

## Inspection Instruction for Helicopter Rescue Bags



- **In addition to the inspections before each use (by a trained person), the rescue bag must be subjected to an annual detailed inspection in accordance with the regulations for PPE, but also the EASA specifications for PCDS (CM-CS 005 issue 01, Par. 3.8.1. Operator responsibility) by the manufacturer or a qualified person.**
- **For proper documentation, use the inspection report provided by the manufacturer.**
- **This inspection must be documented and recorded in writing.**



*Read the inspection  
instruction carefully and  
keep them for future  
reference.*

All rights reserved 2022 © TYROMONT Alpin Technik GmbH

## 1. Prior Control

Before the visual and functional check, you should ensure that the service life specified by the manufacturer (date of manufacture + 12 years) has not been exceeded. The maximum service life of the rescue bag can be found on the article label, make sure it is present and legible.

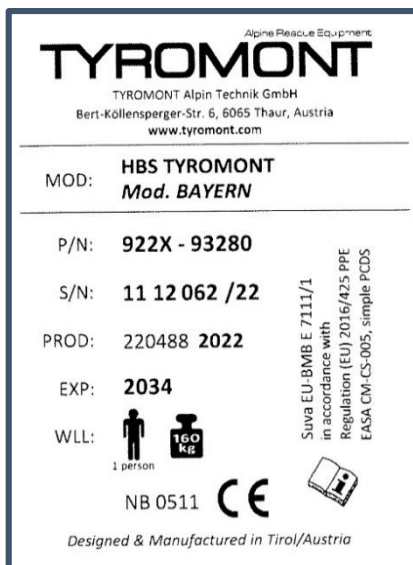
Users must provide accurate information on conditions of use, frequency of use, and unusual occurrences (examples: Catching a fall, Extreme weather conditions during deployments, etc.). Make sure that no changes or modifications have been made to the helicopter bag and its suspension.

Check that the cleaning instructions for the helicopter bag have been followed and that the appropriate disinfectant detergent has been used. Otherwise, this may lead to a weakening of the textile structure.

### 1.1 Article Label

The article label is located at the head end on the inside of the rescue bag and must be present and legible at all times. If the bag is too dirty or damaged, so that the serial number and service life of the bag cannot be clearly identified, it is no longer approved for use on the rope or winch.

The structure of the article label and its meanings are explained below.



*Manufacturer:* TYROMONT Alpin Technik GmbH

*Model:* HBS TYROMONT Mod. BAYERN

*Product number P/N:* 93280

*Serial number S/N:* 11 12 027/21

*Year of manufacture PROD:* 2021

*Lifetime EXP:* max. until 2033

*Maximum permissible weight WLL:* 160kg/1Person

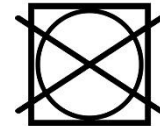
*CE marking*



**The equipment must be withdrawn from use after mishandling and inspected by an expert. Should it no longer be usable, it must be disposed of.**

## 2. Checking the Storage Space

Storage must be dry and protected from direct sunlight and at room temperature. The storage place must be protected from any kind of chemicals (fuels, lubricants, hydraulic oils, battery acid and other technical liquids that can attack the textile material structure). The rescue bag can also be stored and kept ready for use in the helicopter (on the stretcher or in the transport bag).



If the rescue bag is wet, it must be dried carefully without heat source or direct sunlight before storage. Do not put it in the tumble dryer!

## 3. Inspection of the Carrying Braid or Straps for Suspension Fixation

Place the rescue bag with the underside facing upwards so that the carrying mesh can be viewed and inspected as a whole. Inspect the webbing and seams for chafing, cuts, tears, swollen areas, signs of heat exposure, contamination from chemical substances, or other changes from original condition. Inspect the suspension attachment loops, they are color coded and must match the suspension strands in color. If there is damage the rescue bag is no longer suitable for use.

If damage to the textile structure larger than 30 x 30 mm is found, this rescue bag must be discarded. Wear of the spikes is acceptable as long as the textile structure is not damaged.



## 4. Inspection of the Integrated Restraint Belts (if available)

Turn the rescue bag over again and put on the webbing straps of the integrated restraint system and check the seams and webbing straps according to the same criteria as for point 3.

Check the webbing straps for twists and the plug-in clamp buckles for proper function.

If the webbing straps are damaged or if the buckles are defective, they must be replaced with original parts by the manufacturer or its authorized representative.



## 5. Inspection of the outer Belts and Buckles

Make sure that the strapping belts are not twisted in on themselves and are properly positioned in relation to each other. Check the strap material for chafing, cuts, signs of heat exposure and wear. Perform a function/visual inspection (tight fit, corrosion, and signs of wear) on the tuck-clamp buckles. The straps must run inside the suspension ropes, directly on the rescue bag.

Inspect the outer textile structure for cuts, tears, or chemical or thermal damage. If such areas larger than 30 x 30 mm are found, the bag must be immediately closed for use.



## 6. Inspection of the 10-Strand Suspension (12-Strand Suspension)

Visually inspect the condition of the hanger for chafing, pinching and other damage caused by mechanical or chemical action. Feel the individual strands to make sure that the core of the rope is not damaged. Slight roughening of the strands (superficial) due to contact with the Velcro can be accepted.

Any kind of damage to the seams on the two end loops is not acceptable and must be replaced immediately.

Check that the locking nut of the delta, in which the suspension is grouped, is correctly closed and that the suspension ropes are positioned by the black safety clip. All suspension cables must be in the correct order in the wide part of the link below the safety clip.

In case of run-in marks, notches, reams or corrosion, the delta must be replaced by an original one.



## 7. Inspection of the Velcro Fastener

Damage due to tears or cuts up to a size smaller than 50 mm or detachment of the Velcro fastener from the fabric cover smaller than 50 mm is permissible, but must not be exceeded. Contamination by technical liquids of the Velcro fastener smaller than 20 x 20 mm is permissible. Check the Velcro fastener for a firm hold between the hook tape and the fleece tape. Dirt on the Velcro surfaces caused by grass, small branches, fabric threads or other entangled objects must be removed as best as possible. If the Velcro fastener has a firm and secure hold, it can be used.



## 8. Inspection of the Zippers

---

Make sure that the zippers sewn to the rescue bag are in order and function properly. Rescue bags with a defective zipper in the foot area are no longer approved for use and must be repaired/replaced by the manufacturer or by its authorized representative.



## 9. Inspection of Miscellaneous Attachments (if present)

---

- **Checking the air hose for the vacuum mattress**
  - whether all parts are present and the installation condition is correct
  - check tightness of the hose
  
- **Checking the Rotation Brake System**
  - check the operating lever for stability and intact fastening
  - check the Velcro fastener for fixing the Rotation Brake System
  
- **Checking the face protection shield**
  - Cracks or holes in window material
  - Check fastening elements for completeness
  
- **Checking the vacuum pump bag**
  - Checking the zipper
  - Checking the fabric cover
  
- **Inspection of the transport bag**
  - Checking the transport loops for damage
  - Checking the zipper

---

Should any questions arise in connection with the inspection, these must be clarified with the manufacturer. All damages, contaminations and modifications, which are not clearly assignable or where there is uncertainty about the further usability of the helicopter bag, can be sent for clarification after contacting TYROMONT for inspection.

---



Helicopter rescue bags that are sent for inspection or repair must be cleaned and disinfected beforehand. Dirty recovery bags cannot be accepted for hygienic reasons.

---

## 10. Examples of Webbing, Fabrics, Suspension Ropes that need to be Discarded or Repaired.



Do not use/ retire



to monitor



Replace with an original spare part

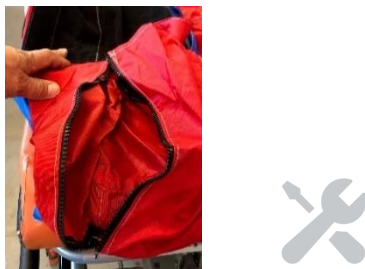
- Damage to the support mesh



- Damage to the textile structure < 30x30 mm



- Damaged zipper



- Damaged strapping belt



- Damaged suspension rope



- Damaged seam at suspension rope



- Damage to the outer shell



- Damage due to heat exposure



- Damage to the suspension fixation



- Damage to the outer shell > 30x30 mm



- Damage to the carrying braid



- Cut in the outer shell and carrying braid



- Wear on the delta



- Wrong order of the suspension ropes



- Damage to the safety clip



- Deformation of the plug-clamp buckles

