aperture 191 and teeth 192. The friction disk 193 includes an aperture 194. The spring disk 195 includes an aperture 196. The lock nut 197 includes an aperture 198. The cylindrical portion 186 extends through the aperture 182 of the spur gear 181, the aperture 189 of the friction disk 188, the aperture 191 of the ratchet disk 190, the aperture 194 of the friction disk 193, the aperture 196 of the spring disk 195. The cylindrical portion 186 has opposing sides that are flat, and the surfaces forming apertures 182, 189, and 194 have corresponding flat portions so that the spur gear 181, the friction disk 188, and the friction disk 193 do not rotate about the cylindrical portion 186. The aperture 198 of the lock nut 197 receives the end of the cylindrical portion 186, and the flange portion 185 of the hub 184 and the lock nut 197 secure the other components to the cylindrical portion 186. The teeth 183 of the spur gear 181 mate with the second teeth 175 of the pinion gear 172.

An isolation disk 202 with an aperture 203 is positioned proximate the gear assembly 180, and a drum 220 is positioned proximate the isolation disk 202. The drum 220 includes a cylindrical hub portion 221 with an end portion 221a covering one end and a flange 224 proximate the opposing end extending outward from the hub portion 221. The end portion

221a includes cylindrical portions 222 with apertures and a bore 223 proximate the middle of the end portion 221a.

The hub portion 221 forms a cavity in which a portion of the second brake assembly is housed. The second brake assembly includes the gear assembly 180 and pawls 205. Each
5 pawl 205 includes a rocker portion 206, an engaging portion 207, and an extension portion 208. The extension portion 208 extends outward from the respective pawl 205 and fits within the bore formed by the respective cylindrical portion 222 in the end portion 221a. Springs 210 bias the pawls 205 in a disengaged position. Each spring 210 includes a first end 211, a second end 212, and a coiled portion 213 between the ends 221 and 212. The first end 211 is
10 operatively connected to the end portion 221a and the second end 212 is operatively connected to the respective pawl 205. A shaft 216 extends through the bore 223, and bearings 215 are positioned in the bores of the cylindrical portions 222 and the bore 223. The bearing 235 is positioned proximate the bore 223, and the shaft 216 also extends through the bearing 235.

A cable 225 includes a first end 226 operatively connected to the drum 220 and a
15 second end 227 operatively connected to a hook 230. Proximate the hook 230 is a stop 228, which fits within the cavity 117 proximate the opening 116, and a bumper 229, which protects the second end 227 of the cable 225 and prevents the cable 225 from being completely retracted into the housing. The shear pin 232 creates a reserve portion of the cable 225, and the spacer 233 positions the cable 225 with the shear pin 232 to maintain a consistent breakage
20 point.

A flange 238 is operatively connected to the end portion 221a with fasteners 239 extending through apertures 238a. An intermediate portion of the cable 225 is wound at least partially around the outside of the hub 221, and the flanges 224 and 238 keep the cable 225 from sliding off the hub 221. An isolation disk 241 is positioned proximate the flange 238, and
25 a spring 242, which is preferably a motor spring, is positioned between the isolation disk 241 and the rear plate 122. One end of the spring 242 is connected to the rear housing portion 121, and the other end of the spring 242 is connected to the shaft 216 via a slot (not shown) receiving the end. The spring 242 exerts a biasing force on the shaft 216.

A front load strap 245 is positioned between the front plate 102 and the control and
30 descending assembly 145. The front load strap 245 includes top apertures 246, an aperture 247 below the top apertures 246, an aperture 248 proximate the middle, apertures 249 below the aperture 248, a bore 250 below the apertures 249, apertures 251 positioned proximate the sides and the bottom of the bore 250, and bottom apertures 252. The fasteners 253 extend through the apertures 246 to connect to the spacers 236, and the fasteners 254 extend through the

apertures 252 to connect to the respective coupling hex nuts 234. Alignment pins 177 extend into apertures 249 and extend through top apertures 166 into apertures 262.

A rear load strap 265 is positioned proximate the rear plate 122. The rear load strap 265 includes top apertures 266, an aperture 267 below the top apertures 266, an aperture 268 proximate the middle, apertures 271 below the aperture 268, and bottom apertures 272. The fasteners 273 extend through the apertures 266 to connect to the spacers 236, and the fasteners 274 extend through the apertures 272 to connect to the respective coupling hex nuts 234.

The coupling hex nuts 234a and 234b and the spacers 236 assist in interconnecting the front and rear housing portions 101 and 121. The tops of the housing portions include bores (only bores 110a in top 108 are shown) configured and arranged to receive the spacers 236, which include threaded bores configured and arranged to receive fasteners 253 and 273. Fasteners 253 extend through apertures 246 in the front load strap 245 and into the threaded bores of the spacers 236. Fasteners 273 extend through apertures 266 in the rear load strap 265 and into the threaded bores of the spacers 236. Proximate the sides of the housing portions 101 and 121, the housing portions 101 and 121 form bores 141 configured and arranged to receive the coupling hex nuts 234a, which include threaded bores configured and arranged to receive the fasteners 254a and 274a. The bottoms of the housing portions include bores corresponding with apertures (only apertures 107 are shown) configured and arranged to receive the coupling hex nuts 234b, which include threaded bores configured and arranged to receive fasteners 254b and 274b. Fasteners 254b extend through apertures 252 in the front load strap 245 and into the threaded bores of the coupling hex nuts 234b. Fasteners 274b extend through apertures 272 in the rear load strap 265 and into the threaded bores of the coupling hex nuts 234b. A sponge cord 237 helps seal the front and rear housing portions 101 and 121.

When the safety device 100 is assembled, the shaft 216 extends from proximate the front housing portion 101 to the rear housing portion 121. Fastener 258 extends through the aperture 248 in the front load strap 245, through the center aperture 104 in the front plate 102, and into the bore in the shaft 216. Fastener 259 extends through the aperture 268 in the rear load strap 265, through the center aperture 124 in the rear plate 122, and into the bore in the shaft 216. The shaft 216 extends through bore 187 of the gear assembly 180 and the aperture 203 of the isolation disk 202 between the front housing portion 101 and the drum 220, the shaft 216 extends through the bore 223 of the drum and the bearings 215 and 235, and the shaft 216 extends through the aperture 241a of the isolation disk 241 and is operatively connected to an end of the spring 242 between the drum 220 and the rear housing portion 121. The end of the spring 242 is inserted into a slot (not shown) proximate the end of the shaft 216 thus placing a

biasing force on the shaft 216. The shaft 216 rotates as cable 225 is paid out from around the drum 220 and winds the spring 242 more tightly. Because the spring 242 wants to unwind, the spring 242 places a biasing force on the shaft 216 to automatically retract and wind the cable 225 around the drum 220. If the cable 225 is paid out too quickly from the drum 220, for example should a fall occur, the pawls 205 pivot outwardly and engage the teeth 192 on the ratchet disk 190, which stops the drum 220 from rotating when positioned in a fall arrest mode.

As shown in Figure 4, the fasteners 176 extend through the apertures 106 of the front plate 102, through the apertures 251 of the front load strap 245, and into bores 169 in the base plate 165 to connect the control and descending assembly 145 to the front housing portion 101.

The shaft portion 173 and a portion of the second teeth 175 of the pinion gear 172 extend through the bore 250 of the front load strap 245 and through the bottom opening 105 of the front plate 102 so that the male portion 175a of the second teeth 175 mate with the teeth 164c of the spur gear 164 and the second teeth 175 mate with the teeth 183 of the gear assembly 180. The shaft portion 173 extends further outward into the bore 139 in the rear housing portion 121.

When the knob 148 of the control and descending assembly 145 is positioned in the first position 278, the device 100 is positioned in a descending mode, as shown in Figure 11. In the descending mode, the pinion gear 172 is allowed to rotate because the knob 148 is not locked relative to the housing 146. As shown in Figures 12-14, the spline sleeve tabs 155b are not engaged by the housing 146 and the knob 148 is in a disengaged position 301, the knob 148 positioned outward relative to the housing 146. Thus, because the pinion gear 172 can rotate, the gear assembly 180 can rotate, and the second brake assembly cannot operate properly. This allows the first brake assembly to operate. When the pinion gear 172 rotates, the spur gear 164 and the rotor 162 rotate, and when the rotor 162 rotates, the pawls 161 pivot outward so that the friction pads 160 contact the sides 260b of the housing 146. The friction between the friction pads 160 and the housing 146 slows the rate of rotation of the pinion gear 172, which slows the rate of rotation of the drum 220, which slows the rate the cable 225 is paid out to control the rate of descent of the user connected to the hook 230. The first brake assembly does not include springs so the pawls 161 could pivot outward during use of the device 100. Thus, it is possible the friction pads 160 could contact the sides 260b of the housing 146, but until the pinion gear 172 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 first brake assembly could also include springs to bias the pawls inward relative to the rotor 162.

The pawls 161 include surfaces 161d, which contact the surfaces 162d of the rotor 162 when the pawls 161 pivot outward relative to the rotor 162. However, the friction pads 160 contact the sides 260b of the housing 146 prior to the surfaces 161d and 162d contacting each other thus limiting the outward movement of the pawls 161.

5 When the knob 148 is positioned in the second position 279, the device 100 is positioned in a fall arrest mode, as shown in Figure 7. In the fall arrest mode, the pinion gear 172 does not rotate because the knob 148 is locked relative to the housing 146. As shown in Figures 8-10, the spline sleeve tabs 155b are engaged by the housing 146 and the knob 148 is in an engaged position 300, the knob 148 positioned inward relative to the housing 146. The
10 tabs 155b are received in the respective notches 280 and the fastener 159 is received in the recessed portion 281, as shown in Figures 8-10. The fastener 159 and the recessed portion 281 prevent the knob 148 from over-rotating past the positions 278 and 278. The spring 154 places a biasing force on the spline sleeve 155, and thus the knob 148, to keep the knob 148 biased in the second position 279. Thus, because the pinion gear 172 cannot rotate, the gear assembly
15 180 cannot rotate, and the second brake assembly can operate properly. In other words, the ratchet disk 190 is locked in place so that when the drum 220 rotates at a predetermined speed and the pawls 205 pivot to engage the teeth 192 of the ratchet disk 190, rotation of the drum 220 stops because the gear assembly 180 does not rotate.

In operation, the safety device 100 is operatively connected to a support structure, and
20 the cable is operatively connected to a safety harness donned by a worker. The worker is free to move about the vicinity of the safety device 100, with only the length of the cable restricting the distance of the worker's movement. As the worker moves further away from the safety device 100, cable is paid out of the device as it is unwound from the drum 220. As the worker moves closer to the safety device 100, cable is retracted into the device as it is wound about the
25 drum 220.

A sudden acceleration or predetermined rate of speed at which the drum 220 turns to pay out cable causes the pawls 205 to overcome the forces of the springs 210. The centrifugal force causes the pawls 205 to pivot away from the central portion of the hub 221. The forces of the springs 210 are overcome, the extension portions 208 rotate within the cylindrical
30 portions 222, and the engaging portions 207 move outward so that at least one of the pawls 205 engages at least one of the ratcheting teeth 192 of the gear assembly 180. When the gear assembly 180 is locked in the fall arrest mode, engagement of the gear assembly 180 by at least one of the pawls 205 activates the rest of the second brake assembly. Because the pawls 205 engage the ratcheting teeth 192 and can no longer rotate, the pawls 205 cause the brake hub

184 to rotate. The brake hub 184, which is rotatably mounted to shaft 216 but does not normally rotate about shaft 216, begins to rotate with the pawls 205 and the drum 220. The torque is set to a predetermined level to slow and eventually stop rotation of the brake hub 184. Once at least one of the pawls 205 has engaged at least one of the ratcheting teeth 192, they cannot be disengaged until the drum 220 begins to rotate backward to rewind the cable onto the drum hub 221. If the gear assembly 180 is allowed to rotate in the descending mode, engagement of the gear assembly 180 by at least one of the pawls 205 does not activate the rest of the second brake assembly, and the first brake assembly is activated.

In the descending mode, although the gear assembly 180 is engaged by at least one of the pawls 205, the second brake assembly cannot operate properly because the gear assembly 180 rotates with the pinion gear 172. The rotating pinion gear 172 rotates the spur gear 164, which rotates the gear 162b of the rotor 162, which rotates the rotor 162 and the pawls 161. The pivot portions 161a of the pawls 161 will pivot within the pivot receivers 162a and the free ends 161b will move outward relative to the rotor 162 to contact the surface of the housing 146. The friction between the friction pads 160 and the housing 146 slows the rate of rotation of the pinion gear 172, which slows the rate of rotation of the drum 220, which slows the rate the cable 225 is paid out to control the rate of descent of the user connected to the hook 230. This type of centrifugal brake (the first brake assembly) will engage to some degree as the rotor rotates, and the braking force will increase as the angular velocity is increases. Although springs are not used, it is recognized that springs could be used to bias the pawls inward and the brake pads could be prevented from contacting the housing and applying any braking force until a predetermined angular velocity is reached.

In another embodiment, the knob can be moved from the second position (fall arrest mode) to the first position (descending mode) after a fall has occurred. A tool (not shown) could be used to assist in moving the knob outward, thus disengaging the fall arrest system and allowing the descending system to function, and the knob can be rotated to the first position. Once the knob is pulled outward (disengaging the spline sleeve from the pinion gear) the descending system will function.

The above specification, examples, and data provide a complete description of the manufacture and use of the composition of embodiments 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 safety device with fall arrest and descending modes, comprising:
 - a housing;
 - a drum rotatably operatively connected to the housing;
 - a lifeline having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the drum;
 - a first brake assembly operatively connected to the drum;
 - a second brake assembly operatively connected to the drum; and
 - a control operatively connected to the first and second brake assemblies and having a first position and a second position, the first position selectively engaging the first brake assembly and the second position selectively engaging the second brake assembly.
2. The safety device of claim 1, wherein the first position activates a descending mode and the second position activates a fall arrest mode.
3. The safety device of claim 2, wherein the control is configured and arranged to be switched from the second position to the first position.
4. The safety device of claim 1, wherein the first and second brake assemblies are operatively connected.
5. The safety device of claim 1, wherein the first brake assembly includes a rotor to which at least one first pawl having a friction pad is pivotally operatively connected, the friction pad contacting the housing when the rotor rotates to decrease a rotational rate of the rotor.
6. The safety device of claim 1, wherein the second brake assembly includes a gear assembly and at least one second pawl, the at least one second pawl being operatively connected to the drum and configured and arranged to engage the gear assembly when the drum rotates at a predetermined speed.
7. The safety device of claim 1, further comprising a shaft operatively connecting the first and second brake assemblies and the control, the control locking the shaft in the second position thereby activating a fall arrest mode, the control allowing the shaft to rotate in the first position thereby activating a descending mode.
8. The safety device of claim 7, wherein the shaft includes first and second teeth.
9. The safety device of claim 8, wherein the first brake assembly includes a rotor to which at least one first pawl having a friction pad is pivotally operatively connected, the rotor including a gear, further comprising a first spur gear with inner teeth and outer teeth, the inner teeth mating with the first teeth of the shaft and the outer teeth mating with the gear of the rotor

to interconnect the shaft and the rotor, the friction pad contacting the housing when the rotor rotates to decrease a rotational rate of the rotor.

10. The safety device of claim 8, wherein the second brake assembly includes a gear assembly and at least one second pawl, the gear assembly including a second spur gear mating with the second teeth of the shaft, the at least one second pawl being operatively connected to the drum and configured and arranged to engage the gear assembly when the drum rotates at a predetermined speed.

11. A method of using a safety device having fall arrest and descending modes, the device comprising a housing, a drum rotatably operatively connected to the housing, a lifeline having an intermediate portion interconnecting a first end and a second end, the first end being operatively connected to the drum, a first brake assembly and a second brake assembly operatively connected to the drum, a shaft interconnecting the first and second brake assemblies, and a control operatively connected to the shaft and having a first position and a second position, the first position allowing the shaft to rotate and selectively engaging the first brake assembly in a descending mode, the second position locking the shaft and selectively engaging the second brake assembly in a fall arrest mode, comprising:

positioning the control in the second position thereby locking the shaft and activating the second brake assembly in the fall arrest mode.

12. The method of claim 11, further comprising positioning the control in the first position thereby allowing the shaft to rotate and activating the first brake assembly in the descending mode.

13. The method of claim 11, further comprising positioning the control in the first position thereby allowing the shaft to rotate and activating the first brake assembly in the descending mode after a fall has occurred.