



Crewsaver®

CREWFIT 180^{PRO}

self care and maintenance
manual



Crewsaver®

CREWSAVER LIFEJACKETS MUST BE SERVICED BY AN ACCREDITED SERVICE AGENT EVERY 3 YEARS.

Please print and read the self care and maintenance instructions carefully.

1. Crewsaver leisure products are manufactured to the highest standards and include a 3 Year Self Care and Maintenance Program. The 3 Year Self Care and Maintenance Program is only applicable for leisure use. All commercial and industrial applications require annual servicing by an accredited service agent.
2. Before beginning the self care and maintenance procedure, please purchase the official Crewsaver recharge kit relevant to your lifejacket from your Crewsaver stockist. 38g CO₂ cylinder and matching auto firing cartridge* (if automatic) on Crewfit 180 Pro will need to be replaced if lifejacket activation has occurred.
3. To be eligible for the Crewsaver Self Care and Maintenance Program, you must download and use the Crewsaver Self Care and Maintenance Certificate on an annual basis to record your inspection.

CLEANING & STORING YOUR LIFEJACKET

It is important that the Crewsaver lifejacket is stored in a dry, well-ventilated space. If the lifejacket is wet or damp, and it is fitted with an automatic firing capsule, it is advisable to remove the capsule until the lifejacket is completely dry. Any dampness in the lifejacket may penetrate the capsule and eventually cause it to activate the lifejacket. It is advisable to hang the lifejacket to dry on a coat hanger until it is completely dry before stowing. To avoid inflation, do not submerge the lifejacket in water unless the lifejacket has been used or the capsule has been removed. Periodically rinse the lifejacket in fresh water, particularly if it has been in contact with salt water. Oil and similar marks should be removed by washing with warm soapy water. Never put your lifejacket in a washing machine, spin or tumble dryer. After washing always allow your lifejacket to dry naturally before stowing in a dry place.

OTHER IMPORTANT INFORMATION

Your new Crewfit lifejacket has been tested to meet a temperature range between -10°C and 40°C as required by BS EN ISO 12402.

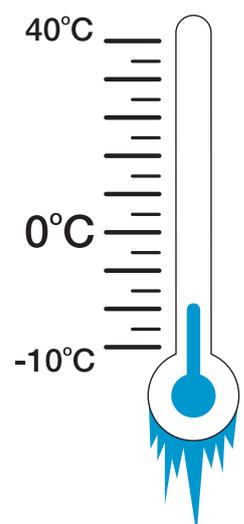
When the temperature is well below freezing, your lifejacket may operate much slower than normal and at very low temperatures a fully discharged cylinder may not adequately inflate your lifejacket. In these temperatures the oral tube should be used for additional topping up if necessary.

This lifejacket is not a PFD until fully inflated. Full performance may not be achieved using certain clothing or other circumstances. Certain circumstances will alter performance, such as waves or the wearing of garments which provide additional buoyancy. The buoyancy provided by the jacket can be affected if heavy objects are carried in the pockets.

A whistle is located on the inside left inflation chamber. Six long blasts repeated at intervals is the international distress signal.

2.

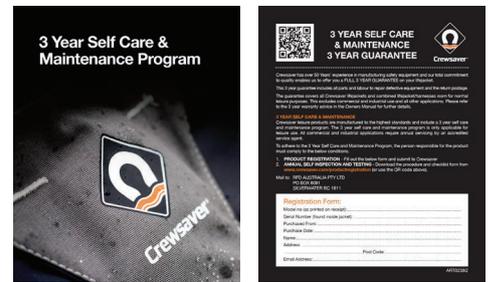
Operating Range



INSPECTION - STEP 1

Ensure that you have completed the Self Care and Maintenance Registration Form and have posted or emailed it to the below address. You can also download a copy of this form from: www.crewsaver.com/productregistration

Survitec Group
 PO Box 6091, SILVERWATER BC 1811
 Ph: 1800 646 086
 Email: productregistration.au@survitecgroup.com



INSPECTION - STEP 2

Visual inspection

1. Ensure that there is no wear and tear or damage to the outer cover of the lifejacket.
2. Check all of the zippers to ensure they are in working order.
3. Check the webbing for any fraying or damage.
4. Open and close the buckles 3 times to ensure they are in working order.



Safety harness inspection (if your Crewsaver model includes a harness)

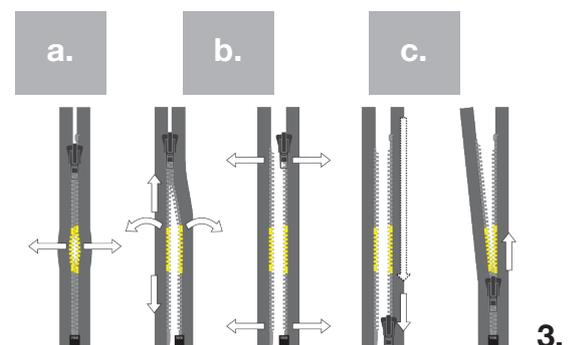
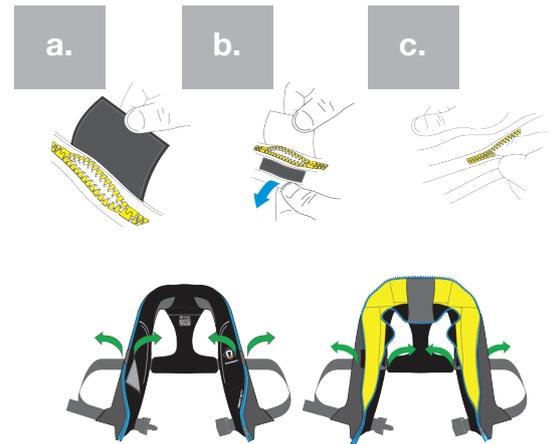
1. Inspect and check that all harness components have no visible signs of wear or damage.
 - a. Webbing.
 - b. D Ring.
 - c. Buckles.



INSPECTION - STEP 3

Inspection of internal components

1. Open the lifejacket cover.
 - a. Open the Velcro tab.
 - b. To avoid damaging your lifejacket zip, open the zip via the quick burst elements, holding the cover either side.
 - c. Once the zip has opened, insert your finger and slide it around the lifejacket. Undo the zip all the way around the outside of the lifejacket. The lifejacket cover should now be open and inflation chamber visible. Fully separate the zip. Both sides of the zip should be apart with the zip slider free to move back around the lifejacket to the start.
2. Prepare zip for repacking.
 - a. Ensure zip slider is separated on one side.
 - b. Slide the zip around to the right side of the jacket as worn.
 - c. Feed the zip teeth into the slider ready to repack.
3. Check the red oral inflation tube for any signs of wear or damage.
4. Check for any indication of damage on the grab strap.
5. Check all of the reflective tape is firmly attached and not damaged in any way.



INSPECTION - STEP 4

Inspection of the bladder

1. Inspect the bladder for any signs of abrasion, wear or damage. Ensure that all seams and folds are inspected thoroughly.
2. Inflate the bladder using the red oral inflation tube. Once fully inflated hang the lifejacket on a coat hanger and leave inflated in a room with a stable temperature of approximately 20°C. The lifejacket needs to remain inflated for 12 hours to check for any leaks. If the temperature is reduced overnight, this can affect the pressure of the bladder. Once the jacket has been left for 12 hours, check for any leaks and visible signs of damage.

If the bladder is damaged or the pressure falls, the lifejacket must be replaced or sent to an accredited service agent. Under absolutely no circumstances are you to attempt to patch or repair your lifejacket.



FOLDS

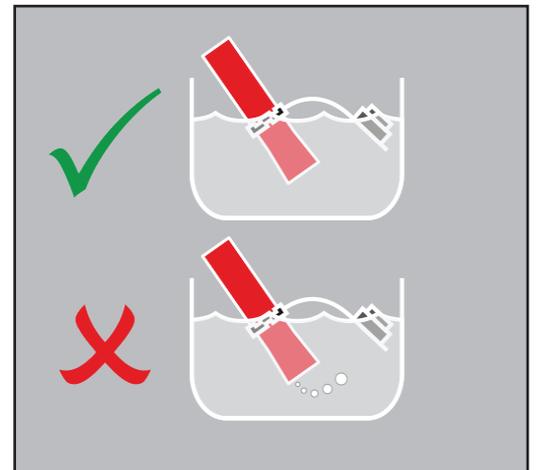


INFLATION
TUBE

INSPECTION - STEP 5

Inspection of the mouth inflation tube and its valve

1. Fully inflate the lifejacket using the red oral inflation tube.
2. Submerge the red oral inflation tube (mouth end) in water and check for bubbles.
3. If bubbles appear, you will need to replace the jacket or send it to an accredited service agent.



INSPECTION - STEP 6

Inspection of the CO₂ cylinder

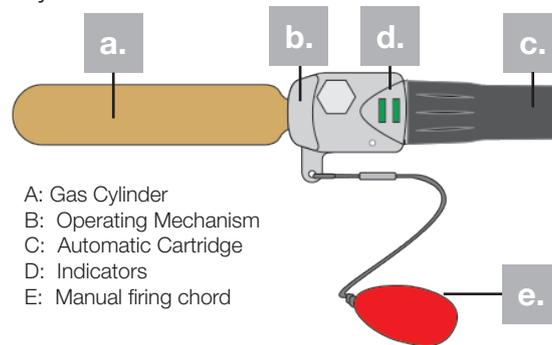
1. Check that correct type/size of CO₂ cylinder is fitted to the operating mechanism (size is printed on the bladder near the operating mechanism or the cylinder operating mechanism protective cover). The Crewfit 180 Pro requires a 38g cylinder. Remove the CO₂ cylinder by unscrewing it counter clockwise and inspect thoroughly. The cylinder should be fully intact with no rust or corrosion. Replace the cylinder if the end cap has been pierced, if damaged, or the cylinder exhibits signs of rust or corrosion. If you have an automatic version, the capsule must be removed before the cylinder.
 2. If the CO₂ cylinder is in good working condition, check the weight of the cylinder on a set of kitchen scales to ensure that the weight of the cylinder corresponds to the minimum gross weight engraved into the cylinder, (GR.WT) +/- 2g. If the weight is incorrect or defective in any way it must be replaced. Any replacement cylinder should be checked using the same method. The engraved weight and the actual weight need to be recorded on your Self Care and Maintenance certificate.
 3. Ensure that all used or damaged cylinders are disposed of immediately.
- 4.

INSPECTION - STEP 7

Checking the operating mechanism

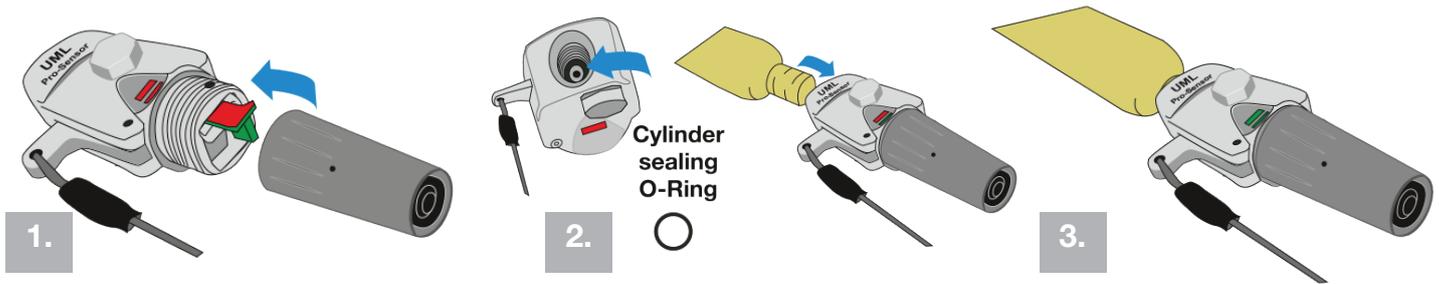
AUTOMATIC

1. Check that the operating mechanism is intact.
2. There are two coloured indicators on the operating mechanism, the indicator adjacent to the gas cylinder indicates the status of the gas cylinder.

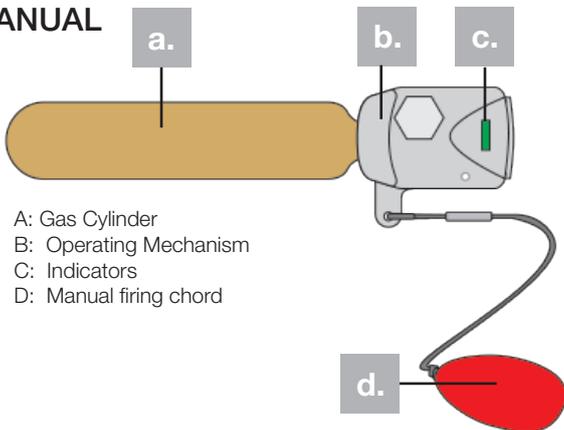


- a. If the indicator displays green, this signifies that the gas cylinder is intact (full) and correctly fastened to the operating mechanism.
 - b. If the indicator displays red, this signifies that there is a problem with the gas cylinder. This can be for a number of reasons:
 - i. Firstly the gas cylinder may have been activated and needs to be replaced. A replacement cylinder can be purchased from your Crewsaver stockist.
 - ii. The gas cylinder is not attached or the cylinder is not firmly fastened into the operating mechanism
 - iii. The gas cylinder is defective. A replacement cylinder can be purchased from your Crewsaver stockist.
3. The coloured indicator adjacent to the automatic cartridge indicates the status of the automatic cartridge.
 - a. If the indicator displays green, this signifies that the automatic cartridge has not been activated, is fully intact and is correctly fastened to the operating mechanism.
 - b. If the indicator displays red, this signifies that there is a problem with the automatic cartridge. This can be for a number of reasons.
 - i. Firstly the automatic cartridge may have been activated and needs to be replaced. A replacement automatic cartridge can be purchased from your Crewsaver stockist.
 - ii. The automatic cartridge is not attached or the automatic cartridge is not correctly fastened to the operating mechanism.
 - iii. The automatic cartridge is defective or the cartridge's water activated element has dissolved due to over exposure to moisture. A replacement automatic cartridge can be purchased from your Crewsaver stockist.
 4. **IMPORTANT:** Remove the automatic cartridge first from the operating mechanism by unscrewing in an anti-clockwise direction.
 5. Detach the gas cylinder from the operating mechanism by unscrewing in an anti-clockwise direction.
 6. Once both the automatic cartridge and the gas cylinder have been detached from the operating mechanism, pull the manual inflation chord.
 7. Check that the firing arm is moving freely
 8. Check that the firing pin is free from any damage or corrosion
 9. Replace the firing arm back into the main body of the operating mechanism. It will click into the operating mechanism to signify it is correctly in place.
 10. Screw the automatic cartridge into the operating mechanism in a clockwise direction until hand tight. If the automatic cartridge is intact and correctly fastened to the operating mechanism, the colour indicator adjacent to the cartridge will turn green. If the indicator remains red, this signifies that the cartridge has either been used or is faulty and **MUST** be replaced immediately. You can purchase this from your Crewsaver stockist.
 11. Check that the cylinder seal inside the operating mechanism has been fitted and is intact. Screw in the undamaged or new 38g cylinder in a clockwise direction into the operating mechanism until hand tight. If the cylinder is intact and correctly fastened to the operating mechanism, the coloured indicator adjacent to the gas cylinder will turn green. If the indicator remains red, this signifies that the gas cylinder is either used or faulty and **MUST** be replaced immediately. You can purchase this from your Crewsaver stockist.
 12. If both indicators are green, your automatic operating mechanism is now rearmed.

INSPECTION - STEP 7 (Continued)



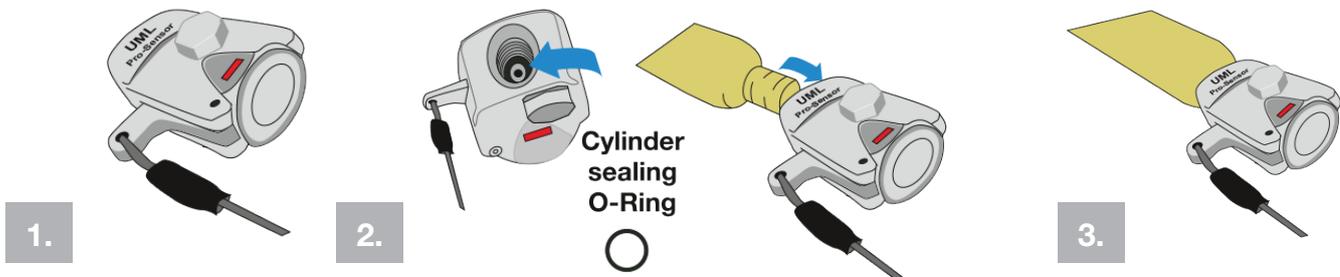
MANUAL



- A: Gas Cylinder
- B: Operating Mechanism
- C: Indicators
- D: Manual firing chord

1. Check that the operating mechanism is intact.
2. There is a coloured indicator on the operating mechanism, this signifies the status of the gas cylinder.
 - a. If the indicator displays green, this signifies that the gas cylinder is intact (full) and correctly fastened to the operating mechanism.
 - b. If the indicator displays red, this signifies that there is a problem with the gas cylinder. This can be for a number of reasons:

- i. Firstly the gas cylinder may have been activated and needs to be replaced. A replacement cylinder can be purchased from your Crewsaver stockist.
 - ii. The gas cylinder is not attached or the cylinder is not firmly fastened into the operating mechanism
 - iii. The gas cylinder is defective. A replacement cylinder can be purchased from your Crewsaver stockist.
3. Detach the gas cylinder from the operating mechanism by unscrewing in an anti-clockwise direction.
4. Once the gas cylinder has been detached from the operating mechanism, pull the manual inflation chord.
5. Check that the firing arm is moving freely
6. Check that the firing pin is free from any damage or corrosion.
7. Replace the firing arm back into the main body of the operating mechanism. It will click into the operating mechanism to signify it is correctly in place.
8. Check that the cylinder seal inside the operating mechanism has been fitted and is intact. Screw in the undamaged or new 38g cylinder in a clockwise direction into the operating mechanism until hand tight. If the cylinder is intact and correctly fastened to the operating mechanism, the coloured indicator adjacent to the gas cylinder will turn green. If the indicator remains red, this signifies that the gas cylinder is either used or faulty and **MUST** be replaced immediately. You can purchase this from your Crewsaver stockist.
9. If the indicator on the operating mechanism is green, your manual operating mechanism is now rearmed.



WARNING: If you are unsure or have any doubt how to re-arm and re-pack your lifejacket, return the product to Crewsaver or your nearest service agent.



INSPECTION - STEP 8

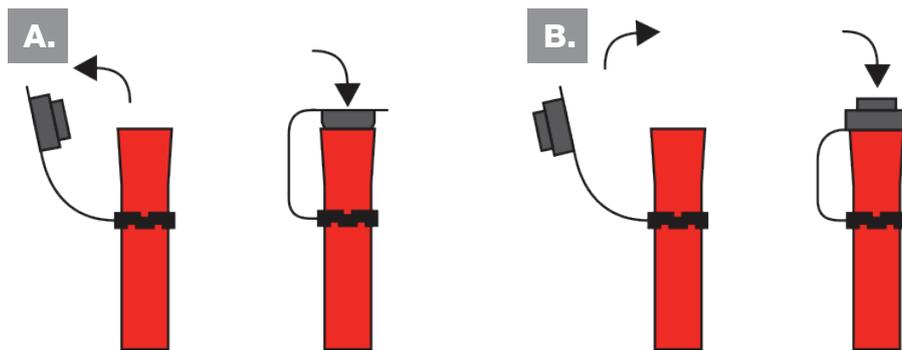
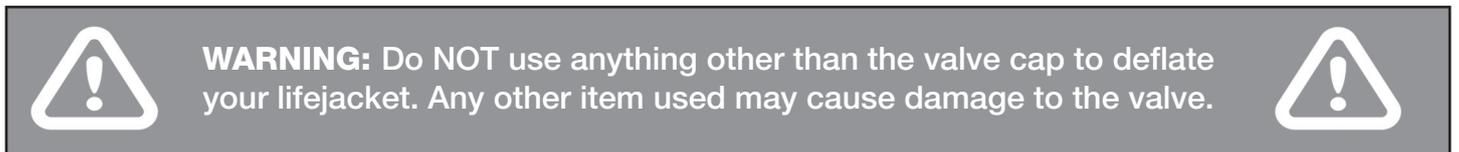
Fill out Crewsaver Annual Self Care and Maintenance Certificate.

1. This document must be filled out in full and pass all of the conditions in order to be a compliant piece of lifesaving equipment.
 - a. If any elements fail, this lifejacket either needs to be replaced or sent to an accredited service agent.
2. This document once successfully completed, must be kept with the lifejacket on board the vessel in case of any official inspections take place.
 - a. Inability to produce a copy of this completed and up to date inspection report could potentially result in legal ramifications.
3. Fill in the maintenance grid underneath the collar of the lifejacket with who inspected the lifejacket and the inspection date.

INSPECTION - STEP 9

DEFLATING YOUR LIFEJACKET AFTER USE

1. Reverse the valve cap (a) at the top of the inflation tube and hold it in the valve.



2. Squeeze the lifejacket to expel the air inside.
3. Squeeze the lifejacket a second time expelling as much air as possible.
4. The lifejacket should now be completely deflated, and can be folded into the cover as before.
5. Replace the valve cap (b) back into the normal position on top of the Inflation tube.

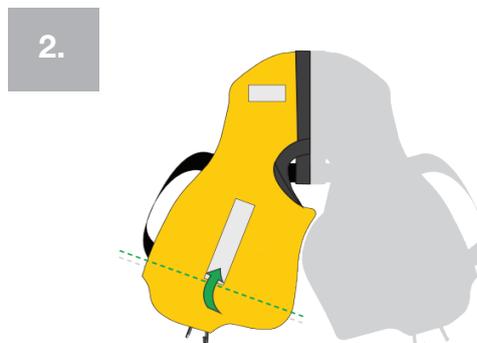
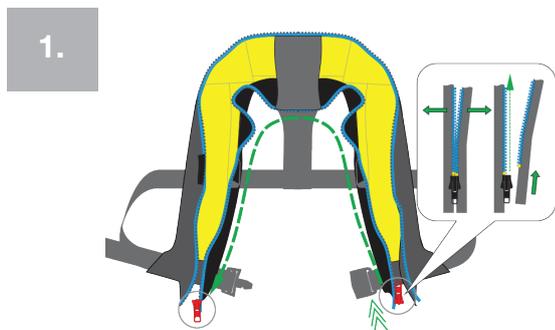
INSPECTION - STEP 10

REPACKING

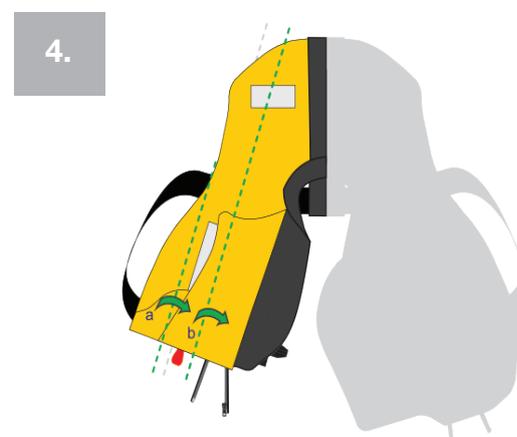
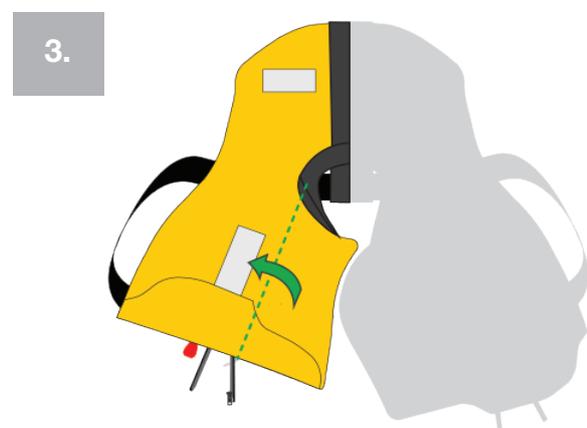
Repack the lifejacket in accordance with the model instructions as described in this manual. Make sure the manual pull lanyard is not tangled and that the lanyard knob is hanging outside the lifejacket cover.

Ensure that your lifejacket is completely dry before packing.

1. Run the zip slider round to the left side of the jacket.
2. Fold the bottom left of the chamber up.

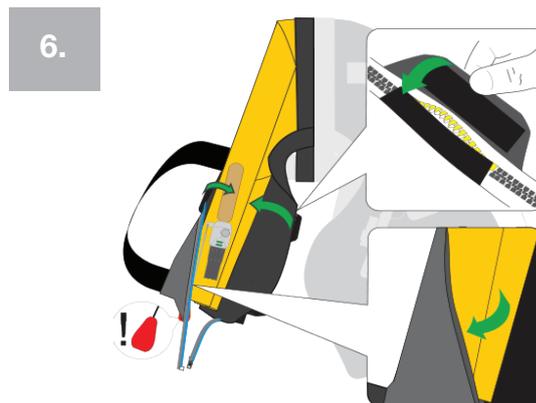


3. Fold inner edge over to the left ensuring lifting becket is folded up into the cover. (Non harness)
4. Fold outer side over twice.

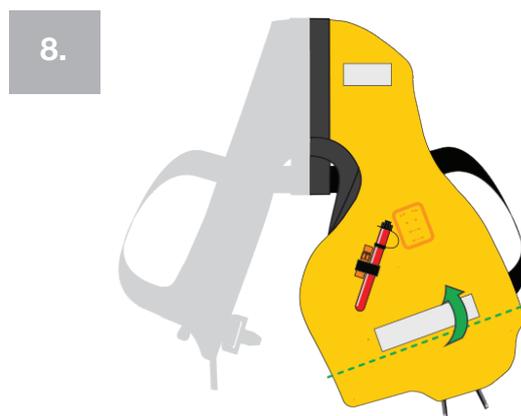
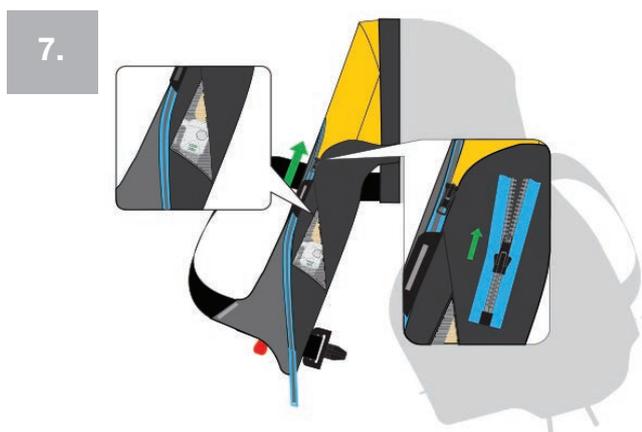


INSPECTION - STEP 10 (Continued)

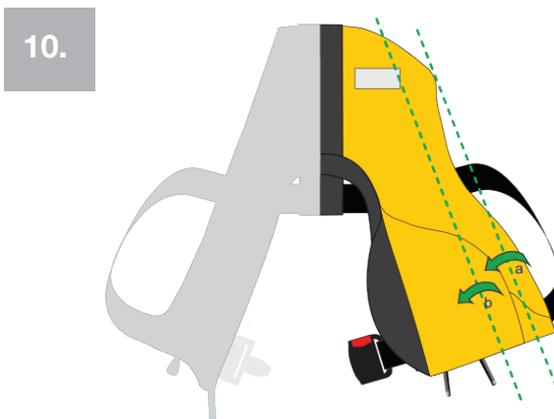
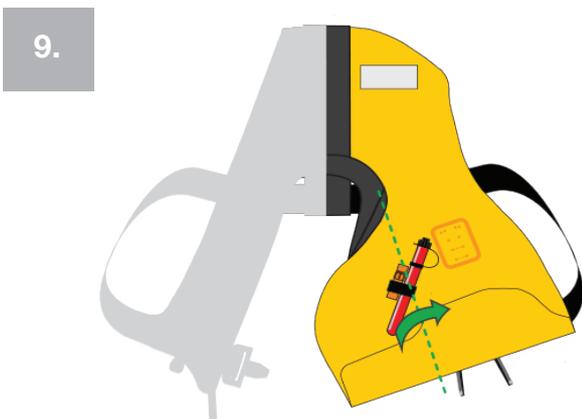
5. The firing mechanism should lie on top.
6. Tuck chamber inside the cover and secure in place with the Velcro tabs.



7. Do up zip past Velcro tab. Ensure the manual pull toggle is accessible.
8. Fold the bottom right of the chamber up over the oral tube.

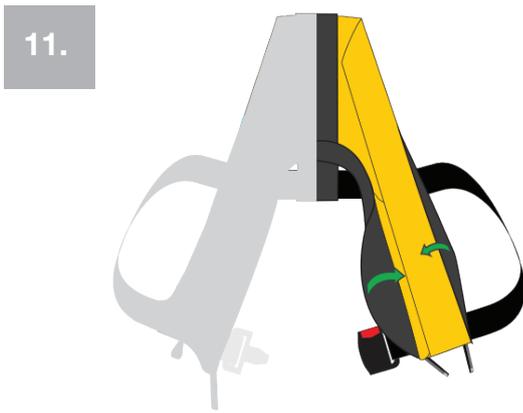


9. Fold inner edge over to the right ensuring lifting becket is folded up into the cover. (Harness)
10. Fold outer side over twice.



INSPECTION - STEP 10 (Continued)

11. Tuck chamber inside the cover and secure in place with the Velcro tabs.
12. Concertina the chamber collar with two folds and tuck in the fabric neck retainer.



13. Fold in the last corners of the chamber and bring the zip round to close.
14. Make sure Velcro tabs are secure and zip ends are tucked up inside the cover.



REPACKING YOUR CREWFIT 180N PRO LIFEJACKET WITH HOOD (SOLD SEPARATELY)

1. Locate the toggle at the top of the hood and put through the fabric loop at the top of the bladder.
2. Locate the Velcro tabs on the side of the hood and secure through the holes in the inflation bladder.
3. Your hood is now fitted securely to your lifejacket and ready for use.

