ATTACHING THE COLLISION RESTRAINT STRAP TO YOUR WALKAWAY® BRACKET

If your WALKAWAY® bracket was manufactured after January 1, 1992, the CRS should bolt directly to the bracket as shown at left. This bracket will be readily identified as having 6 hole sets in the NF footplate and UN backplate.

NOTE: Straps may be attached on either the left or right side of the bracket as matching holes are provided on both sides. Cam and buckle assembly (item no. 2) may be mounted above or below top clip if the CRS strap interferes with hoses on the air pack assembly.

All bolts are inserted from the back side of the bracket with the nut attached on the front (clip side) of bracket. All tabs (on items 1, 2 & 4) are to be placed on the front side of the bracket.
DONNING YOUR SCBA

Our CRS (Collision Restraint Strap) will permit fire personnel to be strapped into the SCBA in a ready state and also wear the standard 3-point safety belt.

The suggested procedure for doing this is as follows:

**Prior to departure from fire station:**

- Firefighter sits in seat and puts his/her arms through SCBA shoulder straps. Slack should be taken up on these straps but not tightened firmly. The SCBA waist strap should not be put on.
- The firefighter should now put on his/her 3-point safety belt.

**Upon arrival at emergency scene:**

- When the apparatus comes to a full and complete stop, personnel should remove their 3-point occupant safety belt.
- Release the Collision Restraint Strap by giving a firm tug on the release pull tab (Item 6).
- The fire fighter is now free to leave his/her seat, with the SCBA on his/her back.
- Outside of the crew cab, the shoulder straps can be properly tightened and waist belt buckled.

**NOTE:** 3-point safety belts should be used. SCBA are not designed to provide occupant restraint. Our CRS strap is designed to restrain the SCBA in an accident, not the occupant.

Used correctly, the CRS strap will provide a safe means of storing SCBA while keeping it readily accessible.