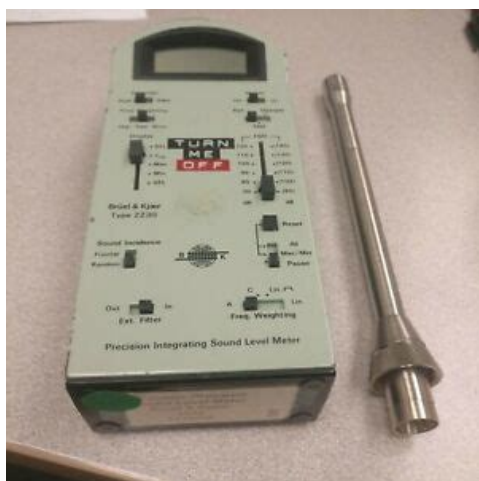


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than I am so I'd really appreciate any help from those familiar with this SLM. I have used various SLMs in the past, but I'm really struggling without a manual. Does someone have a copy of the Type 2230 manual they wouldn't mind me having a peek at. Thanks in advance. By continuing to use this site, you are consenting to our use of cookies. The item may have some signs of cosmetic wear, but is fully operational and functions as intended. This item may be a floor model or store return that has been used. See the seller's listing for full details and description of any imperfections. The head of the instrument is coneshaped, with a round metal output for attaching a microphone. The interface of the instrument has a large, clear plastic and black painted metal rotary knob, ranging from 10dB to 130dB.



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Below the knob is a glass meter dial, containing a measurement scale and a measurement needle. Below the dial is a medium-sized black painted metal knob. Adjacent to the right side of the knob is a silver, metal input and output for an amplifier. Adjacent to the left side of the knob is another set of silver, metal input and output for a Octave Filter, which is attached below the body of the device. The case is sealed using metal latches that are placed on either side of a plastic handle. The inside of the case is lined with foam, cushioning the Precision Sound Level Meter and its accessories. The Artificial Ear attachment can be used for measuring sound in a similar way to the human ear, giving an objective, reproducible indication of sound level. The outer latch on the device's case is broken. As a result, the case should not be picked by its handle and handled carefully to prevent its contents from falling out. The metal edging on the case displays signs of oxidization. The foam lining protecting objects inside the case has begun to flake significantly. The Precision Sound Level Meter is in excellent condition, with very few signs of cosmetic wear. The wooden box containing the Condenser Microphone Cartridge Type 4144 has a broken latch which has been repaired with masking tape. Artificial Ear is missing a rubber stopper on its base. The Microphone Windscreen is missing from the case, but may be misplaced with other objects in UTSIC's collection. March 3 2014.

Unlike previous models, the 2203 could be operated by one person as the configuration of attaching a stable, freestanding, microphone to the device allowed sound to be measured without the need of an assistant to hold the microphone. Something went wrong. View cart for details. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign.

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Bruel kjaer 2260 level sound meter instruction Tricias Compilation for bruel kjaer 2260 level sound meter instruction manual Follow. Description Description Precision Integrating Sound Level Meter Type 2236 is a Type 1 instrument, designed to meet stringent standards in environmental and occupational noise measurement. A unique feature of the 2236 is that RMS and Peak detection occurs in parallel. In this way the sound level meter can display both the RMS value and the Peak value of the same signal, which is particularly useful when analyzing transients or impulses. The clearly marked arrows and symbols on the front panel, combined with the large LCD screen with backlight make the sound level meter very easy to learn and use. The display is clear and concise, and an interactive dialog guides you through your measurement, quickly and efficiently. Warnings are also given when you attempt to change a setup parameter once you have started your measurement. In one preferred embodiment, the mask system has a face seal, a soft flexible lens, a pneumatically actuated harness, and a regulator with microphone to control the flow of oxygen and to facilitate communications in aircraft flight decks and other aircraft compartments. Gas Mask Donning Procedures 3m N95 Mask Donning Instructions Each crew member has an EROS quick donning, diluter demand oxygen mask that has a builtin regulator and micro phone. Ational instructions and limits. The masks are stowed. The system is designed for required five second donning with one hand and because of the flexible lens, is capable of storage in the relatively preferred on crowded flight decks. It is connected to an oxygen source and, optionally, with aircraft communications. The regulator controls the flow rate of oxygen to the wearer based on altitude and physiological requirements. The regulator includes a valve for purging the condensation prone moist gases from the lens area and provides positive pressure in the mask.

A second preferred embodiment molds the lens and mask seal of a single material having sufficient optical quality and flexibility to accomplish both purposes. BACKGROUND OF THE INVENTION 1. Field of the Invention This invention relates to face mask systems for protection from atmospheric pollutants and the supply of oxygen to the mask wearer and more particularly to mask systems to supply oxygen for use in oxygen depleted environments during aircraft decompression, smoke from onboard fires, airborne debris or other toxic gases which may enter the aircraft flight deck or other crew compartments. Description of Related Art In the course of aircraft operation, various personnel, including but not limited to pilots, navigation officers, and other flight crew personnel, may need a mask system to provide breathing oxygen and also to provide protection from smoke from onboard fires and other possible airborne eye and lung irritants which may enter the crew



compartments. There is a requirement in the commercial aviation industry that the masks designed for crew usage be capable of donning in five seconds or less, be able to be donned over eyeglasses and be capable of supplying oxygen consistent with physiological demands at altitudes up to 40,000 feet. Provisions for stowage of the mask must be sensitive to both the quickdonning requirements and the very limited space and volume available in the aircraft flight decks, and it is particularly desirable that mask storage be compact enough that it is easily placeable within the flight deck in a position close to and convenient to the crewmember when he or she is seated at his or her station. It is also highly desirable that the mask be capable of accommodating a wide variety of facial sizes and configurations while still adequately sealing the face from the external environment.

Since the mask is to be used by crewmembers in an environment that may be highly stressful, both in terms of the visual tasks and the visibility afforded in the presence of smoke and the like, it is important that the mask provide an acceptable level of optical clarity and freedom from distortion consistent with the other desirable characteristics of the mask. Another desirable characteristic is that the mask provide, to the extent possible for a stowable mask, protection from impingement on the face of airborne debris and pollutants, and protection of the eyes in particular from the windborne type of debris that could be present from an explosive decompression or other breach of the windshield system in a large aircraft. Prior art crew masks have addressed these problems with masks incorporating rigid lenses mounted in an otherwise flexible mask, or by combinations of goggles and oxygen masks. While these masks have been functionally useful, they offer disadvantages in field of view, adaptability to a wide range of head sizes and configurations, the ability to be rapidly donned over glasses and stowability in small areas in the cockpit of the aircraft near the crewmember. The present invention provides improved solutions to all of these problems.

**SUMMARY OF THE INVENTION** The present invention is for a stowable mask that meets a number of stringent and difficult environmental and functional requirements for use in circumstances that typically exist in a pressurized aircraft after decompression or in the event of an inflight emergency that causes smoke or debris to intrude into the flight deck. In the event that such an event occurs, it is recognized that the continued ability of the flight crew to operate with a high degree of competence is critical to the prevention of loss of life and property, and thus the availability of such masks and their functionality is highly desirable for such aircraft.

Because of the recognition of the benefits of such mask systems, it has also become common to require the availability of such masks to many who may during the course of their occupations be exposed to such hazards and who must perform critical tasks during such exposure. Particularly in the case of aircraft, it is highly desirable that such masks take up the smallest amount of stowage space prior to use in order to make them available to the seated user at his station and to avoid taking up the limited space in the flight deck. Thus, the instrument panel or side panels at the crew station are preferred locations for this equipment. It is important that the mask be stowed in a manner which allows for the quickdonning and also does not interfere with normal aircraft operation. As the mask is likely to be installed on both existing, as well as new aircraft, it is an important feature of the invention that the mask fit in existing cavities already defined for such equipment. The present invention provides a mask assembly which meets the requirements of quickdonning for the wearer who may be faced with hazardous flight conditions. The invention has the further benefit of improved quick donning capability over eyewear, such as glasses, being worn by the user. Since it is often the case that an inflight emergency is followed by a fairly long period during which the crewmembers must operate in the hazardous environment and guide the aircraft to a safe landing, the mask of the present invention is also configured to be comfortable when worn for extended periods of time. Such a feature is particularly important in light of certain regulations of some aviation regulatory bodies which require that the mask be worn by one crewmember at all times. There are also requirements by some regulatory bodies for usage of the mask when a crewmember exits the flight deck.

Other extended operations scenarios may call for wearing the mask for three hours or more and thus comfort of wear is highly desirable. It is well recognized that the primary purpose of the invention is to limit infiltration of pollutants and provide adequate physiological oxygen volumes for the hazardous environment resulting from either aircraft decompression or hazardous gases, not limited to smoke, which may enter the crew compartments. In a presently preferred embodiment, a feature of the invention is the ability to provide an emergency breathing device in which the flow of oxygen is adjustable according to physiological requirements. Whether this feature is a requirement is determined by the regulatory bodies having jurisdiction over the regions in which the aircraft operates. It is also important that the mask, once donned, leaves both hands of the wearer free to perform his duties and that the mask provide the necessary field of view to perform those functions. Accordingly, the invention is designed to not only provide a wide field of view, but also provide vented oxygen to purge the volume around the eyes and to prevent condensation on the lens interior surfaces. Since part of the crews functions will inevitably include communication with other crewmembers and ground controllers, the invention can also provide an integrated microphone enabling continued communications between aircraft crew and ground stations once the mask is worn. In order to provide the above benefits, the present invention utilizes a flexible lens instead of the rigid or semirigid lens of prior art emergency crew masks, which, when combined with a flexible material utilized in the balance of the mask, allows the mask to be rolled up into a relatively small package for stowage on a flight deck.

It has been found that the flexible lens of the present system, when combined with the flexible face seal of the mask, provides improved benefits in the ability to accommodate a wide variety of face and head sizes. The invention also includes, in combination with the flexible lens and flexible face seal, an inflatable harness, the inflation being provided and controlled by an oxygen regulator which also provides breathing oxygen to the wearer. A portion of the oxygen for consumption by the wearer may also be distributed around the wearers eyes in order to purge and clear the lens in conditions conducive to fogging and eye irritation. In a presently preferred embodiment, the invention includes a flexible elastomeric lens that is molded into a flexible face seal surrounding the lens. The face seal includes mounting points for an inflatable harness extending from the mask around the back of the wearers head. The connectors can include adjustable straps to vary the size of the harness to fit a variety of head sizes. Gas Mask Donning Procedures The mask seal is molded to receive a regulator which supplies oxygen or breathing gas to the wearer and also supplies gas to the inflatable harness by a suitable passage. The mask can also include passages from the regulator to the interior of the lens to purge and clear the interior of the lens during wear. The mask assembly may also be made by molding the entire mask of a flexible optically transparent silicone or other suitable plastic which can maintain optical quality in the lens region and has the other features described above. The lens area of either embodiment may be coated with an abrasion resistant material such as urethane to prevent damage to the lens prior to and during use. In either construction, a microphone can also be incorporated into the mask to allow continued conversation between the crewmember and the electronic communication system in the aircraft.

Similarly, provisions can be made in the mask to accommodate headsets or earpieces for the crewmember, if required. From the above it will be seen that the invention provides an improved mask for use by aircraft flight crews during the event of a depressurization or smoke in the cockpit, and also improves the comfort level, visibility and storability of the mask, as well as offering high performance with regard to isolation of the wearer from the hostile environment. Other features and advantages of the present invention will become apparent from the following detailed description, taken in conjunction with the accompanying drawings, which illustrate, by way of example, the principles of the invention. BRIEF DESCRIPTION OF THE DRAWINGS FIG. 1 is a perspective view of the crew mask of the present invention, illustrating the general arrangement of the components. 2 is an illustration of the prior art mask and the associated stowage volume for such a mask. 3 is

perspective view of the mask of the present invention illustrating the stowage volume for the mask of the invention. 4 is a vertical view of the prior art masks and their relationship to the range of head sizes to be accommodated by the mask. 5 is a vertical view of the present invention mask illustrating the ability of the mask to accommodate to the appropriate range of head sizes. 6 is a side view of the mask of the present invention illustrating the sealing portions of the mask and their relationship to the lens in the face of the wearer. 7 is a vertical view of the mask illustrating the field of view of the eyes of the wearer and the accommodation of the field of view by the present invention and prior art lenses. 8 is a perspective view of a first embodiment of the inflatable mask harness. 9 is a rear perspective view of a second embodiment of the inflatable mask of the invention. 10 is a rear perspective view of a third embodiment of the inflatable harness of the present invention.

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