Elements of the "clipper"

- The harness: choose should be the specific wear harness or "clipper" for the WEB site. The WEB site offers a wide variety of harness, but the most common is a "clipper" harness. This type of harness is designed to be used with a "clipper" to secure the car or car seat to the vehicle. It is important to make sure that the harness is properly adjusted and that the "clipper" is securely fastened to the vehicle.

- The "clipper": this is a small metal bar that is typically used to secure the harness to the vehicle. The "clipper" should be placed in a position that will help to distribute the weight of the car or car seat evenly across the vehicle's seat belt. The "clipper" should be secured to the vehicle by a seat belt or other means of securing the "clipper" to the vehicle.

- The "clipper" should be securely fastened to the vehicle and should be placed in a position that will not interfere with the effectiveness of the "clipper" or the harness.

- The "clipper" should be removed from the vehicle when the car or car seat is not in use. The "clipper" should be stored in a secure location, such as a locked container, to prevent unauthorized use.

- The "clipper" should be inspected regularly to ensure that it is in good condition. The "clipper" should be replaced if it is damaged or if it shows signs of wear or tear.

- The "clipper" should be secured to the vehicle in a way that will not hinder the use of the seat belt or other means of securing the car or car seat to the vehicle.

The "clipper" is a critical component of the "clipper" system and should be treated with care to ensure its effectiveness and safety.
### Table 1: Primary Attachment (Harness): Triangular Screw Link

**Attachment of the "SIMPLE" bobbin descender:**
- Mandatory oval safety carabiner.
- Use of a mandatory control carabiner; oval carabiner (either safety or normal carabiner).
- Note the control carabiner position!
- For climbing up, clip the carabiner of the descender on the other side of the Croll.

**#1-1-1 & #1-1-2: CONTROL CARABINER** is attached directly to the triangular screw link. This is the original configuration from Petzl.

**Potential Hazard:** #1-1-2 shows a potentially tricky situation; the head of the bobbin can possibly partly catch inside the control carabiner, causing a difficult control (rather rare situation, unlike the dangerous situation shown in #2-1-1).

### Table 2: Primary Attachment (Harness): Semi-Circular Screw Link

**Attachment of the "SIMPLE" bobbin descender:**
- Mandatory oval safety carabiner.
- Use of a mandatory control carabiner; oval carabiner (either safety or normal carabiner).
- Note the control carabiner position!
- For climbing up, clip the carabiner of the descender on the other side of the Croll.

**#2-1-1 & #2-1-2: CONTROL CARABINER** is attached directly to the triangular screw link. Similar to the original configuration from Petzl, but with a semi-circular screw-link.

**Inherently Very Dangerous:** #2-1-2 shows a dangerous situation, the head of the SIMPLE is caught inside the control carabiner, causing a loss of control. It has happened! The scene can happen with true climbing harnesses where both the SIMPLE and the control carabiner are attached to the wide rope or webbing loop.

**#2-2-1 & #2-2-2: CONTROL CARABINER** is attached in the oval eye of the SIMPLE. This prevents any possibility for an inadvertent opening of the SIMPLE. This early improvement is very safe, it is still in use today. The rope is in a single geometric plane. The head of the SIMPLE can not be caught in the control carabiner. Drawback: a little bit cumbersome to insert or remove the rope (the control carabiner has then to be totally removed, and it can be inadvertently dropped in the pit...).

**#2-3-1 & #2-3-2: CONTROL CARABINER** is attached to the suspension carabiner of the SIMPLE. This prevents any possibility for an inadvertent opening of the SIMPLE. This is the latest recommended method from the French School of Speleology, very safe. The head of the SIMPLE can not be caught in the control carabiner.

**#3-3-1: Same as #2-3-1 — #2-3-3, with an additional SHUNT (controlled by the left hand) as a backup.**
the SIMPLE, preventing its escape, contrary to what happens in the figures 7 through 13 of the "Lori Cove Accident Analysis (1)" (NSS News June 2003, p. 11) — see also the comment about the rope further below. In fact, the motion of the rope was pushing the open end of the SIMPLE up toward the "closed" position, preventing the rope from entering the fixed jelly pulley of the SIMPLE. The filament cardigan is indeed a key safety element!

ACCESSORIES
In some cases, a backup can be useful, such as Petzl's "Caritop", also "Rappin' with the French Wing" (NSS News, August 2005) (6). The use of a backup is often considered mandatory: It is "not unusual" to still use one today, except with very muddy and slippery ropes or in exposed situations (see picture 5-11).

But contrary to the advice of ACA 02/03 (f.i. 19 November 2003, Sotsana de la Gondolarios, SLP, Mexico accident, "page 40 (3)The SHUNT should not be placed below the rappel device, but above it, attached to one of the two cow tail ropes (if the carabiner is hanging on her/ his lock the SHUNT) to / she should still be able to release the rope in case of need. Why? If the SHUNT is above the descender and lock, the carabiner can lock the descender, and in case of need, lock it to one or two lines around the foot and pull up the lower part of the rope and hold it against the control carabiner against the descender. He/she then stops up the rope loops around the foot acting as a step) to<br/>

release the tension on the cow tail of the SHUNT, and, reaching the SHUNT with the other hand, depress its safety lever and release the descent by unclipping the rope from around the descender. This is a classic emergency maneuver that should be learned by everyone using a descender. If the SHUNT is below the descender and lock, one of the ropes (in the emergency situation) the tension on the rope above the SHUNT due to the weight of the carabiner will pull the lock off temporarily the descender as described above. Thus, it will not be possible to release the SHUNT and reverse the descent.

 Movements? Please see published literature on the subject. (See Petzl, S.L.P. SLP, "Manual de las principales maniobras en el manejo de los equipos de seguridad en tandem", published by the NSS). An excerpt from the instructions is given below: The NSS issues charges by the post office for address corrections and must bear the cost of replacing missing issues.

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