

Service Bulletin 065 - Brake Check for Sealed-Blok™ SRDs

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In coordination with the "Stop Use and Recall/Replace or Remediate" notice that 3M sent to customers and Authorized Service Centers (ASCs) in October 2024, 3M has changed repair requirements for Sealed-Blok Self-Retracting Devices (SRDs) within the scope of this service bulletin.

IMPORTANT NOTE

If you have any questions about this service bulletin, please contact our Technical Services Department for assistance. For any other questions, please contact customer service for your region.

Scope of Service Bulletin

This service bulletin applies to all products under the following criteria.

- All Sealed-Blok Self-Retracting Device (SRD) variants of the following lengths:
 - 55 ft. (17 m)
 - 85 ft. (26 m)
 - 130 ft. (40 m)
 - 175 ft. (53 m)
- All dates of manufacture.
- All service dates.
- All countries and regions where the product is being used or sold.

IMPORTANT NOTE

This service bulletin does not apply to "Generation 1" Sealed-Blok SRDs produced prior to 2015. See the original recall notice for more information.

IMPORTANT NOTE

This service bulletin does not apply to Sealed-Blok SRDs with lengths of 15 ft. (4.6 m), 30 ft. (9.1 m), or 50 ft. (15.2 m). These models are constructed without the secondary brake disc, which makes it impossible to check the brake assembly using the referenced gauge.

Impact to Authorized Service Centers

Immediate Change in Repair Process of Affected Sealed-Blok SRDs

ASC repair technicians must check brake assemblies on all affected Sealed-Blok SRDs during the normal repair process using the Go/No-Go Gauge (model 9600125). Please order this gauge through your normal spare parts sales channels. Any brake assemblies that do not pass the gauge test must be replaced with a brake assembly that does pass this test. See steps for testing below. This service bulletin is to be followed for all Level 1 and Level 2 repairs. This bulletin will remain in effect until this test is added to the respective repair manuals. This is a mandatory change to the Sealed-Blok Standard Operating Procedure for Repairs.

Performing the Brake Check

For all Sealed-Blok SRDs within the scope of this bulletin, the ASC repair technician must work through the following steps. The technician may be directed to jump directly to certain steps as they complete the brake check.

IMPORTANT NOTE

A Go/No-Go Gauge (9600125) must be used as part of the brake check procedure.

IMPORTANT NOTE

When performing repairs on 3M Fall Protection equipment, you must always use the part numbers listed on the current engineering drawing for the product. Never substitute these parts with other parts or components.

CAUTION

All instructions provided in this service bulletin must be performed by 3M-authorized representatives. Representatives must wear appropriate personal protective equipment when performing any repairs.

Step 1: Confirm the status of the Sealed-Blok SRD.

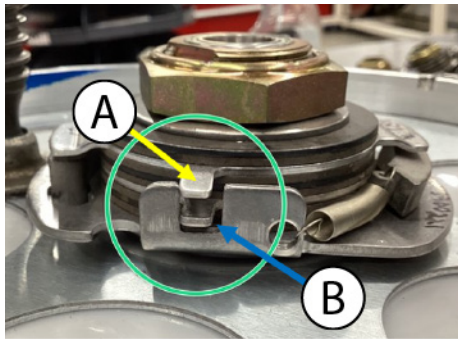
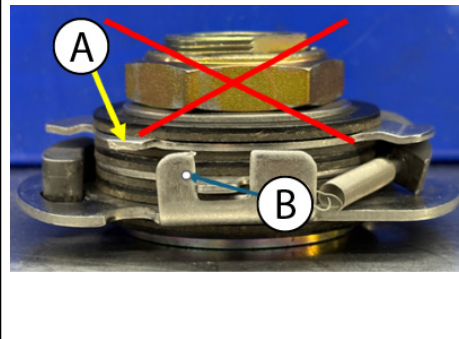
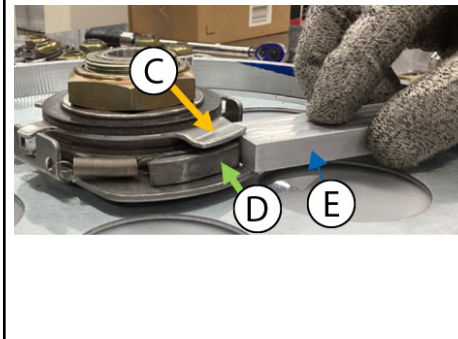
- Has the Sealed-Blok SRD unit experienced a fall event (i.e. snap hook indicator is deployed) or is the brake assembly corroded?
 - **Yes:** Brake assembly fails inspection and must be replaced with a new brake assembly. *Go to Step 7.*
 - **No:** *Go to Step 2.*

Step 2: Check the Sealed-Blok SRD brake assembly for a "Collar Retrofit Assembly".

- Does the brake assembly have a Collar Retrofit Assembly installed? (See Figure 6 for an image of this assembly.)
 - **Yes:** A Go/No-Go Gauge test cannot be performed on brake assemblies with an installed Collar Retrofit Assembly. Brake assemblies with collars may be found in only ANSI/OSHA compliant models. *Go to Step 6.*
 - **No:** *Go to Step 3.*

Step 3: Inspect the tabs on the secondary brake disk. See Figure 1. The topmost tab must be captured within the channel of the brake disk plate.

- Is the topmost tab outside of the channel? (See Figure 2.)
 - **Yes:** Brake assembly fails inspection and must be replaced with a new brake assembly. *Go to Step 7.*
 - **No:** Confirm that the tab is within an acceptable location inside the channel, as seen in Figure 1. *Go to Step 4.*

Figure 1	Figure 2	Figure 3
		
The tab (A) must be captured within the brake disk plate's channel (B).	Brake assembly fail. The tab (A) is outside the brake disk plate's channel (B).	Place the Go/No-Go Gauge (E) at the opening between the flange (C) and brake disk plate. The flange should be located above the pawl (D).

Step 4: Check the brake assembly using the Go/No-Go Gauge (9600125). Place the gauge at the opening between the brake disk plate and the flange above the brake pawl. See Figure 3.

WARNING

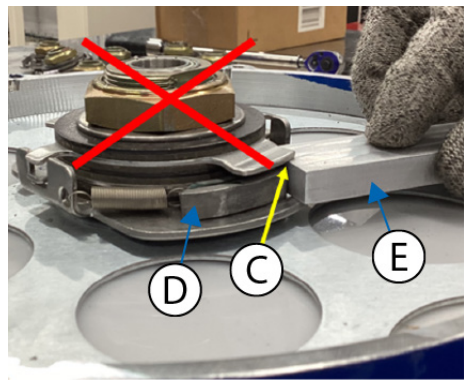
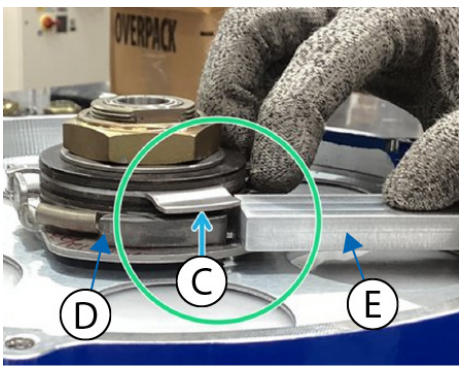
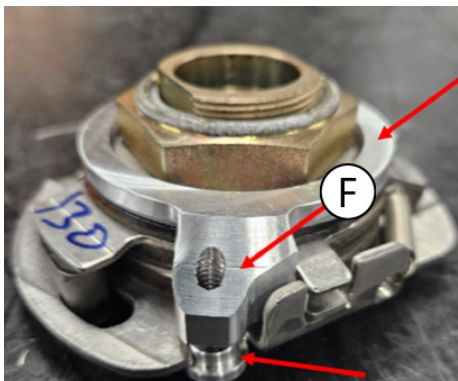
The gauge must lie flat on the brake disk plate during inspection. Do not force the gauge between the flange and plate; only slight pressure is needed to determine whether the gauge fits.

IMPORTANT NOTE

Both flanges on the secondary brake disk (each pawl location) must be checked. Both locations must pass inspection for the brake assembly to pass.

- Try to fit the gauge through the opening between the brake disk plate and the flange on the secondary brake disk. Does the gauge fit between these parts?
 - Yes:** See Figure 4. Brake assembly fails inspection. *Go to Step 5.*
 - No:** See Figure 5. Brake assembly passes inspection and can be used on the SRD. *Go to Step 6.*

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Figure 4	Figure 5	Figure 6
		
Brake assembly fail. The Go/No-Go Gauge (E) fits between the flange (C) and brake disk plate.	Brake assembly pass. The Go/No-Go Gauge (E) does not fit between the flange (C) and brake disk plate.	Example of a brake assembly with the Collar Retrofit Assembly (F) secured. These are found only on models compliant with ANSI or OSHA.

Step 5: Confirm the origin of the Sealed-Blok SRD.

- Is the Sealed-Blok SRD a US model (compliant with ANSI/OSHA)?
 - Yes:** If available, obtain a Collar Retrofit Assembly and use it for repair and remediation of the brake assembly. See Service Bulletin 63 for more information on the Collar Retrofit Assembly. *Go to Step 8.*
 - No:** Use a new brake assembly for repair and remediation of the SRD. Use a new brake assembly if Collar Retrofit Assemblies are not available. *Go to Step 7.*

Step 6: Use the original brake assembly for repair and remediation of the SRD. **This is the final step. Stop.**

Step 7: Use a new brake assembly for repair and remediation of the SRD. **This is the final step. Stop.**

Step 8: Add a Collar Retrofit Assembly to the brake assembly per the instructions found in Service Bulletin 63. Use this brake assembly with the added collar for repair and remediation of the SRD. **This is the final step. Stop.**

IMPORTANT NOTE

Future Repairs of SRDs with Collar Retrofit Assemblies When added to a brake assembly, Collar Retrofit Assemblies use Red Loctite or an equivalent thread-locker to hold the collar in place. Most repair technicians have been taught to break loose brake assemblies during repair and check the brake torque. It is impossible to break loose brake assemblies that have been fitted with a collar. Because of this, future Sealed-Blok SRD repairs will require a new brake assembly.

Final Marking for Remediated SRD Units

An additional marking should be added to the product ID label if the following conditions apply.

- The SRD was manufactured or repaired between January 2022 and October 2024 (inclusive).
- The SRD completed the described brake check procedure and either passed the inspection or was found to have the Collar Retrofit Assembly.

If both of these conditions apply, then the SRD should be marked as having been checked and remediated. Use a hand punch to add a zero to the metal ID label on the product. Place the zero near the lot number or date of manufacture. See Figure 7.

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Figure 7



Place the zero (G) on the left side of the ID label near the lot number and date of manufacture.



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