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Owner’s Manual
E-AIR   # 880

DESCRIPTION

The E-Air is an emergency escape-breathing device. It has been specifically designed for underwater egress from aircraft or vehicles. The primary design criteria, was to reduce weight, bulk, and provide rapid deployment. All components and regulators are based on proven, simple designs for high reliability. The E-Air is basically a small high-pressure (3,000 PSI) cylinder that provides 1.5 cubic ft. of air at full pressure. The first stage pressure regulator attached to the cylinder, reduces the high pressure to approximately 130 PSI. The second stage regulator is attached to the cylinder/high-pressure regulator, by the 20” flexible hose. The ultra low volume (ULV) second stage, provides easy purging. The fill value is integrated into the top of the cylinder mounted, high-pressure regulator. A plastic dust plug is installed into the fill port. LSC’s PN 745-7P is a molly pocket panel, designed for the E-Air, we strongly recommend its use if possible. The 745-7P provides for rapid (quick draw) deployment of the 2nd stage regulator/mouthpiece for emergency use. It also protects the E-Air from wear and abrasion, and accidental purging. It is constructed of fire resistant material and should mount onto most Molly type vests/harnesses.

USING THE E-AIR

The E-Air is deployed from the stowage pocket (745-7P) by pulling on the small beaded (3) lanyard to open the mouthpiece/regulator pocket flap, and extend the air hose (20”). Insert the mouthpiece and press the purge valve if required. The E-Air is always turned ON, there is no shut off valve. This prevents the possibility of the unit being turned off during an emergency, rendering the device useless in a situation where seconds can make all the difference.

INSPECTIONS

Before placing in service, have the cylinder filled to 3,000 PSI, with normal atmospheric (21% oxygen) dry, filtered air. Due to limited air supply, during filling, test the purge valve. Inspect the entire assembly for visual damage, such as cuts, dents, cracks, corrosion, discoloration, and loose fittings. E-Air’s found to be unserviceable, shall be returned to a qualified technician for inspection and service.

PRE-FLIGHT

Pre-flight inspections shall be performed by the wearing crewmember. Visually inspect for any apparent damage, corrosion, discoloration, and pressure gauge reading. Remove from service and return to a qualified technician for disposition of E-AIR’S that fail. DON’T purge the E-Air during pre-flight. The E-AIR is always ready for use when charged with high pressure air.

CYLINDER FILLING

Allow only properly trained technicians to fill the E-AIR cylinder. Remove the plastic fill dust plug from top of the high-pressure (1st stage) regulator (see figure 1) with a 3/16” allen wrench. Pumping up the cylinder fills the E-AIR only. Remove after 3,000 PSI and only with normal atmospheric dry (21% oxygen) filtered air.

MAINTENANCE

The E-Air will require factory (LSC) prescribed service every two years. The two year service requirement is based upon normal aircraft cabin/cockpit environment. E-AIR’S exposed to submersion in water, saltwater, or chlorinated pools, will require more frequent cleaning and maintenance. Chlorine and saltwater is especially corrosive and will damage many materials. After submersion, the entire assembly needs to be thoroughly soaked and rinsed in fresh water. Carefully shake the regulators to remove trapped water. Low-pressure clean air should be used in the drying process. It is very important that the cylinder be charged with at least 500 PSI, to prevent water entry into the regulator and cylinder any time the E-AIR is submerged in water. Any questions in regards to maintenance or usage, please call LSC at 813 645-2748 or check for information on our web site at www.lifesavingsystems.com

WARRANTY

LSC products are warranted to the first consumer purchaser to be free from defects in material or workmanship for a period of twelve (12) months. Please contact LSC for our complete Warranty information and Policies, or visit our website.
Figure # 1: Fill Port

Note: Fill port adapter sold separately P/N # 576-1 (see Instructions)

Optional Stowage Pocket: P/N # 745-P7

Figure # 2: Stowing second Stage

Note: Hose under pocket

Step: 1

Step: 2

Center lanyard hole over snap before closing

Step: 3