



Refurbishment of your X-904

A note to our end users.

We are pleased that you chose the X-904 for your operations and we want you to have the best and safest possible program for the offshore transfer of your most important asset, your people.

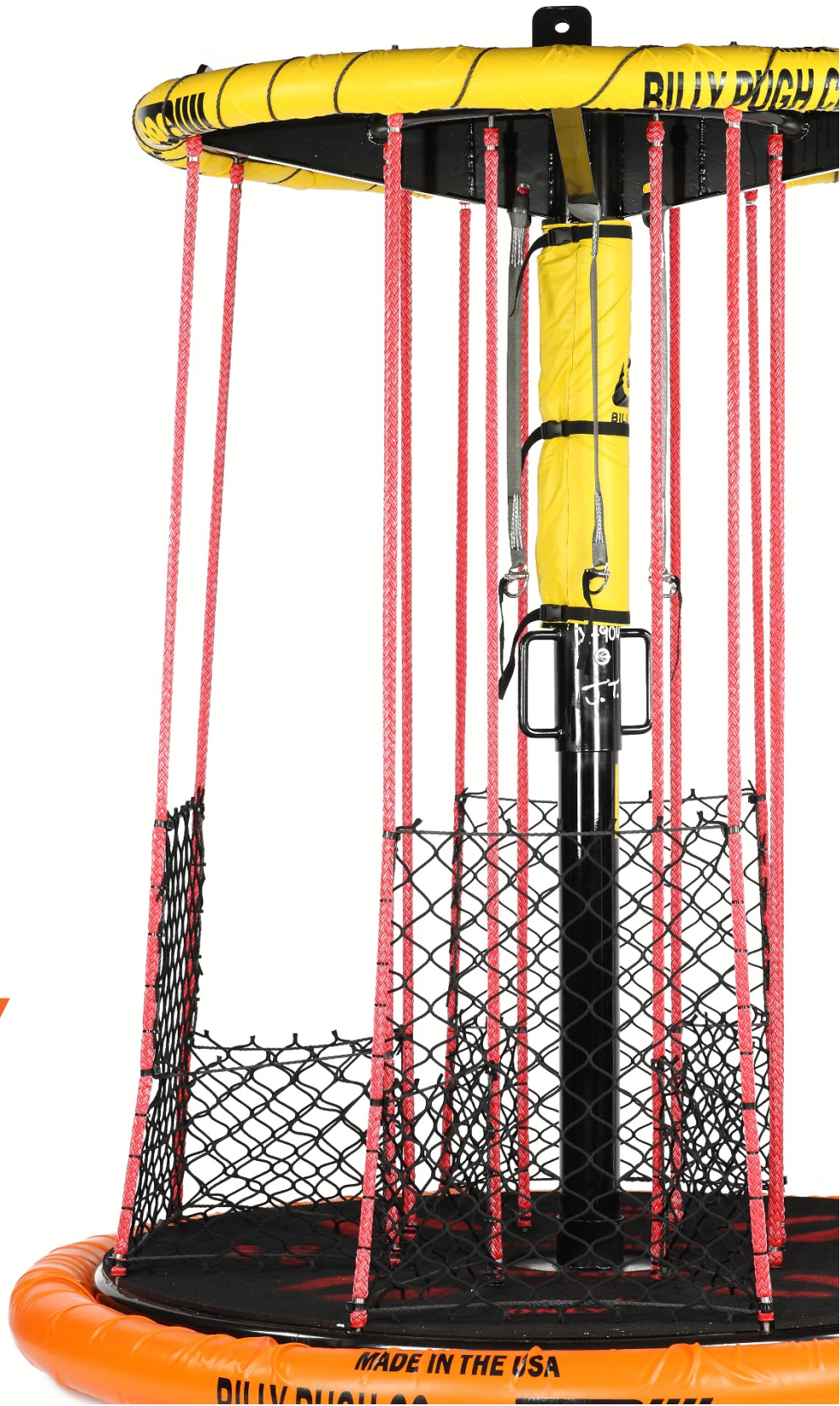
When it's time for your X-904 to be refurbished, please refer only to a Billy Pugh Co. certified organization. We have them strategically located all over the world and they are specifically trained to perform this critical service. We have provided a listing of those companies certified to maintain your X-904 here on our website www.billypugh.com. If you have any questions or concerns about getting your X-904 refurbishment, please e-mail us at bpc@billypugh.com.



User Manual

Rev 2020.1

October 1, 2020



Welcome

Thank you for your purchase of the Billy Pugh Co. X-904 Personnel Transfer Device. Please record the Purchase Date, Distributor's Name, Model Number & Serial Number in the space provided below.

Purchase Date: _____

Purchased from: _____

Model No. _____

Serial Number: _____

IMPORTANT: The Purchase Date combined with the Distributor is key to retain any documentation or certifications that may be lost in the future. Please reference these when contacting our customer support.

WARNING:

We have tried to make this manual as complete as possible and hope you find it useful. BPC reserves the right to make changes, without notice or obligation, in prices, specifications, colors, and material, and to change or discontinue models.

Please see our website for the most current manual
www.billypugh.com



Introduction

As President of BPC Inc., I want to personally thank you for your purchase of the Billy Pugh Co. X-904 Personnel Transfer Device. You can be confident that you now have the safest, most operationally efficient and cost effective offshore transfer device built anywhere in the world.



This device was, and is, a collaboration between BPC and the offshore oil and gas industry itself. When my brother Frank and I began the research and development into the design of a totally new concept in offshore transfer, we spent over two years gathering information and building different prototypes. Our objective was to see what features from all of the available products were applicable to a safe transfer. Multiple focus groups from both operators and contractors were interviewed and their feedback was critical in the product development of the X-904. We made sure to include everyone that could bring expertise and perspective to the table. We included personnel from HSE, operations, lifting, training, as well as riggers, riders and crane operators. We spent most of our time listening and the result was quite amazing.

For almost 60 years we have worked with the offshore oil and gas industry to supply safety equipment that enhances the safety of personnel working in this challenging environment. The X-904 follows this tradition of cooperation between BPC and industry.

Thank you for making the X-904 the most successful product in Billy Pugh Co.'s history and for your confidence. We take a great deal of pride in the fact that you trust the safety of your most valuable asset, your people, in our hands every day.

Paul W. Liberato

Paul W. Liberato
President
Billy Pugh Company

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Specifications

Dimensions

Model	Imperial			Metric		
	Base Width	Total Length	Height of Device	Base Width	Total Length	Height of Device
X-904-4	85 in.	33 ft.	96 in.	215 cm	1006 cm	243 cm
X-904-6	100 in.	33 ft.	96 in.	254 cm	1006 cm	243 cm
X-904-8	100 in.	33 ft.	96 in.	254 cm	1006 cm	243 cm
X-904-10	111 in.	33 ft.	96 in.	281 cm	1006 cm	243 cm
X-904-12	118 in.	33 ft.	96 in.	299 cm	1006 cm	243 cm

Capacity

Model	Passenger Capacity	Imperial	Metric
X-904-4	4	1200 lbs.	544 kg
X-904-6	6	1800 lbs.	816 kg
X-904-8	8	2400 lbs.	1088 kg
X-904-10	10	3000 lbs.	1360 kg
X-904-12	12	3600 lbs.	1632 kg



What is included

X-904 Parts List:

- **Basket.** Top and bottom platform. These two halves are attached with the ropes and already includes the netting and safety lanyards.
- **Upper center pole.** Top threaded vertical pole for connecting the top half of the platform to the bottom.
- **Lower center pole.** Bottom threaded vertical pole for connecting the bottom half of the platform to the top.
- **Tightening Boards.** Two (2) 904P-23 boards for tightening center pole.
- **Center pole cover.** 904P-4 Yellow PVC/nylon 10oz center pole cover pad.
- **Teflon bearing.** 904P-17, 4" OD X ¼" Teflon vertical center pole bearing.
- **Coupling.** The 904P-27 coupling is used to join the top and bottom center poles.
- **Fasteners.** 904P-39 ½" x 6" SS bolt with ½" locknut and two (2) ½" washers.
- **Tagline.** 15' PTL-1 tag line with ½" safety shackle.

Every X-904 is shipped with the following accessories:

- **Training DVD.** Use our training DVD to learn how to operate and ride the X-904. If you need additional training, Billy Pugh Company offers a variety of training materials for our customers. Visit www.bilypugh.com for more information.
- **Certification package.** Manufacturer Certificate. Optional ABS Certification report or ABS Type Approval.
- **User Manual.** This user manual is included. In the back of this manual you can also find daily and monthly inspection cards.

Assembly Instructions

Each X-904 is shipped to our customers disassembled. Before you can enjoy riding the X-904, you must assemble the transfer device.

1 – Unpacking

- Carefully untie or cut rope that secures the basket for shipping.
- Remove these items from inside the basket and set aside for now.
- Verify that all the items mentioned in the parts list (page 5) are present.

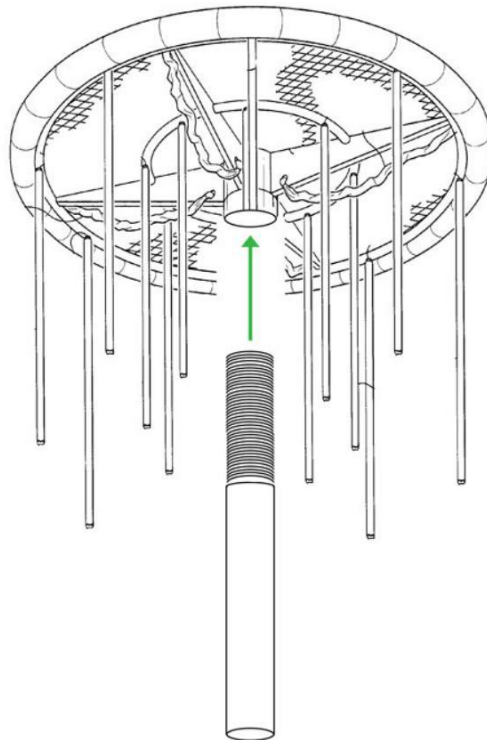
2 – Set up the basket for assembly.

With crane: attach top of basket to crane hook and lift until grab lines become tight.

Without crane: carefully lay top of basket on side.

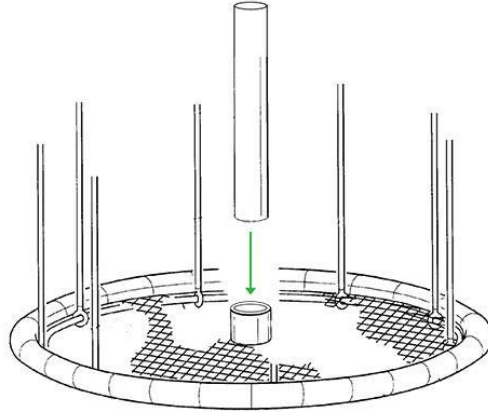
3 - Attach threaded pole to roof of basket

Insert the threaded pole into the top section and screw the pole all the way until threads bottom out.



4 – Installing the bottom pole

Insert the bottom pole into the receiver on the bottom frame of the basket.

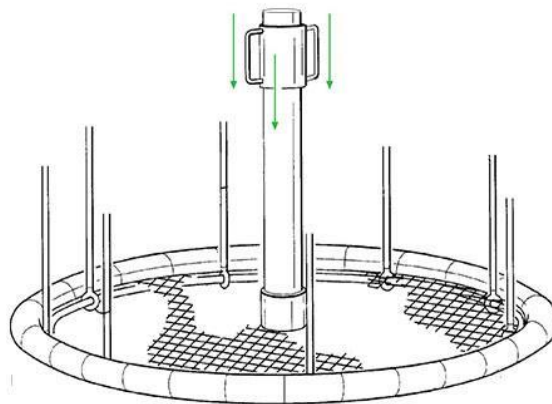


5 – Install Teflon bearing

Place the Teflon bearing on top of the bottom center pole from step 4.

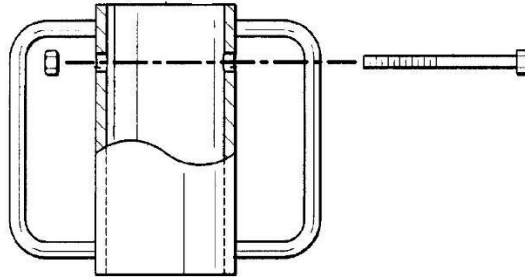
6 – Install Coupling.

- Place the coupling over the bottom pole from step 5.
- Slide the coupling carefully down to the bottom of pole. Be careful not to damage the coupling.



7 – Joining the top and bottom assemblies

- Join the top and bottom poles by lifting the top assembly and placing the top pole on the bottom pole with the Teflon bearing between them.
- Slide the coupling over the seam created by both the top and bottom poles.
- Insert the supplied bolt, nut and washer.
- Tighten the bolt until snug. **Do not over tighten.**



8 – Finishing up

Important note: Your X-904 is shipped with “number of turns” markings. This number is set by Billy Pugh Company engineers during assembly and is required for safe operation of the device.

number of turns = The number of “counter clockwise” turns the center pole needs to remove the grab line “slack” required during assembly.

This number is set by Billy Pugh Company before leaving the facility.

1. Starting by hand, twist the center pole counter clockwise until tight. Take note of the number of turns.
2. Finish tightening coupling with boards until prescribed number of turns is achieved as indicated on top of frame.

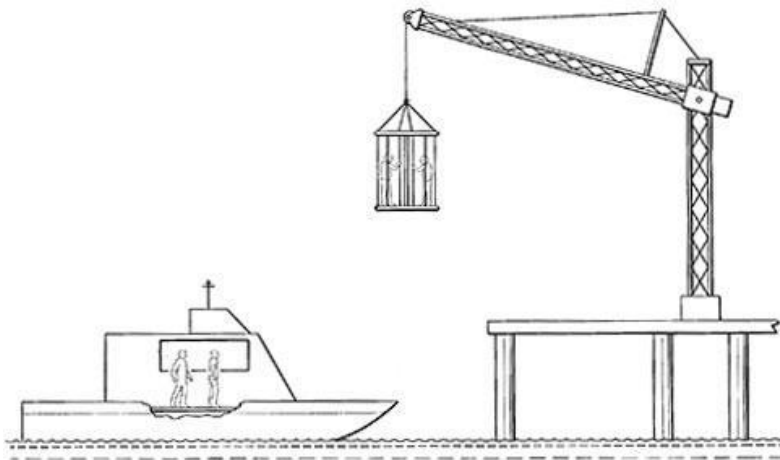
Operations

Prior to each use, a visual inspection should be undertaken by a qualified person. Particular attention should be paid to load bearing lines, hardware, fall restraint lanyard, covers and flotation (See the “Maintenance” section included in this manual).

Personnel Carrier Rigging Configurations

The following rigging configurations are recommended for all crane assisted personnel carrier devices:

- **Double load lines.** Billy Pugh personnel nets as well as the X-904 have a backup fiber rope safety line contained within the stabilizer unit.
- **Snag Resistant Tag Line.** We recommend that the BPC semi-rigid, snag resistant tag line should be affixed to all of our personnel transfer devices. Tag lines should have a minimum length of 10 '(3.05m). Tag line should be attached to either the center deck lashing pint, or the outside bottom platform ring in such a manner that minimizes tag line damage when carrier is resting on a surface and attach with a minimum 5/8" {190 mm) bolt type anchor shackle. Personnel transfer device tag lines should be identified by a high visibility color. These tag lines can be obtained by specifying “Billy Pugh Tag Line” followed by the length. A normal length for these units is 15 ft. This recommendation is consistent with API-RP 2D (Annex C). Our tag lines (PTL and STL product codes) both conform to this API specification and work well with all slung loads as well as personnel transfer devices.



Safe Loading and Unloading Procedures

The X-904 Personnel Transfer Device should only be used in conjunction with equipment which is adequate and suitable for the transfer of personnel. It is important that special attention is given to local conditions such as wind, visibility and sea state. All Personnel Transfer jobs should be well planned and a risk assessment done if required.

It is important that all operators and riders of the X-904 are fully briefed on its use, this can be done verbally by a competent person or using the manufacturers short introduction video.

1. Approach the basket and place any hand luggage in the netted area provided. Grab the outer rigging cables and step in. Position feet as indicated and clip on safety lanyard.
2. During transfer, riders should keep their knees bent, hold on to the center ropes of the X-904 and keep the lanyard on the double action snap hook in one hand
3. At the end of the transfer, pull the quick release lanyard and step away from the device.

Training

You've bought the best available offshore transfer device, now what? Help is on hand to guide you on how to operate and maintain your device. All X-904's come with the Moxie Media produced training DVD. This DVD includes information on assembly, maintenance and operation of the X-904. Any additional questions can be emailed to us using our billypugh.com website. We'll be right back to you.

Find out more online at www.billypugh.com

or call us at (361) 884-9351



Stretcher Procedures

Please Note: this pertains to the 4-man, 6-man, and 8-man (X-904-4, X-904-6, and X-904-8, respectively) models only. Stretchers that will fit are 81 3/4" long x 22 7/8" wide.

1. Placing the stretcher inside the X-904.
 - a. With X-904 in the working position, carry one end of the stretcher in through any opening and out through the adjacent opening. With the center of the stretcher inside the X-904, lower the stretcher to the floor.
 - b. Vertical grab lines will expand to accommodate the width of the stretcher.
2. Secure the stretcher.
 - a. Tie off stretcher using the X-904's outer vertical grab lines.
3. Boarding with stretcher
 - a. Riders may accompany patient either as passengers (in the standing position) or as attendants (in the kneeling position).

Recommended Practices

The following minimum lifting practices are recommended for all crane assisted personnel transfer net devices:

- Any offshore facility making personnel transfers with a personnel carrier should have a written procedure for this task.
- A pre-use inspection should be conducted prior to any personnel carrier transfer.
- Cranes assigned to personnel lifting duties should be suitable for this purpose per relevant API spec.
- Crane operators assigned to personnel lifting duties should be certified and competent to perform this task.
- A snag resistant tag line should be affixed to all personnel carriers.
- Crane hooks used for personnel transfers must have a positive locking latch.
- Only approved personnel carriers should be used for lifting personnel per API specifications. Personnel carriers should not be used as a workbasket or cargo net.
- Personnel carriers should be legibly marked with the maximum number of passengers.
- The X-904 is equipped with areas designed for light luggage. Luggage should be stowed before the lift is made and easily accessible for debarkation. No large or heavy items (bigger than the storage area) should be allowed on the X-904. Large or heavy items should be sent up via cargo basket.

- Personnel carriers should not be utilized in weather, wind, or sea conditions that the qualified person considers to be unsafe.
- Before any attempt is made to lift personnel with a carrier, clear instructions should be given to all persons involved.
- No person suffering from acute seasickness or vertigo shall be transported by personnel carrier. If the transfer is necessary, the affected person should be put inside stokes stretcher and the stretcher shackled to the rigging in the area provided inside the unit. (Someone should ride up with this individual on the transfer as well).
- Any individual has the right to refuse transfer by a personnel basket.
- All personnel riding on a personnel carrier should wear an approved life vest or life preserver. An approved Type I illuminated PFD maybe required for all transfers conducted at night (depending on operator/contractor policy). Many contractors incorporate Type I as well for rough sea/bad weather transfers.
- All personnel riding the X-904 carrier should stand on the inside of the unit and grasp the inner rigging. Passenger forearms should be interlocked.
- If crane operator's view of the primary signalman is obstructed, the personnel carrier should not be moved until alternative communication or signal devices are placed in service.
- A designated primary landing zone should be marked in a safe area as determined by a Job Hazard Analysis (JHA). This area should, at minimum, be twice the diameter of the transfer device.
- When transferring personnel, the personnel carrier should be lifted only high enough to clear obstructions. Is should then be gently lowered to the deck.
- A loaded personnel carrier should not be raised or lowered directly over a vessel.
- The crane operator may refuse to lift any person who does not comply with the operator's instructions.
- An experienced escort should be provided for persons who are not confident performing a personnel carrier transfer.
- Injured, ill, or unconfident persons may ride in a sitting position, on the inside of the personnel carrier, with a qualified person as an escort.
- NOTE: Depending on company policies, attaching the man positioning lanyard to the riders' PFDs may be optional during transfers on the X-904. Billy Pugh Company encourages the use of this lanyard but is not a requirement to meet this recommended practice.

Maintenance

Inspection Procedures

All inspections should be performed by a qualified person and should always incorporate an operator's pre-use inspection. The following includes the inspection procedures for the X-904.

The X-904 is a three-piece unit. This includes the center pole, the bottom ring and the top ring. The top ring is the most critical area of these three due to its critical role in the load bearing component of the X-904. We have determined that we can provide another option to replacement by providing our refurbishment stations with kits that are specifically designed for the 8-year refurbishment. These kits will not only have the normal parts necessary for a 2-year refurb but also include the top section of the frame that will be replaced during this 8-year refurbishment.

Customers will still have the option to replace their X-904 with a new unit after 8 years if they desire but now that can choose this new alternative as well.

Need a refurbishment?

Do you need more information on the refurbishment process? Or do you need to find a certified refurbishment company? Visit us on our website for a complete list of companies and more information.

Visit us online at www.billypugh.com

or call us at (361) 884-9351



X-904 Pre-Use Inspection

Serial No.	
Date	
Inspected by	
Signature	

Item No.	Description	Pass	Fail
1.	General Damage		
2.	Safety Load Line		
3.	4-Part Sling		
4.	Stabilizer		
5.	Crane Hook		
6.	Top & Bottom Ring		
7.	Rigging Lines		
8.	Center Pole		
9.	Quick Release Hook		

Notes

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X-904 Pre-Use Inspection Instructions

All inspections should be performed by a qualified person and should always incorporate an operator's pre-use inspection. The following includes the inspection procedures for the X-904.

Line Instructions for the X-904 Pre-Use Inspection form:

1. General Damage – Check for any damage or defect on all parts of the unit.
2. Safety Load Line – Visually inspect safety load line when attaching the X-904 to the crane hook.
3. 4-part Sling – Visually inspect the 4-part sling and all hardware as well as the load line.
4. Stabilizer – Visually inspect the fabric covered stabilizer. Look for crimps, broken wires or excessive wear or rust. If any of these problems exist, take the unit out of service immediately and replace the stabilizer.
5. Crane Hook – Inspect crane hook positive locking device for function and physical condition.
6. Top & Bottom Ring – Visually inspect all the load bearing areas of the X-904 for excessive wear or damage,
7. Rigging Lines - Visually inspect the rigging lines (inner and outer).
8. Center Pole – Visually inspect the aluminum center section for damage, cracks, or excessive wear.
9. Quick Release Hook – Inspect the stainless quick release hooks. Regularly spray with a lubricant (i.e. WD-40) to protect from corrosion.

If any load bearing area of the X-904 is worn or defective in any way, take the unit out of service immediately.

We recommend a JHA or JSA be completed before personnel transfer operations commence.

API definition of *Qualified Person* – A person designated by the employer who has the experience and formalized training to safely operate the crane, rigging, and associated lifting devices assigned at the work location.

X-904 6-Month Inspection

Serial No	
Date	
Inspected by	
Signature	

Item No.	Description	Pass	Fail
1.	General Damage		
2.	Safety Load Line		
3.	4-Part Sling		
4.	Stabilizer		
5.	Rigging Ropes		
6.	Top & Bottom Frame		
7.	Center Pole		
8.	Flotation Ring Covers		
9.	Rubber Feet		
10.	Non-OEM components of modifications		
11.	Pad Eyes		

Notes

X-904 6-Month Inspection Instructions

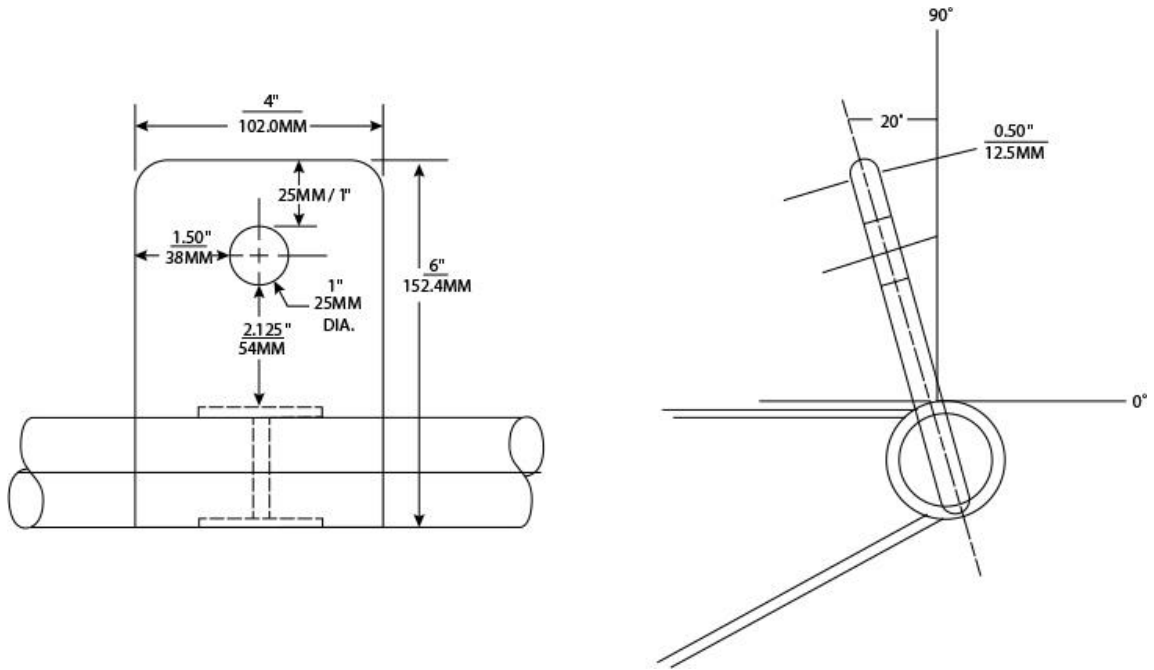
All 6-month inspections should be performed by a qualified inspector. The following includes the 6-month inspection procedures for the X-904.

Line Instructions for the X-904 6-Month Inspection form:

1. General Damage – Check for any damage or defect on all parts of the unit.
2. Safety Load Line – Visually inspect safety load line when attaching the X-904 to the crane hook.
3. 4-part Sling – Visually inspect the 4-part sling and all hardware (paying close attention to broken wires, flattened sections, crimps, rust, etc.).
4. Stabilizer – Visually inspect the fabric covered stabilizer for tears or excessive wear. Replace inner rubbers if damage, broken, or have lost elasticity.
5. Rigging Ropes – Visually inspect the vertical rigging ropes and the nuts and bolts that hold them for sufficient and consistent tension.
6. Top & Bottom Frame – Inspect the top and bottom of powder coated aluminum frame including top and bottom ring, expanded metal top and center pole. Look for excessive wear, cracks, or corrosion.
7. Center Pole – Turn center pole (at least 3 full turns) loosening and then tightening. Swab the threads with lubricant to prevent seizing.
8. Flotation Ring Covers – Inspect top and bottom outer flotation ring covers for damage.
9. Rubber Feet – Inspect the rubber feet on the bottom frame for deterioration, damage, or missing feet.
10. Non-OEM components or modifications – Inspect for modifications or non-OEM supplied components. Non-OEM components or modifications should be removed.
11. Pad Eyes – Inspect the pad eyes on the upper ring of the X-904. There should be no cracks or damage to the welds. The hole in the pad eye should still be round and not elongated by more than 5%. The angle of the pad eye from the upper ring should be 20 degrees inside of vertical (see drawing). Some wear of the coating is expected and acceptable but there should not be excessive wear of metal.

Defective or worn parts should be replaced by a qualified individual as required.

API definition of “Qualified Inspector” – A person so designated by the employer who by reason of an appropriate experience and training, in addition to meeting requirements of a qualified person, has attended formal training in inspection, maintenance, and troubleshooting of cranes, rigging, and lifting devices.



900 Series Transfer Net Pad Eyes Specifications

How to get the In-Service Date

In the event the In-Service Date was not noted when unwrapped, you can use the following dates for your records.

1. In-Service Date – The date the device was unwrapped, if not the follow date will apply.
2. Good Receiving Date (GRN Date) – The date the customer received the goods from their forwarding agent, if not the follow date will apply.
3. Invoice Date (From Distributor to Customer) or Delivery Order Date (From Distributor to Customer) from a DO or Invoice, if not the follow date will apply.
4. Purchase Order Date (Customer PO to Distributor), if not the follow will apply.
5. Distributor Receiving Date from Billy Pugh, if not the follow will apply.
6. Manufacturing Date

X-904 Service Record

Serial No	
Company	
Location	
In Service Date	

1st 2 - Year Service				
6 month	Date	Inspected by	Pass	Fail
1				
2				
3				
4				

2nd 2 - Year Service				
6 month	Date	Inspected by	Pass	Fail
1				
2				
3				
4				

* Note: Refurbishments occur on the highlighted rows every 2 years.

X-904 Service Record

Serial No	
Company	
Location	
In Service Date	

3rd 2 - Year Service				
6 month	Date	Inspected by	Pass	Fail
1				
2				
3				
4				

4th 2 - Year Service				
6 month	Date	Inspected by	Pass	Fail
1				
2				
3				
4				

* Note: Refurbishments occur on the highlighted rows every 2 years.

X-904 Disassembly (break down) Instructions

1. Attach the X-904 sling to the crane hook, davit hook, or any other device that will safely support the top frame assembly.
2. Grab the coupling on the center pole and turn clockwise until there is slack in all the red grab lines.
3. Remove the bolt that passes thru the coupling making sure to hold the coupling as to not allow it to fall to the bottom of the pole. ****Failing to do so could cause damage to the coupling.****
4. Slide the coupling up off the pole and set aside.
5. Pull the bottom pole from the bottom frame assembly.
6. Turn the top pole counterclockwise to remove.
7. Safely lower to top frame assembly.

Responsibilities

It is the responsibility of the offshore employer to ensure this recommended practice is applied appropriately within their organizations. Management of offshore personnel transfer safety should be an integral component of the employers existing Safety and Environmental Management Plan (SEMP).

A systematic management process used to identify and control safety and environmental hazards in design, construction, start-up, operation, inspection, and maintenance as promulgated in API RP-75.

Definitions

In Service Date

The date the X-904 is unwrapped is the “In Service Date”. That date will be noted on the X-904 certificate and the yellow sticker attached to the center pole. The “In Service Date” is used as the date for aging the device for inspections and replacement. If during inspection it is found that there is not an “In Service Date” recorded, then see page 20 for more info on how to find the “In Service Date”.

Rigging

Load lines, master links, safety slings, and hardware that attach the personnel carrier to the crane hook or block device.

Qualified Person

A person designated by the employer who has the experience and formalized training to safely operate the crane, rigging, and associated lifting devices assigned at the work location.

Qualified Inspector

A person so designated by the employer who by reason of appropriate experience and training, in addition to meeting the requirements of a qualified person, has attended formal training in inspection, maintenance, and troubleshooting of cranes, rigging, and lifting devices.

References

American Petroleum Institute (API) – “API RP-2D Recommended Practice for Operation & Maintenance of Offshore Cranes”

International Association of Drilling Contractors (North Sea Chapter)- IMCA SEL 08/01 “Transfer of Personnel by Basket on the UK Continental Shelf”

Moxie Media Corporation – “Personnel Basket Safety Video Training Series” June 27, 2001 Issue 1 Rev 0 7

International Marine Contractors Association (IMCA) – “Task Risk Assessment Study 8/2000”

National Research Council, Assembly of Engineering Marine Board – “Committee on Assessment of Safety of OCS Activities”

Billy Pugh company, Inc. – “Procedures for Maintenance & Inspection of Personnel Baskets”

Kennedy Wire Rope & Sling Company – “Procedures for Inspection & Maintenance of Wire Rope Slings and Rigging”

Department of the Interior, Minerals Management Service – “Safety Alert No. 190-1/22/00 & Safety Alert No. 193-2/28/01”

Global Drilling Leadership Initiative – “Recommended Practice #6”

ABS Certification

ABS Type Approved Manufacturer

In terms of personnel transfer devices, we do charge an additional fee for ABS to offset our costs associated with this service. ABS is not required in all parts of the world for personnel transfer devices so we only charge those companies that choose this option. Our Four-Person X-904 is the only device in the X-904 series that is covered under the Type Approval program. The X-800 series personnel nets covered are listed in the link provided below.

ABS Certification Report: In the event that ABS certification is required for one of our products not covered by Type Approval, ABS also offers an “ABS Certification Report” certificate where the local ABS surveyor comes to our factory to provide this certificate. The cost of this service varies but is useful for those products where ABS is needed but we do not have the volume to justify including it in the Type Approval program.

ABS Type Approval Program

In the Type Approval Program, ABS certifies that enrolled manufacturers around the world are capable of consistently producing a product in compliance with product specifications. Each product is tested extensively to verify that it will perform reliably in the marine and offshore environment.

To find out about the ABS Type Approval process visit www.eagle.org.

How Can I Tell if My Billy Pugh Personnel Transfer Device is ABS Type Approved?

Not all Billy Pugh Co. Personnel Baskets and X-904's are ABS Type approved. All type approved X-800 series personnel basket/nets start with a “5” in the serial number (i.e. 543410). The last 2 numbers are the year of manufacture. The X-904 series do not have any serial number designating type approval.

All type approved products have the ABS tag attached and the X-800 series has *ABS TYPE APPROVED* stenciled on the bottom orange cover.

Some personnel baskets are not included in our ABS Type Approved program. These products can have an ABS certificate. This procedure is called an “ABS Certification Report”. These certificates are obtained when customers request ABS certification on equipment that is not ABS type approved. In these cases, the ABS surveyor conducts a unit certification and provides “Certification Report” upon completion of his inspection.



ABS Quality Evaluations

Certificate Of Conformance

This is to certify that the Quality Management System of:

Billy Pugh Company

5878 Agnes St.

Corpus Christi, TX 78406

U.S.A.

has been assessed by ABS Quality Evaluations, Inc. and found to be in conformance with the requirements set forth by:

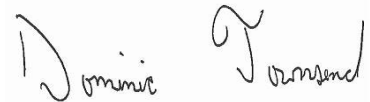
ISO 9001:2015

The Quality Management System is applicable to:

MANUFACTURING OF (800 SERIES), TRANSFER NETS AND (900 SERIES) PERSONNEL TRANSFER DEVICES FOR THE OFFSHORE INDUSTRY

This certificate may be found on the ABS QE Website (www.abs-qe.com). For certificates issued in the People's Republic of China information may also be verified on the CNCA website (www.cnca.gov.cn).

Certificate No:	49869
Certification Date:	24 September 2014
Effective Date:	15 September 2020
Expiration Date:	23 September 2023
Revision Date:	15 September 2020



Dominic Townsend, President



Validity of this certificate is based on the successful completion of the periodic surveillance audits of the management system defined by the above scope and is contingent upon prompt, written notification to ABS Quality Evaluations, Inc. of significant changes to the management system or components thereof.

ABS Quality Evaluations, Inc. 1701 City Plaza Drive, Spring, TX 77389, U.S.A.
Validity of this certificate may be confirmed at www.abs-qe.com/cert_validation.

Thank you

Thank you for purchasing the X-904 personnel transfer device, the safest and most advanced transfer device on the market today. This manual contains information for operating, maintaining and storing your X-904 personnel transfer device.

For more information on training and questions about your X-904, please visit Billy Pugh Company online at www.billypugh.com or contact us using the information below:

Billy Pugh Co., Inc.
P.O. Box 802
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The X-904 is a transfer device used to quickly and effectively transport personnel offshore. Three important features set the X-904 apart from other devices: overhead protection, side impact protection, and a unique man positioning system.

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