APPLICATION- and MAINTENANCE MANUAL (AMM)

(Based on original AWA TYR_922X_TD_INS-A1_A)
(Language codex: Obligatory language of document is German; English translation by manufacturer)

Helicopter Rescue Bag TYROMONT
Mod. BAYERN I
with internal patient restraint system

P/N 922X - 93280

HEC device for the external transport of a laying patient

EU Regulation 2016/425 Personal Protective Equipment
According to EASA CM-CS-005 PCDS, Appendix I, Issue 01 respectively
EASA AMC No. 2 to 29.865 and EASA AMC No. 3 to 27.865

CE **1246 – EC type examination certificate E 7111/1**

Read this manual carefully and retain it for future references.

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CONTENT

1 Application- and Maintenance Manual (AMM)

This application and maintenance manual is a general tutorial for the described product and does not replace proper training of the users.

Every user must be accurately instructed and trained in the application and maintenance of the device and must be physically and mentally fit when using it.

Insufficient instruction, wrong application or misuse of the product can lead to accidents. The limits, maintenance directives and indications for possible mistakes listed in this AMM must be carefully observed.

The helicopter bag could be attached to any stretcher with an approved fixation belt system.

The transport and fixation of the helicopter bag within the cabin is not part of EC type certificate E 7111/1.

2 Application

2.1 Intended Application

The helicopter rescue bag TYROMONT is designed for the horizontal evacuation and transport of an injured person in difficult terrain, attached to a hoist- or fixed rope system of a helicopter, under usage of a vacuum-stretcher, a spineboard or similar for bedding of the injured.

It can be carried by a sufficient number of people on the 5 carrying loops of the 10-strand suspension.

Thanks to the internal patient restrain system, it is suitable for loading with a slight forward tilt into the helicopter cabin.

The patient must not be alone. A trained person has to accompany the patient before, during and after the flight operation. The rescuer and the pilot are continuously connected by radio communication.

2.2 Standard Application

This chapter only refers to the technical aspects of the application of the helicopter rescue bag TYROMONT in flight rescue operations. The medical aspects of the handling of the injured in such an operation are not described in this chapter. However, every operator of the helicopter rescue bag must be medically sufficiently trained for the treatment of a seriously injured person in difficult and/or mountainous conditions.

When the injured is reached by the rescuer, the helicopter rescue bag has to be completely unfolded / uncoiled and laid closely parallel beside the injured. Watch the correct position of head- and foot section. Now the Velcro fastener must be completely opened and thus the bag completely opened so the bottom of the bag is free accessible.

The injured now must be placed on the vacuum mattress or spineboard following the medically correct procedure. This must only be done by medically properly trained personal.

After the injured had been properly immobilized, the vacuum mattress/spineboard has to be lifted into the helicopter rescue bag by using the carrying loops of the mattress or the handles of the spineboard.

On icy, snow covered or generally on slippery ground, it is necessary to protect the helicopter rescue bag from slipping by proper anchoring of the carrying loops before placing the injured in the bag. The anti-skid spikes on the bottom of the bag help against slipping but are no anchoring.

The injured must be placed exactly central to both sides of the bottom of the bag. In longitudinal direction, the injured must be placed in the bag so the top of the head of the injured is exactly in one line with the head side seam of the bottom of the bag.Before the helicopter rescue bag is closed, the internal patient restraint system has to be closed properly (see chapter 9).

Now the large, longitudinal Velcro fastener of the helicopter rescue bag must be closed tightly around the injured. Proper and tight closing of the Velcro is an important key to avoid rotation. After the Velcro is closed, the four fixation belts of the bag must be tightly closed but without causing unnecessary pressure to the injured. Doing so the two upper body belts are closed crosswise, the two lower body belts are closed transverse.

Hold up the two Maillon Rapide delta links of the suspension and check if the strands are clear and the suspension is not twisted. After carefully following the above described steps the helicopter rescue bag with the injured is ready for lifting.

The five suspension ropes of either side of the helicopter rescue bag connected in each Maillon Rapide delta link must be safely hooked together into a steel carabiner with an ultimate load of min. 38kN. This carabiner is connected to the load hook of the lifting line of the helicopter.

The flight rescuer hooks his suspension line into the connection steel carabiner.

Before lifting, all anchoring to the ground of the helicopter rescue bag and the flight rescuer must be removed.

After the carabiner, there must be a swivel that prevents twisting in the load-bearing rope of a winch or a fix rope The swivel can also be part of the winch system.

Fixation of the rescue bag in the helicopter is subject to EASA regulations and is the responsibility of the helicopter operator.

A spineboard can also be used instead of a vacuum mattress. This is secured against lateral and axial shifting with internal straps (optionally available).

Small patients can be transported safely by positioning them in the middle of the rescue bag (centre of gravity) and securing them against slipping using a spineboard or other suitable means. To do this, the patient's head is exposed through an opening in the Velcro fastener.

Longer patients can also be transported safely by bending their legs with the support of a backpack or woolen blanket. The feet remain inside the rescue bag.

If the patient cannot be secured in the standard way for medical reasons, the doctor decides whether or not to use other rescue devices (e.g. rescue harness).

During the flight, the doctor/rescuer protects and steers the helicopter rescue bag in such a way that the patient is not additionally injured on the running board or other objects.

The lifting and flight procedures must be determined and trained by the operator.

Especially for hoist operation an anti-rotation device is useful; therefore, a RBS - Rotation Brake System could be attached to the helicopter rescue bag. Alternatively, an anti-rotation line could be connected the connecting ring. For this type of operation, a separate anti-rotation line operator on the ground is necessary. This operator controls a possibly occurring rotation with the anti-rotation line.

2.3 Special Operation Modes

Special operations modes are all activities necessary for the securing of the normal operation. In particular these are:

- 3 Training of users
- 5.9 Trial, testing, demo flights
- 7 Interfaces to other PPE systems
- 8 Provisioning
- 8.1 Assembly & dismantling
- 8.3 Final inspection
- 10.1 Storage
- 10.2 Inspection by operator
- 10.3 Maintenance – Repair – Overhaul
- 11 Determination of damages
- 11.7 Inspection interval
- 11.8 Cleaning
- 12.3 Operational lifespan

All special operation modes have influence on the functioning during normal use. Persons affected by special operation modes must be instructed (-> qualified person).

3 Training of Users

The entrusted staff for the operation must be properly instructed and trained before the first use of the device. In particular, the familiarization with this AMM during the introduction and recurring training shall be part of the training.

Test flights, training, demonstration flights etc. must be done without persons in the rescue bag (dummies, ballast).

The instruction must be carried out verifiably and must be repeated at least yearly. Consider the national special rules in the EU member states or the contractor bound countries (like Norway, Switzerland, etc.).

Write down type, extent and dates of training in appropriate way.

4 Technical Description

The helicopter rescue bag TYROMONT is a structure made from textile materials for the transport of injured persons in recumbent position. Overall length of the bag is approx. 200cm. The textile covering encloses the patient completely during transport, including an eventually applied vacuum mattress or spineboard. The longitudinal, large-area Velcro closing has a wide range to adapt to different body sizes. The head area is stabilized, with an additional padding and is held open by a flexible collar. Four lateral belts with adjustable buckles provide additional hold for the patient. On the bottom of the rescue bag, spike-stripes reduce the danger of slipping on ice, snow or wet grass.

In case the bag is used with a spineboard, this device must not be used without sufficient fixation of a spineboard within the helicopter bag. This fixation loops may only build into the bag by the manufacturer (optionally available).

The load of the transported person is supported by a load-bearing system of diagonal carrying belts. This diagonal belt runs in one piece from the foot end to the head and back in a continuous loop and forms overall five carrying loops at each side of the bottom of the bag that are colour coded for the attachment of the suspension stands.

The 10 suspension strands of the weight-bearing suspension with their sewn-in loops are attached into these carrying loops with a flat knot and collected to 5 strands of each side into a “Maillon Rapide” P11 8B delta-link carabiner. Both delta-links must be hooked together into a self-locking steel carabiner with an ultimate load of min. 38kN or a similar suitable rescue system.

The bag is equipped with an integrated vacuum suction system for the operation of the vacuum mattress through an external suction point. On top of the bag a Velcro fastener for optional application of the RBS Rotation Brake System is attached.

For fix rope rescue operations the length of the suspension ropes are not relevant.

The approval of the fix rope system or the winch is not affected by the EU type examination according to Regulation (EU) 2016/425. Interface is the defined carabiner of another approved PPE.

However, the basis of calculation (EASA CM-CS-005) is identical in both cases.

4.1 Internal Patient Restraint System (=IPRS)

The TYROMONT helicopter rescue bag is equipped with an internal patient restraint system (=IPRS). With this belt system, the patient is fixed cranially, caudally and laterally in the rescue bag. This prevents the person being transported from slipping or slipping out of the rescue bag if the rescue bag is inclined at an unfavourable angle.

In particular, this harness system must always be worn correctly when the patient is loaded from the winch cable in the helicopter cabin during flight.

With the four external anchor points (COBRA buckles), belts for fixing the rescue bag (with the patient fixed in it) can be attached to the according points in the helicopter cabin.

This allows the patient to be fixed to the cabin floor during flight.

The IPRS is also certified according to EN 1497:2007 and the rescue bag can therefore also be used terrestrially for vertical rescues with the appropriate connection elements, which are docked to the external anchor points.

4.2 Breaking Strength

Structural breaking strength: > 24,000 N (24kN)

Tested by the Government-Authorized Testing Institute for Mechanical Engineering HTL, Innsbruck (AT).

Approval of the suspension system according Regulation (EU) 2016/425 with the following loads:

- Limit load (load capacity x 3.5 x 1.33 x g/1000) = 4.56kN — Deformation of several parts not allowed
- Breaking load min. (load capacity x 4.65 x 1.5 x g/1000) = 6.85kN — Failure of several steel parts not allowed
- Breaking load max. (load capacity x 6.975 x 2 x g/1000) = 13.7kN — Failure of several textile parts not allowed

None of the test showed any marginal deformation or damage.

Weight: < 5 kg

5 Parameters, Delimitations, Interfaces

5.1 Temperature Limits

Minimum outside temperature: - 50°C

Maximum outside temperature: + 50°C

Time limit: as short as possible (as a general rule below 10 minutes)

5.2 Permissible Configurations

The helicopter rescue bag TYROMONT is constructed to be able to safely carry the specified WLL during intended application at worst case. (Worst case: if all calculated load factors occur simultaneously). The loss or damage of one suspension strand (out of ten) does not lead to a breakdown of the system.

5.3 Operation with Helicopters in Commercial Aerial Rescue

All matters of authorization of helicopters, load hook systems, hoists, flight parameters, etc. are solely subject to national authorities.

5.4 Permissible Loads of the System; Limitations of Use

The stated working load limit (WLL) is only valid if the unit is attached with all ten strands. The limit for bank-angle is 30°.

5.5 Weight Limits

Maximum weight of transported person:	1 person
Maximum weight of additional material (vacuum mattress, spineboard, etc.)	12 kg
Maximum body length of transported person:	210 cm
Minimum body length of transported person:	130 cm

The centre of gravity has to be assured. If a patient is small, the stability of the rescue bag (position of the strands!) could be established by using a vacuum mattress or spineboard or similar devices.

5.6 Maximum IAS

Fixed rope (HEC): 50 kts

Hoist cable/rope: comply to hoist specifications

Avoid IAS below 15 kts during a helicopter rescue operation unless the specification for the use of the hoist indicates different.

5.7 Altitude Limits

There are no limitations for the TYROMONT helicopter rescue bag.

The on-site doctor makes the decisions regarding the crew, rescuer and patient.

5.8 Visual Connection

A visual contact between winch operator (HHO) and rescue bag must be ensured during the entire operation.

5.9 Test Flights, Training, Demonstration

Has to be conducted without a person in the rescue bag (dummy with similar mass has to be used).

6 Foreseeable Misuse

(What the helicopter rescue bag is not suitable for and what it is not intended for)

Any unintended use (misuse) could invisibly or obviously damage the helicopter rescue bag and affect the safety of the product. Misuse leads to an immediate loss of warranty.

6.1 Misuse could be:

- Hooking to not designated and approved attachment points
- Not using of all strands of the suspension
- Transport of goods which are not normal load of the helicopter
- Transport of sharp or aggressive objects
- Use of twisted strands or fittings
- Replacement of fittings by unqualified products
- Helicopter rescue bag is dropped from the helicopter from higher altitude
- Transport of the helicopter rescue bag with an injured without using any system to avoid twisting
- Lifting of the helicopter rescue bag only with head and foot strands
- Extension of suspension strands
- Flight operation with hooked but empty and open rescue bag

Listing is not complete, similar situations differing from the normal application have to be considered.

6.2 Attention to other possible hazards

The following conditions could lead to hazardous situations and have to be implicitly avoided:

- Rope slings or knots in the suspension strands
- Loop an object with a rope or strand
- Clamp between structures
- Twist of fittings or connectors
- Chafe over edges
- Contact with power lines
- Twist of the load due to downwash
- Electrostatic discharge (potential difference)

Above mentioned conditions could lead to an immediate loss of carrying capacity and results in a failure of particular parts.

Listing is not complete, similar situations have to be considered during operation.

7 Interfaces to Other Systems and Parts of a Rescue Equipment

7.1 Interfaces to PPE Connectors (carabiner, maillon) and/or Connection Means (ropes, slings)

Both Maillon's of the 10-strand suspension must be hooked together into a steel carabiner with an ultimate load of min. 38kN or a similar suitable rescue system.

The connector must fit in its dimension to the Maillon Rapide P 11 8B. To narrow radius or to large hooks can lead to damages at the Maillon.

A too narrow radius can lead to a squeezing effect and thus to an increased application force, which can damage the Maillon.

All other rescue devices must fulfil the same requirements as the rescue bag (calculation for aerial rescue according EASA CM-CS-005 PCDS, Annex 1).

7.2 Interface Hoist to Rescue Bag (installation height of the rescue bag)

The helicopter rescue bag HBT 922X is equipped with a 10-strand suspension. The installation height from the bottom to the Maillon Rapide is approx. 90 – 100 cm. Depending on the rescue harness that is used the actual installation height can be up to 40cm more. The operator is responsible for compliant operation.

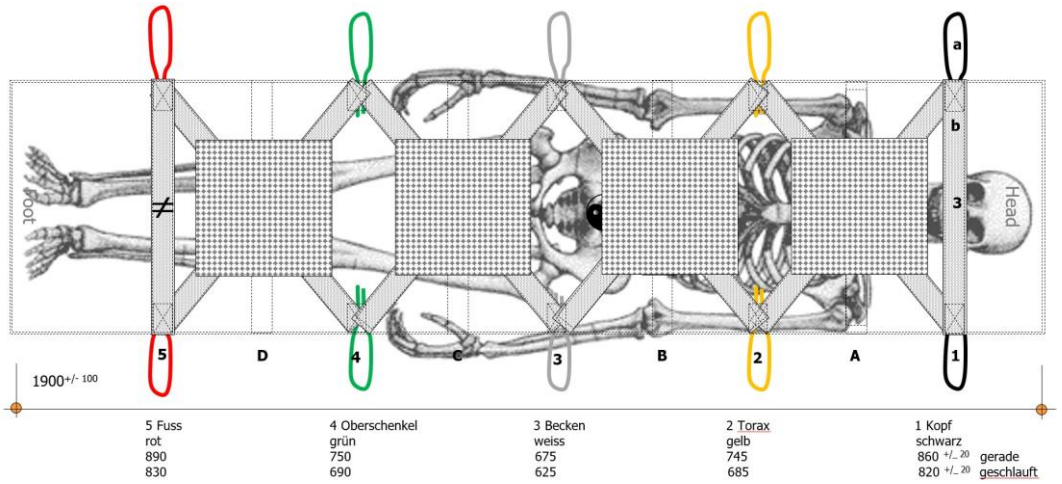
Installation height (without rescue harness) from bottom to Maillon Rapide is 90 – 100 cm, depending on body volume of the patient. Picture AS 350 (H125).

8 Provisioning

The provision is done by the operator, for example after an operation, cleaning or maintenance.

8.1 Order of Assembly of the Suspension

The assembly is carried out according to the coloured markings:



The strands of the suspension are assembled as follows:

- Small loop without colour coding = Maillon Rapide P11 8B
- Large loop with colour coding = loop on rescue bag (flat knot)

Legend: Maillon Rapide PetzlP11 8B

SMALL loop
➔ Petzl Maillon Rapide P11 8B

LARGE loop with colour coding
➔ Loop on rescue bag with flat knot

8.2 Assembly / Disassembly and Cleaning of Suspension

The suspension is connected to the rescue bag as follows:

1. Tie each strand to the loop using a flat knot according to the colour coding.
2. Hold the Maillon Rapide with the safety bar away from the bag. Remove the safety bar.
3. Align the 1st strand on the outside left with the small loop (untwist), grasp with two fingers and turn 180° to the left.
4. Insert the small loop into the opening at the screw cap (on the left) up over the narrow radius and pull all the way down to the left. The strand is untwisted again.
1. Do the same with each of the five strands.
2. Do the same on the other side, but starting from the right.

Secure the strand with a flat knot.

Maillon,closed

Safety bar, open

Safety bar, removed

Insert the left strand first, turn the loop 180° to the left, pull it up over the deflection, the strand untwists again 180° to the right. When all strands (5) are in the Maillon Rapide, close the screw, tighten by hand and attach the safety bar.
Attention: Tighten the screw of the Maillon Rapide P11 8B by hand.

8.3 Final Inspection after a Provisioning

After provisioning or storage, the helicopter rescue bag has to be checked for operational reliability. The bag is made available for operation either within the cabin (e.g. on a stretcher) or at the storage.

Connectors (Maillon Rapide) and other parts (e.g. suspension strands) must not be replaced by unqualified parts.

9 Commissioning: Sufficient Application of the Internal Patient Restraint System

Close black hip belt

Close orange & green shoulder belts

Close both leg loops (red & blue) by passing the belts under the legs and back over to the belt buckles

Commissioning with Kids

10 Storage, Inspection and Maintenance – Repair – Overhaul (M-R-O)

10.1 Storage

The helicopter rescue bag must be stored dry, protected from direct sunlight and at normal ambient temperature.

The storage place for the rescue bag must be protected against and be free from any influence of all kind of chemicals which are able to harm textiles.

On a heliport special attention shell be given to avoid contact with:

- Fuels, lubricants, hydraulic oils and other technical liquids
- Battery acids, gels
- Disinfection materials of any kind
- The fumes of these substances

If the rescue bag is wet, it must be carefully air-dried before storage. Never use a laundry dryer!

If the helicopter rescue bag was exposed to saltwater or saltwater spray, it must be carefully rinsed with fresh water before drying and storage.

The rescue bag can also be provided in the helicopter (on the stretcher) or in the warehouse completely and ready for use (commissioning).

10.2 Inspection by Operator

The helicopter rescue bag must be carefully visually checked after every operation for damages, noticeable changes or soiling. Special attention must thereby given to the carrying structure of the bag (see chapter 11).

Contamination with blood or other body fluids must be removed according to the cleaning instruction (see chapter 11.8).

At contaminations of carrying parts (carrying belts and loops, strands of the suspension) with fuels, lubricants, hydraulic oils, other technical fluids, battery acids, gels, the helicopter rescue bag must be withdrawn from service and checked by the manufacturer only.

10.3 Maintenance – Repair - Overhaul

Repairing and overhauling of the helicopter rescue bag TYROMONT must only be done by the manufacturer or an authorised person by the manufacturer.

Textiles could not be overhauled.

11 Determination of Damages, Fault Recognition

Employees of the operator could be trained and educated in the determination of damages and fault recognition.

11.1 Damage Limitations, Damage Recognition

If partial failures at the following components of the structure are detected at the visual check, the helicopter rescue bag must be withdrawn from service and passed to the manufacturer.

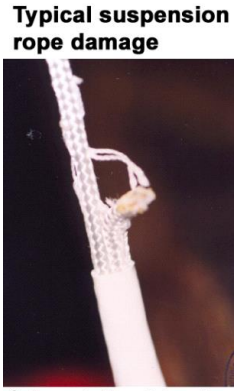
The following damage limitations can be recognized visually:

11.2 Carrying Belts, Textile Components

- Every kind of damage at one of the belts or fittings between the belts.
- Any damage of the textile structure (fabric), if the damage is larger than 30x30mm.
- Any contamination of carrying parts (carrying belts and loops, suspension strands) with fuels, lubricants, hydraulic oils and other technical fluids, battery acid and gels.
- Any contamination of the textile structure (fabric) larger than 20x20mm.
- Every kind of cut, tear, rupture or other mechanical damage at the carrying belts.
- Every kind of cut, tear, rupture or other mechanical damage at the textile structure larger than 30mm.

11.3 10-Strand Suspension

- Every kind of damage of the seams at both end-loops.
- Every kind of damage of the strands, such as significantly roughened surface, protruding or off-standing fibres, etc.
  Contact with Velcro fastener is accepted.
- Any contamination with fuels, lubricants, hydraulic oils and other technical fluids, battery acid and gels.
- Hairline cracks at the Maillon's or defective screw locks and missing plastic safety bow.
- Any deterioration of over 10% at the metal fittings (grooves, notches).



Colours in the picture inverted for better visibility

11.4 Velcro Fastener

- Every damage or disengagement of the Velcro from the textile structure > 50mm.
- Every contamination with fuels, lubricants, hydraulic oils and other technical fluids, battery acids and gels larger than 20x20mm.
- Every kind of cut, rupture or other mechanical damage longer than 50mm.

11.5 Zip Fastener (Foot-area)

Defective zip fasteners must be replaced by original spare parts.

This repair can be done by the manufacturer or by a qualified service.

11.6 Lateral Belts, Buckles

- Any kind of damage or contamination from technical liquids on one of the lateral belts or the fittings between the straps.

Defective belts and buckles must be replaced by original spare parts. This repair must be done by the manufacturer or by a service authorized by the manufacturer.

11.7 Intervals for Inspection

Before every operation the helicopter rescue bag TYROMONT must be checked visually for damages, noticeable changes or soiling.

The helicopter rescue bag must be entirely checked annually and marked with a label indicating the date of the next inspection (month after inspection + 12 month = next inspection). The inspection and the results of it have to be documented in an inspection plan by the responsible person.

The year of production (PROD.) and the serial number (S/N) are indicated on the label inside the bag in the head area.

11.8 Cleaning Instruction

Before cleaning the helicopter rescue bag all accessories (vacuum mattress, vacuum pump, detachable belts, etc.) have to be removed. These parts have to be cleaned according the cleaning instruction of the manufacturer of these parts.

Cleaning of the bag

- Hand-wash or hand-wash programme at max. 40°C (synthetic fibres, polyamide, polyester, polyacrylics).
- Clean blood or secretion spots with cold water as soon as possible.
- Air-dry, avoid direct sunlight.

For disinfection purposes, “ELTRA 40 Extra“ from Ecolab could be used.

- **Do not chlorinate, do not apply any detergent containing chlorine.**
- **No dry-cleaning with hard brushes.**
- **No contact with disinfection baths or aggressive disinfects.**
- **Do not use metal tools to rubber spots of dirt.**
- **Do not use laundry driers or spin driers.**
- **Do not spin.**
- **Do not iron, as non-correctable changes are to be expected.**

Cleaning of the Suspension

The cleaning of the suspension can be carried out in the same procedure as above. To avoid damages of the washing machine, the Maillon quick links of the suspension could be put into the “Laundry Protection Bag” (Art. 93392) or shall be wrapped in a linen cloth.

Cleaning of the Velcro Fastener

In addition to the above described washing procedure, dirt, forest remainders, etc. can and shall be removed from the Velcro fasteners by means of a soft brush (like hand-cleaning brush, etc.).

Dry all parts carefully after cleaning. No use of any laundry drier or no spinning!

12 Formal

12.1 Legal Basis

This product conforms to the legal minimum requirements for the application with helicopters:

- Council directive No. 2009/104/EC use of working equipment (EG-AMRL)
- Regulation (EU) 2016/425 PPE
- CH: Federal Law for product safety (PrST, SR 930.11)
- CH: Regulation for product safety (PrSV, SR 930.111)

- CH: Regulation for personal protective equipment (PSAV, SR 930.115)
- CH: Regulation for the prevention of accidents, Art. 32.a and b (VUV, SR 832.30)
- CH: EKAS working equipment directive No. 6512

Further reading:

- EASA CM-CS-005 PCDS
- EASA CS-27.865 oder 29.865 (c)(2)
- EN 362 – Personal protective equipment against falls from a height – connectors
- EN 365 – General requirements for user manuals

The construction is state of the art at the time of issuing of this manual.

12.2 Warranty

At normal use and proper handling and maintenance, the manufacturer warrants 2 years from date of production/supply for material- and manufacturing failures.

The warranty expires at normal use after two years. Immediately at misuse, unauthorized retrofitting, variances, wrong application.

The manufacturer holds no responsibility for direct, indirect or accidental consequences or any other damages resulting from the use of this product. In case of the application of special fittings or connectors by the user, no warranty can be taken by the manufacturer for such fittings.

Carefully observe the manuals of the manufacturer of applied components, especially all listed hazards which are not quoted in this manual.

12.3 Operational Lifespan (EXP.)

Without consideration of wear and other destruction, this product can be applied according to the specification of the manufacturer printed on the product label.

Wear and destruction can reduce the operational lifespan to zero starting from the first use.

Lifetime = Storage Time + Usage Time

An extension of the lifespan after solely storage or minimal usage time/cycles is the responsibility of the manufacturer.

Damaged parts must be handed over to the manufacturer for analysis reasons. A continued use of damaged parts leads to an immediate loss of warranty.

12.4 Recall and Disposal

The manufacturer reserves the right of an immediate recall of the product. The manufacturer can be contacted for correct disposal.

12.5 Manufacturer and Holder of EU Type Certification

TYROMONT Alpin Technik GmbH
Bert-Köllensperger-Strasse 6
AT-6065 Thaur / Austria
FON +43 5223 23 7 23 - 0
E-Mail: office@tyromont.com, Internet: www.tyromont.com

12.6 Certifying Engineering

AirWork & Heliseilerei GmbH (A&H), A&H Engineering
Bahnhofweg 1, CH-6405 Immensee / Switzerland
FON +41 41 420 49 64
E-Mail: office@air-work.com, Internet: www.air-work.swiss
ISO-9001:2008 Cert. No. 32488

12.7 Certification Body

SUVA, Division Engineering, Certification Body, NB 1246
Postfach 4358, CH-6002 Luzern / Switzerland
FON: +41 41 419 61 31, FAX: +41 41 419 58 70

The type examination was carried out according to module B and the following certificate was issued: E 7111/1.
The product is subject to periodic monitoring according to module C2 by the following notified body:
AUVA-STP, Vienna/Austria (0511).

12.8 Conditions of the Use of this Product

This product is a product in accordance to the EU regulatory 2016/425 PPE.

This AMM according to Annex II, Par. 1.4. of the regulatory and the declaration of conformity according to article 16 are integral part of the product.

Without valid AMM and in case of missing or insufficient instruction the product must be regarded unsafe.

This AMM must be part of any instruction through the manufacturer or anyone authorized by him (see chapter 3.). Internal instruction documents of the operator must match with the content of this AMM.

12.9 Commercial Rights

The rights of sales and all rights resulting therefrom are held by:
TYROMONT Alpin Technik GmbH (TYROMONT) and explicitly authorised representatives.

13 Maintenance Record

<table>
<tr><td rowspan="2">Datum
Date</td><td>Name des Prüfers
Name of Authorized Inspector</td><td colspan="2">Grund bzw. Art der Überprüfung/Wartung
Reason for Inspection / Maintenance</td></tr>
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Remark</td><td>Nächste Überprüfung
Next Inspection Date</td></tr>
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14 Individual Information

The following fields must be completed by the buyer:

Model / *Product*	
Serial No. / *Seriennummer*	
Date of Purchase / *Kaufdatum*	
Year of Production / *Produktionsjahr*	
First Use / *Erstgebrauch*	
Company / *Unternehmen*	
User / *Nutzer*	

In case of any doubt, please refer to the manufacturer.

FLY SMART - Thank you!

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