



**MFC**International

by RESPIREX

ENGINEERED INFLATABLE PRODUCT SOLUTIONS

# Airtrack

Product **Manual**

Issue B



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**WARNING:** Carefully read this manual before operating

**NOTICE:** The manufacturer takes no responsibility for the consequences of actions not complying with the instructions given in this manual.

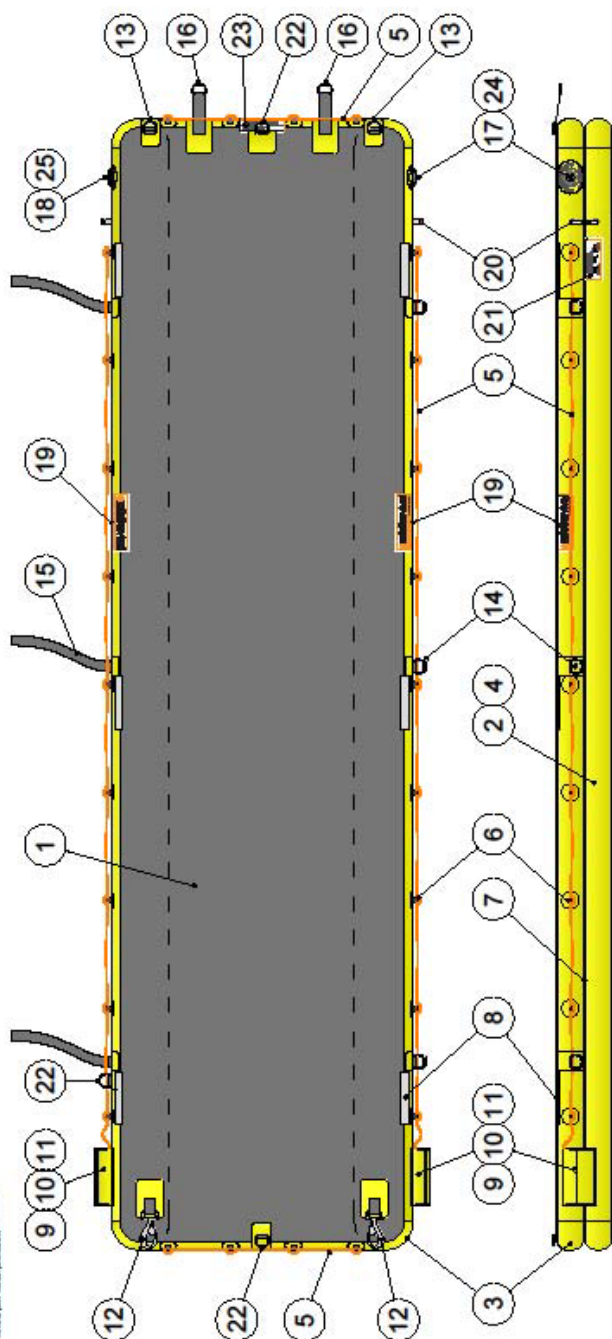


	2M	3M	4M	5M	10M
<b>Length (cm)</b>	200	300	400	500	1000
<b>Width (cm)</b>	137	137	137	137	137
<b>Height (cm)</b>	25	25	25	25	25
<b>Working Pressure (bar)</b>	0.55	0.55	0.55	0.55	0.55
<b>Air</b>	640	960	1280	1600	3200
<b>Packed size (LxWxH cm)</b>	82x48x24	87x48x28	87x48x32	87x48x35	87x73x50
<b>Weight (kg)</b>	12	17	22	28	55
<b>Recommended Regulator</b>	8 bar	8 bar	8 bar	8 bar	8 bar

Capacity					
Type	2m	3m	4m	5m	10m
<b>Load (max)</b>	200Kg	300Kg	400Kg	500Kg	1000Kg
<b>No. Of Persons</b>	2	3	4	5	10

Note: all dimensions are accurate to  $\pm 3\%$  and all weights are accurate to  $\pm 5\%$

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## 5m. AIRTRACK series 2

- |                          |                           |                             |                                |
|--------------------------|---------------------------|-----------------------------|--------------------------------|
| 1. PLATFORM              | 13. END JOINING RING(2)   | 18. LOGO LABEL              | 25. RELIEF VALVE LABEL         |
| 2. FOOTPRINTS            | 14. SIDE JOINING RING(2)  | 19. AIR TRANSFER VALVE      | 26. VALVE (not shown)          |
| 3. FOOTPRINT SIDEWALLS   | 15. END JOINING RING(2)   | 20. INFLATE/DEFLATE VALVE   | 27. INFLATION HOSE (not shown) |
| 4. FOOTPRINT SIDEWALLS   | 16. ANCHORAGE POINTS(2)   | 21. TOWING RECOVERING PATCH |                                |
| 5. GRAB LINES            | 17. INFLATE/DEFLATE VALVE | 22. OPERATING INSTRUCTIONS  |                                |
| 6. GRAB LINE ATTACHMENTS | 18. RELIEF VALVE          | 23. INFLATE/DEFLATE LABEL   |                                |
| 7. HINGE STRIP           |                           |                             |                                |
| 8. REFLECTIVE STRIP      |                           |                             |                                |
| 9. RUBBER FOOTPRINTS     |                           |                             |                                |
| 10. RUBBER QUOT          |                           |                             |                                |
| 11. THROW LINE           |                           |                             |                                |
| 12. END JOINING HOOK(2)  |                           |                             |                                |

	Item	Description
1	Platform	Neoprene-coated drop thread – Black
2	Footprints	Neoprene-coated drop thread – Black
3	Platform sidewalls	Hypalon coated polyester – Yellow
4	Footprint sidewalls	Hypalon coated polyester – Yellow
5	Grab lines. (side & ends)	Polypropylene cord 7mm.dia. – Orange
6	Grab line attachments	25mm. polyester webbing – Orange
7	Hinge Strip	Butyl - Black
8	Reflective strip	50mm. Reflexite
9	Stowage pockets	Hypalon coated polyester – Yellow
10	Throw lines	Polypropylene cord 6mm.dia. – Orange
11	Rubber quoit	Sponge Rubber
12	End joining hook	50mm polyester webbing & Snap hook
13	End joining ring	50mm polyester webbing & Stainless ring
14	Side joining rings	50mm polyester webbing & Stainless ring
15	Side joining webbings	50mm polyester webbing
16	Anchorage points	50mm. webbing & Stainless Ring
17	Inflate/Deflate valve	Leaffield D7, Black
18	Relief valve	Leaffield A6, Black
19	Logo label	White Vinyl, digitally printed
20	Air transfer valve	Plated brass, lever operated ball valve
21	Antichafe on footprints	Neoprene coated Kevlar
22	Towing/securing patch	50mm polyester webbing & Stainless ring
23	Operating instructions	White vinyl, Digitally printed
24	Inflate / deflate label	Yellow vinyl, Digitally printed
25	Relief valve label	Yellow vinyl, Digitally printed
26	Valise. (not shown)	PVC coated polyester – Orange
27	Inflation Hose (not shown)	Reinforced hose c/w inflation valve adapter
28	Repair kit (not shown)	70ml tube Neo. Adhesive, Hypalon patches x4

## 1. INFLATION

- 1.1. At deployment point, select best possible debris-free site.
- 1.2. Unpack the Airtrack from its valise, retain in roll form.
- 1.3. Prepare for Inflation:-
  - i) Fix Regulator to cylinder(s) and connect delivery hose to Regulator.
  - ii) Remove dust cap from inflation valve, ensure the central valve diaphragm is closed; i.e. the internal spindle is raised. ( push and turn to release)
  - iii) Connect delivery hose to Airtrack.
  - iv) Ensure that both side air transfer valves are open. (to open, turn lever in line with pipe)
- 1.4. **Hold** delivery hose **tight into inflation valve**. Open cylinder valve and inflate until relief valve activates. Close cylinder valve. **Do not release hose during inflation.**

**WARNING:** Failure to do this may result in personal injury.

- 1.5. Remove delivery hose and replace valve cap on inflate/deflate valve. Close both valves to isolate the 'footprint' sections.  
(To close, turn lever 90degrees)

## 2. DEPLOYMENT & USE

The following points are operational recommendations established by deploying the Airtracks at many different training and demonstration events. MFC acknowledge that almost every operational scenario will have different hazards and risks, which can only be properly assessed at, and during, an operational rescue/recovery.

**WARNING:** During use on water, mud and suspect surfaces, personnel should wear a "Lifejacket" or similar buoyancy aid, and / or be linked to the Airtrack via a safety line. Failure to do this may result in personal injury or death.

- 2.1. Deployment On water
- 2.1.1 Secure the end of the deployed Airtrack to firm ground by driving stakes through the 'O' rings on the anchorage points, or by securing to a strong point on the shore.

- 2.1.2 When using an Airtrack(s) on flowing water use securing lines attached to the stainless 'O' ring patches on the sides near the far end. Manoeuvre and secure the Airtrack to convenient tie points on the bank / shore. The speed of the flowing water should be assessed to determine if an Airtrack rescue path is the best available means of achieving the rescue / recovery.

**CAUTION:** The securing lines must only be attached to the Airtrack using the stainless 'O' ring patches provided on the sides near the far end. Use of other attachments may result in damage to the Airtrack.

## 2.2 Multiple deployment –

- 2.2.1 Joining end to end – The Airtrack system may be extended by inflating a second length of Airtrack on the deployed unit, slide the new section forward and connect the adjacent ends using the two snap hooks and rings.
- 2.2.2 Joining side by side - The Airtrack system may be extended sideways to form a raft. Inflate a second length of Airtrack and slide the new section alongside the first, connect the adjacent sides by passing the black webbing strap up through the stainless 'O' rings, over the top ring and back through the bottom ring. Pull to tension strap.

**NOTE:** To maintain the stability of the extended system, additional securing lines should be deployed (see 2.1).

## 2.3 Deployment on soft or unstable surfaces.

- 2.3.1 'Leapfrogging' – This method of deployment may be used on soft or unstable surfaces when two Airtracks are not long enough e.g. mud, boggy ground, ice etc. Inflate and deploy the first length of Airtrack. Inflate a second length of Airtrack and position at the end of the first (do not attach). Move rescue personnel onto second Airtrack and reposition first Airtrack in front of second. Repeat procedure until casualty is reached. Reverse procedure for return.

**NOTE:** Attach a securing line(s) to each Airtrack to aid safety and recovery of personnel and equipment.

**CAUTION:** Do not drag the Airtrack. Avoid contact with sharp or abrasive objects as they may puncture the fabric causing a loss of buoyancy.

- 2.4 Towing - The Airtrack may be towed at a maximum speed of 5 mph on calm water. The tow line must only be secured to the stainless 'O' ring patch positioned centrally on the end of the Airtrack.

- 2.5 Manoeuvring - The Airtrack can be manoeuvred on calm water by two persons (min.) using paddles. It can also be manoeuvred in shallow water by persons walking alongside holding the lifelines.

**CAUTION:** Paddling/Walking an Airtrack is only suitable for calm/slow moving water.

- 2.6 Stability- Wherever possible evenly distribute the weight of persons on the Airtrack to avoid instability that may lead to capsize. (for maximum no. persons /weight, see Capacity table).

- 2.7 Carrying - The inflated Airtrack should only be carried by the lifelines provided.

**WARNING:** The Airtrack is not designed for any type of motorised propulsion. The fitting of any type of motor, or any other modification of the Airtrack is not permitted without prior written approval from MFC International Ltd. Any non-approved modification will invalidate the warranty and may result in personal injury or death.



1. After every use, especially on mudflats, the Airtrack should be hosed down in its inflated state, to remove as much debris as possible.
2. Allow the Airtrack to become as dry as possible before packing.
3. Lay the Airtrack on a clean, debris free area.
4. Deflate the Airtrack. This is achieved by depressing the central spindle in the inflate/deflate valve, (push and turn to lock open). The air transfer valves (where fitted to the sides) must be open. (to open, turn lever in line with pipe.)
5. Roll the Airtrack from the end, towards the inflation valve to expel the air.

**NOTE:** To prevent possible damage, do not walk along the deflating airtrack to expel the air

6. Un-roll the Airtrack to its full length once again. Fold each 'footprint' towards the centre of the Airtrack.
7. Using the carrying valise as a guide to the width, tightly roll the Airtrack from the end again, towards the open inflate/deflate valve. Take care to maintain the width of the roll.
8. Check that the inflate/deflate valve is clean, close the valve (push and turn the spindle clockwise) and replace the dust cap.
9. Lay the valise on the ground as an 'open box' and place Airtrack into valise. Close valise and secure straps.

## Storage

1. On return to base the Airtrack should be unpacked, inflated and left to dry.
2. When the Airtrack is completely dry it should be checked for wear or damage. If none is found it should be repacked in the valise.
3. If any damage is found it should be repaired immediately in accordance with the Repair instructions.
4. Where possible the packed Airtrack should be stored on the floor of the locker/appliance, ensuring no damage can be caused by it's proximity to other items of equipment.

## **1. GENERAL**

It should be noted that, due to the type of fabrics used in its construction, when the Airtrack is wet, there may sometimes be visual evidence of miniscule white bubbles, which form a line of froth at the seams and joints of the unit. This is recognised within the industry as 'lateral leakage', and is simply air that is trapped in the layer of nylon between the rubber coatings, forcing its way to the nearest available edge of the fabric. This type of leakage will not affect the performance of any inflatable product over the course of an operational procedure, and can be safely ignored.

However, if there is evidence of large, transparent bubbles, this is clearly evidence of a leak that must be repaired at the earliest convenience.

The following is a recommended regime for maintenance & test.

## **2. QUARTERLY**

- 2.1. Check control equipment as per relevant manual.
- 2.2. Inflate Airtrack to working pressure.
- 2.3. Check audible relief valve operation.
- 2.4. Whilst inflation system is charged, check connections and valves using a brush and soapy water.
- 2.5. When relief valve has operated, and the unit is at working pressure; it can be left to stand for a length of time that would be comparable to an operational situation (e.g. 2 to 3 hours.)
- 2.6. After this time, the Airtrack should still be firm.
- 2.7. If the Airtrack has become soft, the air-loss should be located by applying a soapy- water solution.
- 2.8. Any significant leaks (See 1 above) should be marked and repaired using the repair kit provided.

## **RECOMMENDATIONS**

1. Airtracks should undergo an annual test carried out by the manufacturer, or people certified by MFC International. If in doubt contact the service department.

As a general rule, punctures and other damage will need to be assessed in two categories: a) that which is repairable at the base, or b) serious damage that will need to be repaired by MFC International.

a) Repairs that are manageable at the base workshops will be minor punctures to any area of the Airtrack. These can normally be repaired by the application of a small repair patch.

b) Repairs that should be carried out by MFC will be the more serious kind, such as damaged valves, badly torn fabric (either on the sidewalls or the flat surfaces) and the replacement of damaged fittings.

If in doubt as to the extent of the damage and the level of repairs necessary, please contact :-

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