

Maintenance and User Instructions

Emergency Vision Assurance System

Model 107P-XXX



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Chief Operations Officer

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HIGHLIGHTS of REVISION 06

- 1) §1.6 noted that EVAS model 107P-XXX is not FAA approved equipment.
- 2) The webpage noted in various places is currently under construction and unavailable.
- 3) Removed the Appendix.

End of highlights.

PREFACE

Goal and Purpose

This document is the Maintenance and User Instructions manual for the Emergency Vision Assurance System (EVAS) Model 107 portable models, as currently manufactured by VisionSafe Corporation.

The **Goal** of this manual is to provide complete, correct and current instructions to maintenance personnel for the continued airworthiness of EVAS.

The **Purpose** of this manual is to serve as a reference document to users for the on-going overhaul, maintenance and routine servicing of EVAS.

Compliance

Awareness and compliance with this manual is necessary. Non-compliance may lead to the warranty being void.

Quality and Continuous Improvement

Care has been used in the preparation and distribution of the manual. However, should any perceived conflict arise between portions of this manual and any professional standard, such conflicts shall be reported and brought to my attention for formal resolution.

Finally, all users should regard this manual as an integral part of a continuous improvement process. Your recommendations for improvement are welcome.

MaryAnn H. Omerod

MaryAnn H. Omerod
Chief Operations Officer
VisionSafe Corporation

CHAPTER 1

INTRODUCTION

CHAPTER 1 INTRODUCTION AND GENERAL

This chapter contains information of an introductory and general nature to inform the reader of the conventions and format used throughout the manual.

1.1 ARRANGEMENT AND FORMAT OF THE MANUAL

Information presented in this manual is DIRECTIVE in nature. Information and work instructions are arranged by Chapter and major / minor subjects within chapters. A decimal system of numbering allows for organization and cross referencing. When the material is revised a vertical change bar will be displayed in the right margin to indicate the revised material.

Each Chapter, Section, and Subsection is designated by title and Arabic numeral. All numbering breakdowns are arranged according to a decimal sequence.

1	Chapter	The first number enumerates the Chapter.
1.1	Section	The second number enumerates the Section.
1.1.1	Subsection	The third number enumerates the Subsection.
1.1.1.1	Subsection	The fourth number enumerates an additional Subsection, etc.
1) then a) or •	Series Lettering.....	Items listed in series under the sections are enumerated as a numeric list then an alphabetic list <u>or</u> as bullets.

This system provides a simple method of referral and cross reference to material in this manual. The symbol “§” is used to indicate the prefix "Section" or "Subsection." For example, the notation § 1.1.2.5 is read as subsection 1.1.2.5 (or conversationally, section 1.1.2.5 .). Likewise, §§ 3.2.3 – 3.2.8 (or written as 3.2.3 – 8) is read as “sections 3.2.3 through 3.2.8 ;” or more simply, §§ is the plural form of §.

1.1.1 PAGINATION, REVISION CONTROL AND GENERAL

Pagination

All chapters are numbered sequentially. The chapter number and chapter name are in the middle portion of the footer. The page numbers are in the right portion of the footer. The first page of Chapter 1 is page 1; the following pages are numbered sequentially to the end of the document.

Revision Control

The version or revision control of all pages is indicated in the lower left corner of all pages. For example, “Original, 27 Mar 06” indicates an original page dated 27 Mar 06. If that page is subsequently revised on 24 May 06 for example, the page would be marked “Rev 01, 24 May 06 and the List of Effective Pages would be updated accordingly.

Revision Mark

Material added or revised in the manual will be marked with a vertical bar in the right margin to indicate where the newly added or revised material is located. Minor editorial changes, spelling corrections and text deletions are not normally marked. All revision marks are removed at the next revision.

Validity of Manual Content

Any statements in this manual found to be illegal, incorrect, and/or inapplicable shall not affect the validity of the remaining content.

Titles in the manual shall not govern, limit, modify or affect the scope, meaning or intent of any volume, chapter, section or subsections of this manual.

Revised Pages

When a revisions occurs, it shall be each supervisor's responsibility to brief all subordinates of the revision and answer or obtain answers to any questions.

Grammatical Construction

The content of the manual shall be interpreted using the grammatical rules below.

Tense The present tense also includes the past and future.

Gender The masculine also includes the feminine where appropriate.

Singular and plural The singular also includes the plural.

Mandatory and

permissive "Shall" is mandatory, "may" is permissive.

Printing

The printed version of this manual may be single-sided, two-sided, or in booklet format. When there is no written text for a numbered page, the page shall contain the statement:

(This page intentionally blank.)

When the lower portion of a page is reserved for future use, the page shall contain the statement:

(Remainder of page reserved.)

1.1.2 REVISION PROCEDURE

Revisions are prepared and distributed by the Chief Operations Officer, VisionSafe Corporation. Distribution to manual holders is done via a revision memorandum to indicate which pages to remove and replace. Manual holders are required to keep their manual current by posting the revision material when received.

Manual holders shall complete the acknowledgement statement on the revision memorandum and return the signed document to the Chief Operations Officer. The signed document serves as a receipt to verify that the revision was received, posted and understood by manual holders.

At any time manual holders may also download and print out a complete and current manual via the VisionSafe Corporation website. Go to the VisionSafe home page located at: www.visionsafe.com.

Click on "Certification," on the horizontal red bar near the top; then
Click on "Maintenance and User Instruction Manual (PDF)" (about half way down on the left side of the page).

1.2 APPLICABILITY

This manual applies to portable EVAS model 107P-XXX. Dash XXX is a placeholder for a number used by VisionSafe Corporation to identify three (3) additional characteristics of EVAS:

- The aircraft model for which EVAS may be used.
- The particular IVU associated with a particular EVAS.
- The seat specific location (left seat or right seat).

Each pair of EVAS (one left seat and one right seat) will have consecutive dash numbers, with the left seat EVAS being an odd number, and the right seat EVAS being the left seat number +1.

Portable EVAS models manufactured prior to January 10, 2008 are engraved with an additional letter after the dash number, 107P-XXX-X. Beginning January 10, 2008, the alpha character at the end of the model number was eliminated on all new portable EVAS units. At the time of the 120 month rebuild (see §2.2), any unit engraved with model number 107P-XXX-X will be re-assigned and re-engraved with the new model number.

(Remainder of page reserved.)

1.2.1 **ADDITIONAL INFORMATION CONCERNING APPLICABILITY**

Readers who require additional identifying information should consult the instructions in the following table. **Webpage is currently under construction and unavailable.**

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1.3 ACRONYMS AND DEFINITIONS OF TERMS

§	The symbol “§” is used to indicate the prefix Section or Sub-subsection. For example, the notation § 1.1.2.5 is read as Sub-section 1.1.2.5 (or conversationally, section 1.1.2.5). Likewise, §§ 3.2.3 – 3.2.8 (or as 3.2.3 – 8) is read as “sections 3.2.3 through 3.2.8 ;” or more simply, §§ is the plural form of §.
AMT	Aircraft Maintenance Technician. An AMT is an FAA (or other equivalent aviation agency) certificated aircraft maintenance technician.
Appliance	Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller. Avionics equipment is an appliance.
EVAS	“EVAS” is an acronym for “Emergency Vision Assurance System.”
iaw	Means "in accordance with."
IVU	Inflatable Vision Unit, the inflated portion of EVAS that allows the pilot to see outside and see the primary instruments.
VSC	VisionSafe Corporation, the manufacturer of EVAS.

(Remainder of page reserved.)

1.4 UNITS OF MEASURE

The units of measure for EVAS is the US System of Measurement.

1.5 AIR AND GROUND SHIPMENT OF EVAS

The EVAS unit, including the internal battery pack, is not subject to the requirements of Title 49 CFR Part 172.101, Hazardous Materials Requirements. However, EVAS units are subject to Title 49 CFR Part 172.102, Provision 130 which requires compliance with the following three items when transported by aircraft, for a battery whose voltage (electrical potential) exceeds 9 volts:

- 1) The sender must securely package the EVAS units. Secure packaging means that the EVAS unit is cushioned within the shipping package so as to prevent excessive movement.
- 2) When contained in a device, the device must be packaged in a manner that prevents unintentional activation or must have an independent means of preventing unintentional activation (e.g., packaging restricts access to activation switch, switch caps or locks, recessed switches, trigger locks, temperature sensitive circuit breakers, etc.).
- 3) An indication of compliance with this special provision must be provided by marking each package with the words "not restricted" or by including the words "not restricted" on a transport document such as an air waybill accompanying the shipment.

The EVAS unit, including the internal battery pack, is also subject to the IATA DGR requirements of Special Provision A123, which applies to batteries that are not listed in Subsection 4.2 – List of Dangerous Goods. The words "Not Restricted" and the Special Provision number must be included in the description of the substance on the Air Waybill when an Air Waybill is issued.

1.6 EVAS DESCRIPTION

"EVAS" is an acronym for "Emergency Vision Assurance System." EVAS is a stand-alone, self-contained system that requires no integration into any existing aircraft systems and does not introduce any new wiring into the aircraft.

EVAS is a self-contained system that includes a battery powered blower which draws smoky air in through a filter, filtering out the visible particles, and out to a flexible air duct, which is connected to an inflatable transparent envelope, called the "Inflatable Vision Unit," (or IVU). The entire EVAS system is contained in an aluminum container that is approximately the size of a Jeppeson manual and weighs approximately 6 pounds.

EVAS is not FAA-required equipment. EVAS model 107P-XXX is not FAA approved equipment. EVAS customers operating under commercial rules, Part 121 or 135, are required by the FAA to have the STC version (model 107STC-XXX).

The location for EVAS shown on sheet 1 of the location drawing is a suggestion. As EVAS model 107P-XXX is portable equipment, it may be stored in another convenient location accessible to the pilot. However, prior to deploying EVAS, the unit must be placed on the inboard or outboard side of the pilot, as indicated by the cover strap label (see illustration, §2.1.1.2), and within arm's reach.

The pilot deploys EVAS by first removing the cover from the EVAS container. With the EVAS container open, the pilot inserts his hand into the EVAS container and removes the IVU from the container and places the entire IVU package onto a strip of Loop Velcro installed on the glare shield. Removal of the IVU package from the container pulls a lanyard, closing the lanyard switch, thereby automatically starting the blower and switching the internal light ON.

As soon as vision assistance is needed, the pilot must hold the IVU in place on the glare shield with one hand and release the IVU for inflation by firmly pulling on the tab of the restraining strap with his other hand. As the IVU inflates, assist inflation by gently unfolding the IVU envelope and positioning the windshield portion and the instrument panel portion for optimum vision. Be sure to assist the instrument portion of the IVU so it inflates between the control wheel and the instruments.

While in use, EVAS will inflate the IVU with filtered, clear air at a pressure slightly above that of ambient air, thus completely displacing all smoke from the volume of the IVU. As the IVU is transparent, this gives the pilot a clear vision path to the essential flight instruments and forward along the flight path. A separately powered small light is provided to illuminate the instruments, if needed.

1.6.1 FEATURES AND PRINCIPLES OF OPERATION

- 1) EVAS displaces all smoke in the vision path, regardless of density.
- 2) EVAS provides clear vision of basic instruments and flight path, and lights instruments.
- 3) EVAS allows limited use of check lists, approach charts, etc.
- 4) EVAS provides continuous operation for several hours. Intermittent operation conserves power and provides satisfactory performance for a more extended period.
- 5) EVAS is self-contained and independent of all aircraft systems.

EVAS is for emergency use only. Unintentional, accidental or emergency deployment of EVAS (IVU inflated) will require that the unit be returned to VSC for a special inspection (see §2.1.4).

1.6.2 PHOTOGRAPHS OF EVAS



EVAS, left and right containers.



EVAS deployed, left side, in smoke.

1.7 TRAINING

Webpage is currently under construction and unavailable.

Training options for EVAS are described on the "Training" tab of the EVAS website, <www.visionsafe.com>. Included on this tab are links to two informative EVAS training videos located in the "Watch Online!" box (lower RH portion of the page). An overview of training, VSC document 8015, "EVAS Training Outline", is available in pdf format on the "Certification" tab.

- EVAS ground school video To view the "EVAS™ Ground School" click on one of the resolution choices appropriate for your computer system.
- EVAS simulator training video To view "EVAS™ Simulator Training" click on one of the resolution choices appropriate for your computer system.
- EVAS classroom training handouts To view the various handouts move over the lower LH side of the page and locate "EVAS™ Classroom Training Handouts (PDF)." Click on this blue text to see the various EVAS handouts.

End of Chapter 1

CHAPTER 2

CHECKS, SERVICES AND REBUILD REQUIREMENTS

CHAPTER 2 CHECKS, SERVICES AND REBUILD REQUIREMENTS

This chapter provides the checks, services and rebuild requirements for EVAS Models 107P-XXX.

There are no field servicing requirements for EVAS. The battery pack cannot be replaced by the customer.

2.1 TYPES OF CHECKS AND INSPECTIONS

There are two prescribed operator checks and three prescribed manufacturer services as listed below:

	Checks and Inspections	Performing Agent
1	Position and Location check.	Aircraft owner or operator (or other qualified designee).
2	Blower and Battery check.	Aircraft owner or operator (or other qualified designee).
3	Biennial service.	VisionSafe Corporation (OEM).
4	Special inspection.	VisionSafe Corporation (OEM).
5	120 Month Rebuild.	VisionSafe Corporation (OEM).

2.1.1 POSITION AND LOCATION CHECK

The Position and Location Check of EVAS is performed by the aircraft owner or operator (or other qualified designee). This check is performed as part of the normal daily and/or preflight check of the aircraft.

(Remainder of page reserved.)

2.1.1.1 SCOPE OF POSITION AND LOCATION CHECK

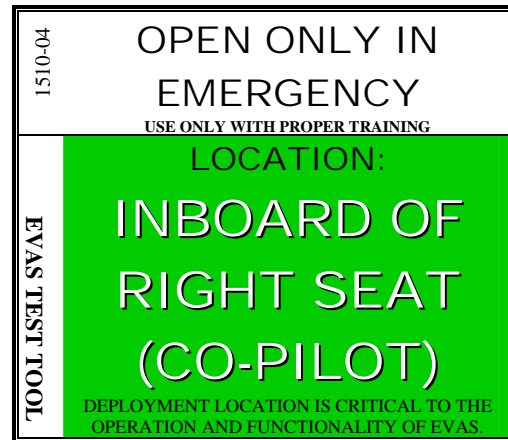
- 1) No tools or equipment are required to accomplish the check.
- 2) Visually check EVAS for general condition, security and proper position in the cockpit. EVAS is seat position specific and must be installed in the proper position, i.e., the EVAS marked "Position: Left" shall be installed or otherwise available for use on the left (pilot) side of the cockpit, and likewise the EVAS marked "Position: Right" shall be installed or otherwise available for use on the right (copilot) side of the cockpit.

Note: To make the proper position of EVAS in the cockpit more visually apparent, new or serviced EVAS units have a color-coded label on the cover strap. Red indicates the left (pilot) side position; green indicates the right (copilot) side position. "Outboard" and "Inboard" indicate position for deployment. See sample color coded labels on the following page.

(Remainder of page reserved.)

2.1.1.2 SAMPLE COLOR CODED LABELS

One red or one green label is attached to the cover strap on the top of each EVAS unit. The color coding is used to make the proper position of EVAS in the cockpit more visually apparent.



(Remainder of page reserved.)

2.1.2 BLOWER AND BATTERY CHECK, NOT TO EXCEED NINETY (90) DAYS

The Blower and Battery check of EVAS is performed by the Aircraft owner or operator (or other qualified designee).

Depress the blower and battery test buttons simultaneously, as detailed below, once per month, or at regular intervals not to exceed ninety (90) days.

2.1.2.1 SCOPE OF BLOWER AND BATTERY CHECK

In addition to those items listed in § 2.1.1.1 , the Blower and Battery check includes a combined check as detailed in the procedures that follow.

NOTE

EVAS is shipped with the Master power switch in the ON position.

- 1) New EVAS units are shipped with a small EVAS test tool (effective 01 July 2009). This tool has two blunt tips used to accomplish the Blower and Battery check. The tool is stored inside the label on the top of each EVAS unit. Other "tools" that may be used are hex keys, ball point pens or other equivalent tools.
- 2) Insert a blunt tipped tool into the "**Blower**" test hole and into the "**Battery**" test hole simultaneously. Push to test for approximately one to three seconds. The test instrument(s) need to be perpendicular to unit surface to fully depress the two test buttons. With the two test buttons depressed, the blower motor should be heard if performed in a noise free environment. If the blower motor is heard, the blower motor is serviceable.
- 3) Confirm which test light illuminates. A **green** "Battery Condition" light in the lower corner of the EVAS container indicates that the battery condition is "GOOD," i.e., EVAS is fully serviceable. If instead the **yellow** light is illuminated, the EVAS unit must be removed and replaced within ten (10) calendar days. Illumination of the **red** "Inop" light, or no light illuminated, indicates an unacceptable battery condition. In this case, EVAS must be removed from the aircraft immediately. EVAS units removed from the aircraft for either a yellow or red test light, or no light, must be returned to VSC for a Special Inspection (see § 2.1.4).
- 4) After noting the above conditions the test may be terminated by removing the "tools" from the test holes. The EVAS test tool should be stored back into the EVAS cover label.
- 5) In the event the blower motor does not run, EVAS is inoperable. Contact VSC Quality Assurance Department via telephone (1-800-441-9230 or 808-235-0849) or e-mail (gcontrol@visionsafe.com) as soon as practical for further instructions and test procedures.

2.1.3 BIENNIAL SERVICE

The biennial service is performed every 24 months ± 3 months by VSC iaw VSC QIP 401 (formerly VS QC-From 23). The timing of the first Biennial Service is based upon the manufacture date as provided on the documentation accompanying a new EVAS unit and as engraved on the container of units manufactured after 01 April 06. The first inspection due date is the Base Service date printed on the EVAS container. This service includes replacing the EVAS battery pack; this cannot be accomplished by the customer. The service may also include applicable upgrades by VSC.

EVAS customers must plan to remove their EVAS units from the aircraft at a convenient time and ship the EVAS units to VSC for servicing. After servicing by VSC, the engraved year is covered with a new sticker indicating the next service due date.

The Base Service Date is printed on the EVAS container. The biennial service may be performed 3 calendar months before and up to 3 calendar months after the Base Service Date printed on the EVAS container. Regardless of when this service is performed during this time frame, the next Base Service Date shall be due 24 months after the original Base Service Date.

If the EVAS unit is in for servicing before or after the 3 calendar month grace period, the base service date will be changed according to the new ship date plus two years. EVAS units may be subject to additional service fees if received more than three (3) months past the base service date.

FAA Form 8130-3 is not applicable to portable EVAS units. Units are returned to service with a Maintenance Release Tag.

2.1.4 SPECIAL INSPECTION

A special inspection is required immediately after:

- 1) Any use or deployment of EVAS. This includes any unintentional, accidental or emergency deployment of EVAS (IVU inflated);

Emergency Deployment

If EVAS is deployed in an emergency, please contact VSC Quality Assurance Department as soon as practical at 1-800-441-9230.

Please complete the Pilot Smoke Event Report (VS QC Form 38) for all emergency deployments. The form is available at the end of this chapter or on the Certification page of our website at < http://visionsafe.com/inc/pdfs/Pilot_Smoke_Event_Report.pdf >. After completion send to VSC Quality Assurance Department. The report is not required FAA documentation and is only requested information by VSC for product improvement. All information will be treated as **Confidential and Proprietary** data.

- 1) The integrity of the EVAS container or contents are compromised. Examples of integrity compromise include a dented container, immersion of EVAS in any liquid and/or spillage or accumulation, or suspected accumulation, of any liquid or contaminant into the interior of EVAS; and
- 2) Any test in which the "Battery Condition" status indicates "Inop", i.e., illumination of the red test light, or no light.

Special inspections may only be performed by VSC.

FAA Form 8130-3 is not applicable to portable EVAS units. Units are returned to service with a Maintenance Release Tag.

2.2 REBUILD REQUIREMENTS

Rebuild of EVAS is performed every 120 months ± 3 months by VSC iaw VSC QIP 403. The timing of the rebuild is based upon the manufacture date as provided on the documentation accompanying a new EVAS unit and as engraved on the container of units manufactured after 01 April 06.

EVAS customers must plan to remove their EVAS units from the aircraft at a convenient time and ship the EVAS units to VSC. The 120 month rebuild includes replacing most major parts, in addition to performing the Biennial Service; this cannot be accomplished by the customer.

FAA Form 8130-3 is not applicable to portable EVAS units. Units are returned to service with a Maintenance Release Tag.

(Remainder of page reserved.)

2.3 PILOT SMOKE EVENT REPORT (VS QC FORM 38, REV B)

Please complete this report if an EVAS™ unit is deployed in an emergency situation. The form may be completed by the pilot or other personnel familiar with the incident. Mail to VisionSafe Corporation Quality Assurance, 46-217 Kahuhipa Street, Kaneohe, HI 96744; or fax it to 808-247-6313; or email it to <qcontrol@visionsafe.com>. We appreciate your assistance.

Aircraft Model	Registration	S/N	Date of Incident	From	To

CONDITIONS - Circle all that apply:

Lighting	Flight Conditions	WX Conditions	Phase of Flight w/ Smoke, all that apply	
Dawn	VMC or IMC	Xwind	Parked / Start	Holding
Daylight	Above cloud	Turbulence	Taxi	Approach
Dusk	In cloud	Windshear	Takeoff	Missed Approach
Night	Below cloud	Restricted Vis.	Climb	Landing
	Between layers	Rain Hail Snow	Cruise	Taxi
	No cloud	Fog Haze Smoke	Descent	Shutdown / Parked
		Thunderstorm		
	Single Pilot	None		
	Two Pilot	Other?		

Description of the Smoke Incident

What caused the smoke?, How soon was EVAS™ deployed?, Did both pilots deploy?, Was the IVU(s) inflated? When?, How long was the IVU(s) in use (inflated)? Was the aircraft landed using EVAS™?

If necessary, continue on back of sheet.

Training

- 1) What EVAS™ training have the pilots received?
- 2) Frequency of EVAS™ training and last training dates?
- 3) Are you interested in further training?

Additional comments

Your name and title:			
Company name:			
E-mail address and telephone:			
Questions concerning this report can be addressed to VSC Quality Assurance, 808-235-0849 x 22, or via email to < qcontrol@visionsafe.com >. All information is <i>Confidential and Proprietary</i> .			
Line below is for VSC use only			
EVAS s/n:	EVAS s/n:	ITR #:	Servo #:

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End of Chapter 2

CHAPTER 3

DIMENSIONS AND ACCESS

CHAPTER 3 DIMENSIONS AND ACCESS

3.1 EXPLANATION OF EVAS FEATURES

“EVAS” is an acronym for “Emergency Vision Assurance System.” EVAS is a stand-alone, self-contained system that requires no integration into any existing aircraft systems and does not introduce any new wiring into the aircraft.

EVAS is a self-contained system that includes a battery powered blower which draws smoky air in through a filter, filtering out the visible particles, and out to a flexible air duct, which is connected to an inflatable transparent envelope, called the “Inflatable Vision Unit,” (or IVU). The entire EVAS system is contained in an aluminum container that is approximately the size of a Jeppesen manual and weighs approximately 6 pounds.

The location for EVAS shown on sheet 1 of the installation drawing is a suggestion. As EVAS model 107P-XXX is portable equipment, it may be stored in another convenient location accessible to the pilot. However, prior to deploying EVAS, the unit must be placed on the inboard or outboard side of the pilot, as indicated by the cover strap label (see illustration, §2.1.1.2), and within arm’s reach.

The pilot deploys EVAS by first removing the cover from the EVAS container. With the EVAS container open, the pilot inserts his hand into the EVAS container and removes the IVU from the container and places the entire IVU package on the glare shield. Removal of the IVU package from the container pulls a lanyard, closing the lanyard switch, thereby automatically starting the blower and switching the internal light ON.

As soon as vision assistance is needed, the pilot must hold the IVU in place on the glare shield with one hand and release the IVU for inflation by firmly pulling on the tab of the restraining strap with his other hand. As the IVU inflates, assist inflation by gently unfolding the IVU envelope and positioning the windshield portion and the instrument panel portion for optimum vision. Be sure to assist the instrument portion of the IVU so it inflates between the control wheel and the instruments.

While in use, EVAS will inflate the IVU with filtered, clear air at a pressure slightly above that of ambient air, thus completely displacing all smoke from the volume of the IVU. As the IVU is transparent, this gives the pilot a clear vision path to the essential flight instruments and forward along the flight path. The internal IVU light is fixed within the IVU and remains on at all times to provide added illumination of the flight instruments.

(See also § 1.6)

3.1.1 FEATURES AND PRINCIPLES OF OPERATION

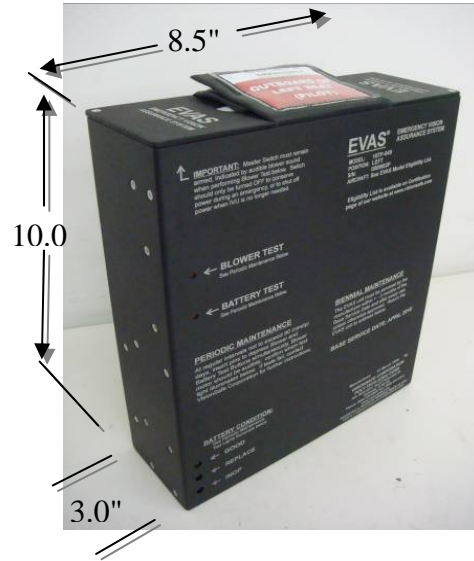
- 1) EVAS displaces all smoke in the vision path, regardless of density.
- 2) EVAS provides clear vision of basic instruments and flight path, and lights instruments.
- 3) EVAS allows limited use of check lists, approach charts, etc.
- 4) EVAS provides continuous operation for several hours. Intermittent operation conserves power and provides satisfactory performance for a more extended period.
- 5) EVAS is self-contained and independent of all aircraft systems.

(See also § 1.6.1)

3.2 DIMENSIONS

Height..... 10.0 inches
Width 8.5 inches
Depth..... 3.0 inches

See photograph at right.



3.3 SPECIFICATIONS

Center of gravity..... 4.375 inches from bottom.

Weight..... 6 lbs (nominal).

Materials..... Outer container: aluminum, black anodized.
IVU: Flame retardant rip-stop nylon and Teflon.

Inflation time of IVU..... 30 to 60 seconds (nominal).

Blower parameters..... 12v DC.
Brushless.
Electronically commutated.
Aluminum die cast housing.
Permanently-lubricated ball bearings.

Maximum operating time..... 4 hours (nominal).

Rated operating time..... 2.5 hours (nominal).

Internal IVU air pressure 2.8 inches water pressure.

Filter parameters..... 0.1 micron particles – 99% efficiency.
0.3 micron particles – 99.97 % efficiency.

Battery Pack..... +/-13.5V, 3V, 2.8Ah, alkaline.

Explosive atmosphere testing....No explosive events. Satisfactory operation in all respects.

3.4 LOCATION OF ACCESS PANELS

There are no access panels for inspection or servicing of EVAS.

End of Chapter 3

End of Document