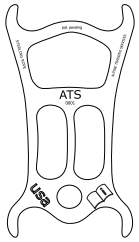
STERLING ROPE

ATS

All Terrain Sender



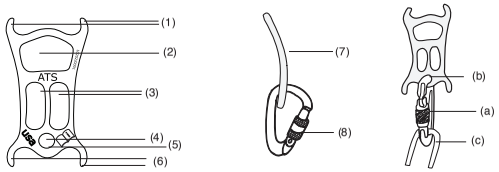
INFORMATION
-General
-Specific
WARNING

Please permanently retain this and all user information after it is removed from the device. A copy of this and all user information should be retained with the device at all times. User should refer to and be aware of all relevant safety information before use.

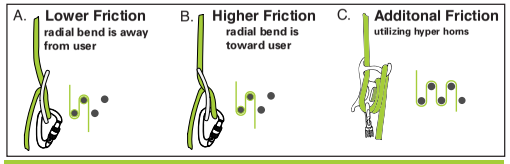
Sterling Rope Company
26 Morin St. Biddeford, ME

Made in USA.

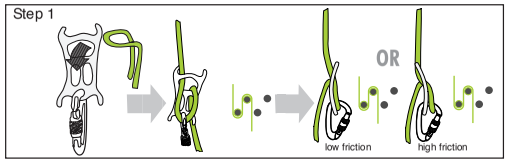
1. NOMENCLATURE & INSTALLATION

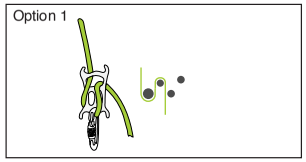


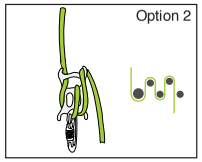
2. NORMAL RAPPEL SETTINGS



3. SINGLE LINE RAPPEL







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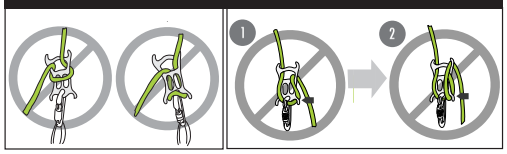
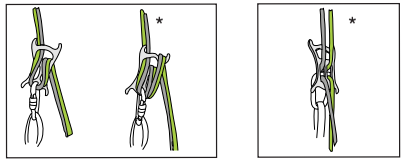
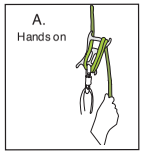


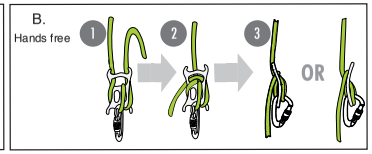
4. DOUBLE LINE RAPPEL

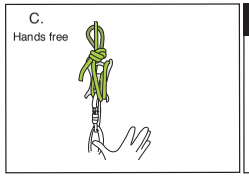


★ Different diameter / types of rope will yield different results. See explination of diagram 4 on reverse side for more information.

5. LOCKING OFF







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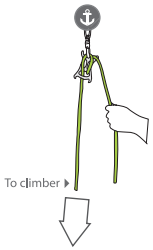
6. LOWERING



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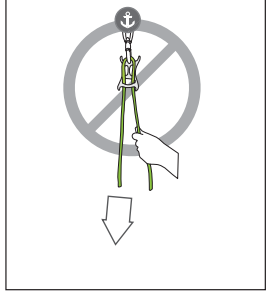
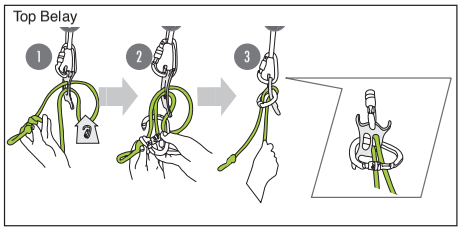
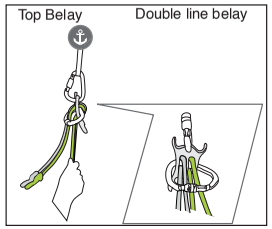
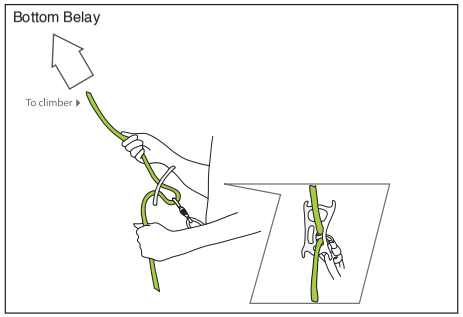


7. BELAYING







WARNING

GENERAL WARNINGS

GENERAL NOTICE

Lifetime / When to retire your equipment
For Sterling Rope rope and webbing products, the maximum lifetime is 10 years from the date of manufacture. It is indefinite for metallic products.

ATTENTION: an exceptional event can lead you to retire a product after only one use, depending on the type and intensity of usage and the environment of usage (harsh environments, sharp edges, extreme temperatures, chemical products, etc.).

A product must be retired when:
- It is over 10 years old and made of rope or webbing.
- It has been subjected to a major fall (or load).
- It fails to pass inspection. You have any doubt as to its reliability.
- You do not know its full usage history.
- When it becomes obsolete due to changes in legislation, standards, technique or incompatibility with other equipment, etc.

Destroy retired equipment to prevent further use.

WARNING!

Sterling Rope and Alpine Training Services are not and will not be held responsible for the consequences, direct, indirect or accidental, or any other type of damage befalling or resulting from the misuse of its products or its training advice. By associating yourself with this product in anyway admits to everyone you are doing something dangerous in which you may be hurt or killed. You have been warned!

Activities involving the use of this product are inherently dangerous. You are responsible for your own actions and decisions.
Before using this product, you must:
- Read and understand the Product Information.
- Become acquainted with the product's capabilities and limitations.
- Understand and accept the risks involved.

Additionally, you should get qualified instruction in its proper use.

Reading any printed material or watching videos does not qualify as a replacement for professional training. Contact the distributor, retailer, Sterling Rope Co., or the approved training provider Alpine Training Services for more information related to direct end user training options.

FAILURE TO HEED ANY OF THESE WARNINGS MAY RESULT IN SEVERE INJURE OR DEATH.

ENGLISH

Rope specs:
Kernmantle Rope (core + sheath) static, semi-static or dynamic ropes 8mm – 11mm

Inspection, points to verify:
Before each use, check the frame of the ATS for wear, cracks, burrs or other oddities. Check the carabiner guide for wear. If there is any doubt about the condition of the device, contact and or return it to Sterling Rope for inspection.

In addition to the inspection before each use, an in-depth inspection must be carried out by a competent inspector. The frequency of the in-depth inspection must be governed by applicable legislation, and the type and the intensity of use. Sterling Rope recommends an inspection at least once every 12 months.

To help maintain product traceability, do not remove any markings or labels. Inspection results should be recorded on a form with the following details: type of equipment, model, manufacturer contact information, serial or individual number; dates of: manufacture, purchase, first use, next periodic inspection; notes: problems, comments; name and signature of the inspector.

Diagram 1: Nomenclature & Installation

Parts detail:
(1) Top hyper horns
(2) Polygon head
(3) Plaquette or auto block or plate holes
(4) Carabiner connection point
(5) High heat carabiner grommet
(6) Bottom hyper horns
(7) Radial Bend
(8) Locking Carabiner

- Choose a locking HMS carabiner with a diameter of about 12mm
- Installation of the ATS on the harness: orientate the carabiner locking mechanism towards you.(a) Position the ATS onto the carabiner so that the gate is facing you, the ATS sits at the top of the carabiner and the hinge for the carabiner gate is at the bottom.(b) Also connect the ATS with its now fitted carabiner onto the strong point of your harness or other appropriate connector e.g. Chain Reactor or master point of your climbing anchor.(c)

Diagram 2: Normal Rappel Settings

- Braking positions: the ATS used as a rappel device can be configured in 3 primary braking positions: (A)-Low friction, (B)-High friction and (C)-Additional friction. Choose a suitable braking position before utilization based upon your weight, the type and diameter of the rope, and the steepness and length of the terrain you wish to descend.

*These settings need to be made before you weight the device/rope/ anchor.

- Additional braking positions: The top and bottom hyper horns allow the friction to be adjusted during descent.
- Warning: - Be careful - the ATS alone does not provide enough friction in any of its settings to prevent the user from progressing down the rope hands free. Your hand must always grip the free end of the rope. A partner on the ground can provide additional security by belaying your descent.
- The ATS is designed to be used only in the positions listed.
- Used correctly, the ATS offsets the formation of a girth hitch, but it does not prevent a knot from forming which could block the descent.

Diagram 3: Single Line Rappel

Step 1: Loading the device: Choose an orientation of the radial bend and connect the device to a carabiner so the locking gate is facing you. Take a bight of rope and push it through the polygon pulling enough through the polygon to reach the carabiner. Connect the rope into the carabiner and lock the carabiner. The free end of the rope or the brake line should be running away from you down the surface you wish to descend. The load strand should run up out of the ATS towards your anchor system.

Option 1: Preweighted friction settings: You may wish to wrap one of the lower two hyper horns for even more friction beyond the devices curved high and low options.

Warning:
If you choose to incorporate a bottom hyper horn make sure it is the one OPPOSITE of the brake line side. If you miss this point you may not be able to add friction by wrapping the brake line around the two hyper horns due to the conflicting rope movements causing a loss of control.

Option 2: Additional friction mid-descent: During your descent you may (with training and practice in a controlled supervised setting) wish to add friction by incorporating the bottom hyper horn and top hyper horn with a wrapping action of the brake line. With the brake line in hand, wrap the bottom hyper horn on the brake line side of the device then continue in an upwards motion to then wrap and redirect the brake line back to a "downward" position. This will add two more bends on the rope nearly doubling the amount of friction. This is useful for long rappels where the entire weight of the rope transitions from the brake line to the load line, and there are historical accounts of users losing control. Take care to manipulate your auto block down far away from your device so you can have enough rope free for this entire action.

Diagram 4: Double Line Rappel

Warning:
Depending upon the rope's diameter, it may not be possible to use all of the device's functions such as "lock off" or "additional friction" when using a double line rappel.

Position the device for either high or low friction depending on the terrain and the diameter of the two ropes being descended. It may occasionally be useful to provide backup protection for the descent with an auto block, either mechanical or friction hitch style. Extending the device off the harness with a Chain Reactor will allow room for an auto block to be installed below the device connected into the harnesses central strong point. Special training on types and "when to and not to use" considerations are covered more in depth on our orientation video. www.ATSdevice.html

Diagram 5: Locking off

During normal usage of the ATS you may wish to tie off or "lock off" the device. These are the three methods for doing this.

Warning:
Each of these methods has pros and cons. Seek training and practice each of these in a controlled setting under professional supervision before relying on any of them for life safety.

A. This is a fast locking position/ technique which REQUIRES you to keep your hand ON THE BRAKE LINE end of the rope.

B. With the brake line in hand wrap the bottom hyper horn on the brake line side of the device then continue in an upwards motion to then wrap and redirect the brake line back behind the "head" or "polygon" opening. You will need to "pop" the rope down into place. Depending on the preloaded friction setting (see diagram #2 - A. low friction or B. high friction) you may need to set the rope with more force in the higher friction setting than the low friction setting.

Warning:
This is not a "durable" lock off method and can become disengaged if the user un-weights the device with certain movements. Depending on the diameter of the rope being used there may be some certain amount of slippage. See our training video for additional solutions for this experience. www.ATSdevice.html

C. Additional friction with a tie off. Take care when performing this function as it requires delicate finger and hand motions which if done incorrectly can result in the user dropping themselves. This includes tying off and releasing. Seek training and practice this in a controlled setting under professional supervision.

Diagram 6: Lowering a person

Attach the ATS to the anchor (with the carabiner's locking mechanism facing away from the cliff). Set the orientation of the ATS to suit the desired friction level for the load being lowered. (see rappel friction settings diagram #2).

Warning:
Ensure that the brake line is redirected around the now "top" hyper horn. (This is the bottom hyper horn(6) in standard nomenclature)

Diagram 7: Belaying a climber

The ATS can be used as a belay device;
Dynamic Rope size min 8mm max 10.4mm

TOP BELAY (Auto block or plaquette mode)

Belaying a second climber
For a top belay, hang the ATS upside down connecting it to your anchor system by a locking carabiner connected into the ATS's main carabiner connection point. Take a bight of rope which runs directly to the climber you wish to belay, position the bight of rope so the climber strand is on top or closest to the anchor and the free end or brake line is below. Push/pull this bight of rope into either of the auto block slots pulling it down below the frame of the ATS. Connect a large HMS locking carabiner into the bight and around both the load strand and the brake line. Set the carabiner against the device so the load strand and the brake line are running over the screw gate. The bight of rope must be running over the spine of the carabiner. Please reference steps 1, 2 and 3 in the illustrations on the reverse side.

Warning:
This method will protect you against an accidental rotation where the load line flips under the brake line eliminating the auto blocking function and possibly causing the belayer to drop the climber.

Warning:
Some slippage may occur with single rope belays using 8-8.5mm rope. See our orientation video for details and solutions related to this issue. This is not designed to be a "hands free belay method". Belayers should always keep a strong hand on the brake line at all times when belaying. Belayers should also have all their personal needs meet before committing 100% of the attention to the climber and their needs. Failure to heed this advice could injure or kill you and/or your partners!

Belaying the second and third climber (simultaneously)
This device is not optimal for belaying two climbers (a second and a third) at the same time. The device when used for belaying two climbers at the same time will not allow the second followers rope to run free if the first climbers rope locks off. The stuck climber will need to self rescue or be lowered by the belayer. Special training is required for this delicate procedure. When the rope is blocked under load, if needed, the second climber can be lowered by pumping up and down the carabiner (it works better if the connector body is flattened).

Warning:
Manually check that the system blocks by pulling on the load strand(s) which run to the climber(s) before exposing the device to any life safety belay scenarios. Also ensure that the connector carabiner used for the auto block is incorporated around the frame of the ATS and into the bight of rope(s) to be blocked. Please consult the drawings and our orientation video for more information. If you are unsure of what this means do not use this device.

BOTTOM BELAY
Connect an HMS carabiner into your belay loop on your harness. Take a bight of rope and push/pull it though either belay plate slot. (for double rope belaying pass one bight through one of the two slots and the second rope through the other). Position the ATS on the rope in the desired orientation to maximize your belaying. Take in and pay out rope as needed to protect your climber. Care must be taken to practice using the ATS to determine your desired setting in a controlled professionally supervised environment.

When belaying a lead climber or a redirected top rope climber care must be taken to ensure the belayer's safety and the climber's safety. It is imperative for the belayer to have backup protection to prevent any risk of a fall or uncontrolled lowering of the climber. With the ATS correctly threaded and secured to your harness, hold the free end of the rope with one hand, and the leader's end with the other. Cycle rope in the direction required to perform a responsible belay for the climber. To lock, pull and hold the free end of the rope firmly downwards with both hands.

THIS SPACE LEFT BLANK FOR ADDITIONAL LANGUAGES.