

User Safety Reminder

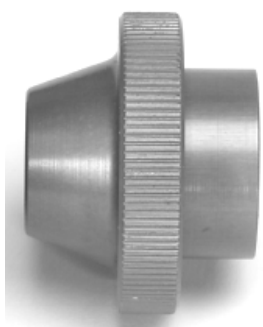
Air Mask Audi-Larm™ Coupling Nut

March 8, 2012

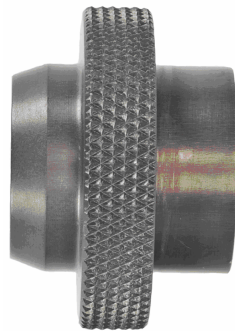
MSA Corporate Center
1000 Cranberry Woods Drive
Cranberry Township, PA 16066
800.MSA.2222
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The connection between the cylinder valve assembly and MSA SCBA's Audi-Larm Handtite Coupling Nut Assembly is a critical air pressure boundary that must be inspected, maintained and reassembled in accordance with MSA's SCBA Operation and Instruction Manuals. Failure to perform the tasks identified in this User Safety Reminder may result in a rapid, unexpected release of high pressure air from the Air Mask Audi-Larm coupling nut joint. The coupling nut secures the Audi-Larm assembly to the cylinder valve, employing a urethane o-ring seal. Failure to adequately tighten the coupling nut handwheel may result in a loosening of the coupling nut that can result in extrusion of the o-ring, resulting in rapid air loss.

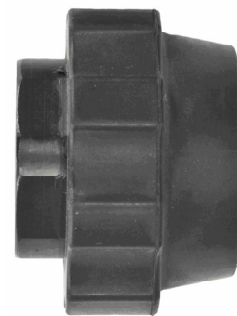
MSA reminds users to ensure that all three designs (pictured below)



2000 - 2004 Design



2004 - 2011 Design



Present Design

of Audi-Larm coupling nut handwheels must be inspected during each cylinder change or prior to each SCBA use to:

- 1. Ensure there is a sealing o-ring present on the CGA insert and that it is not damaged, deformed or discolored. If the sealing o-ring exhibits any of these signs, replace the sealing o-ring before installing a replacement cylinder.**
- 2. Inspect all threads on the CGA Handtite and cylinder valve for contamination and / or damaged threads. If there are any signs of**



contamination on the coupling nut or cylinder threads, clean the threads before attempting to connect the two assemblies. Any indication of damage to either component's threads, the damaged component must be removed from service.

- 3. When connecting the CGA handtite coupling nut to the cylinder valve, if any binding occurs while threading the two assemblies' together, stop and disassemble the two components. Inspect all threads for damage or contamination. Any component with damaged threads must be removed from service until that component is either repaired or replaced. If signs of contamination are present, clean the threads thoroughly and re-connect the two assemblies.**

- 4. Before pressurizing the SCBA, ensure the CGA handwheel assembly is tightened, hand-tight to the cylinder valve after 1) replacing a cylinder or 2) after a SCBA has been in storage (i.e. in a truck's walkaway bracket or a SCBA carrying case).**

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After completing all of these inspection points, your MSA SCBA is ready to be pressurized and placed into service.

We trust that you will accept the above inspection recommendations designed to increase our user's safety. If you have any questions, please contact MSA Customer Service at 1-877-672-3473.

Very truly yours,

A handwritten signature in black ink, appearing to read "Charles J. Seibel, Jr." with a stylized flourish at the end.

Charles J. Seibel, Jr.
Manager of Product Safety