



A: Contact information:

Multi Safety Support System- M3S

Triton Manufacturer:

France:

info@multi3s.com

+ 33 (0)6 24 20 48 33 Alexandre FOX

+ 33 (0)6 19 23 23 34 Bertrand HEMARD

B: Unit observation / preservation / inspection:

Part 1: observation:

General: manipulate the equipment as little as possible: don't do anything on the rebreather until high quality pictures were made of every part of the unit

Assure that pictures have been taken of minimum:

-electronic equipment: computer(s), PPO2 monitors, HUD's: pictures of ALL the displays

-pressure gauges: oxygen, diluent, dry suit gas, offboard gas, bail-out gas

-mouthpiece, and position of the mouthpiece handle

-all hose connections: on the unit, to the wing, dry suit, manual addition valves, ... (pay special attention to disconnected hoses)

-complete setup of the rebreather

-any visible damage outside the unit

if damage has occurred during the recovery of the unit: write down what happened

if not possible to take pictures: clearly write down ALL of the above information

alternative: make a high quality video of the general inspection

Part 2: unit preservation for later inspection:

(if possible, video-tape all of the following actions; if not write down all actions that were performed)



- if not yet closed: close the mouthpiece (lever pointing down)
- put/keep the unit flat/laying down, with the TRITON Logo upwards

Accident-incident investigation guidelines

- for all valves: put a marker point on the 'wheel' of the valve, close the valve while clearly noting the number of turns needed to close the valve. (do NOT 'force' close!)

- Oxygen **Warning** TRITON have a constant mass flow; closing the oxygen is the only way to preserve evidence, and allow a later gas analysis

- diluent
- dry suit gas
- all bail-outs
- write down the number of turns for each valve
- tape all the valves

- electronics:

turn off the electronics

- keep the unit, controller, computer dry to make sure the electronics go/stay in standby mode, and battery power is preserved

Part 3 rebreather inspection: (only for authorised people!)

Important notice: if you tamper with the unit, while not being officially authorised

to do post-incident inspection, you can be prosecuted for destroying evidence

- if you are not familiar with rebreathers: do not try to open the rebreather before asking advice!
- for full guidance on unit inspection: contact the manufacturer (see above)
- if not available: contact instructor trainers on TRITON mCCR:

see list of instructor trainers on the TRITON website: <https://www.ccrtriton.com/instructeurs-ccr-triton>