

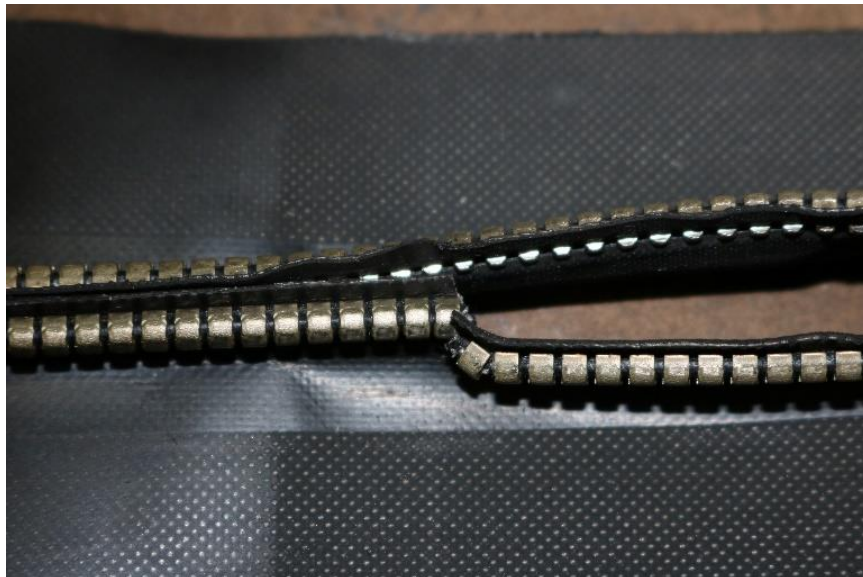


HOT-STOP® L Evo Fire Containment Bag Kits Airworthiness Inspections

AIRTIGHT ZIPPER CLOSURE



INSPECT ZIPPER CLOSURE FOR ANY DAMAGE TO TEETH OF ZIPPER. IF TEETH HAVE BEEN DAMAGED THE BAG WILL NOT CLOSE. *SEND BACK FOR REPAIRS



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VELCRO PULL TAB STRAP



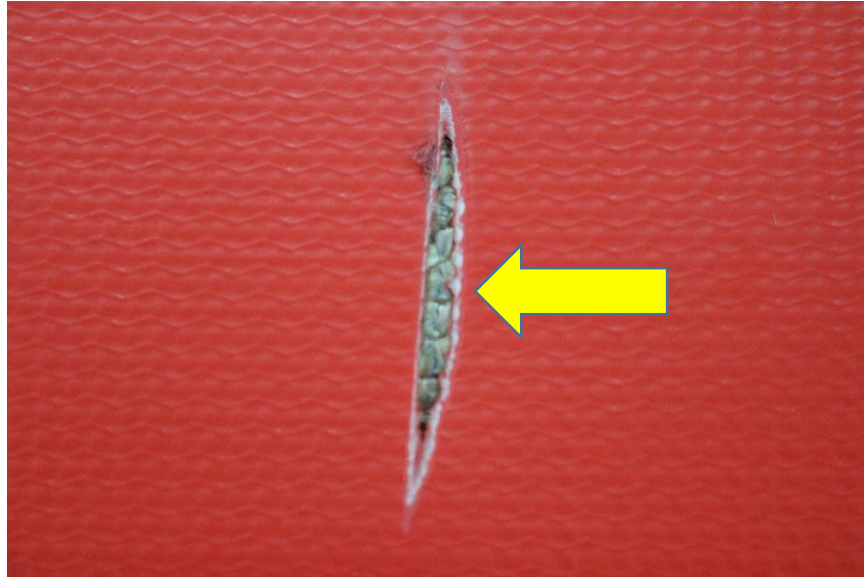
**PULL TAB STRAP INSTALLED
>CORRECT KIT<**



PULL TAB MISSING

>INCORRECT KIT CONFIGURATION TAKE KIT OUT OF SERVICE AND REPLACE PULL TAB STRAP<

DAMAGE TO EXTERIOR SHELL MATERIAL
INSPECT FOR ANY WEAR AREAS THAT HAVE PENETRATED THE RED OUTER COVER.



ABRASION THROUGH OUTER MATERIAL.
THIS KIT MUST BE TAKEN OUT OF SERVICE AND RETURNED FOR REPAIRS



CUT THROUGH THE OUTER MATERIAL
THIS KIT MUST BE TAKEN OUT OF SERVICE AND RETURNED FOR REPAIRS

ZIPPER STITCHING



AIRTIGHT ZIPPER STITCHING PULLED

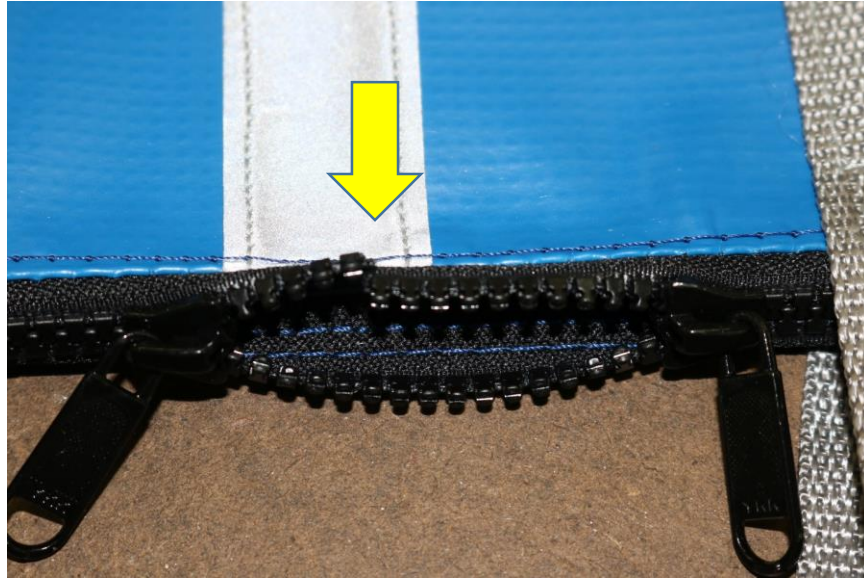
THIS KIT MUST BE TAKEN OUT OF SERVICE AND RETURNED FOR REPAIRS



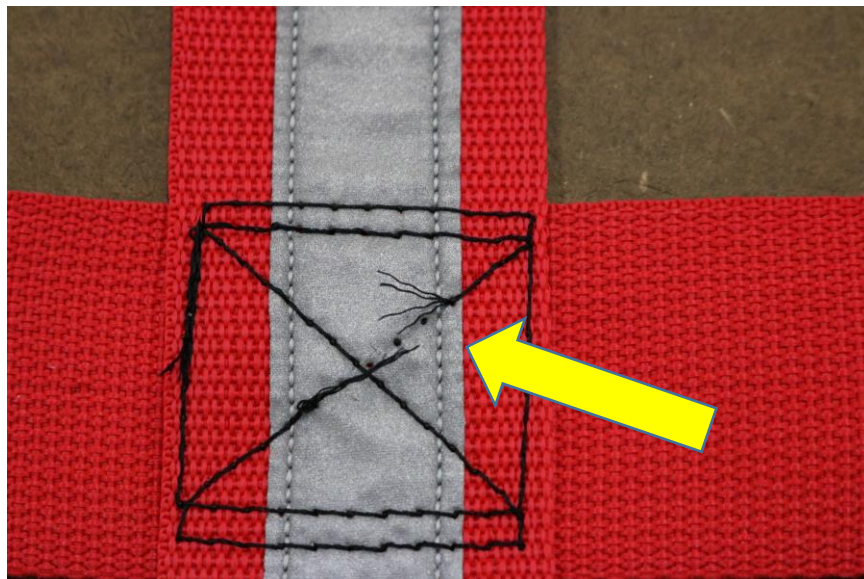
AIRTIGHT ZIPPER STITCHING PULLED

THIS KIT MUST BE TAKEN OUT OF SERVICE AND RETURNED FOR REPAIRS

STORAGE BAGS AND STRAP SLINGS



STORAGE BAG ZIPPER CHAIN DAMAGED
IF ZIPPER CHAIN IS DAMAGED THE BAG SHOULD BE REPLACED



STORAGE STRAP SLING STITCHING.
IF STITCHING IS PULLED THE STRAP SHOULD BE REPLACED

All damage shown in the photos was intentional to highlight what external damage would cause a HOT-STOP® L Fire Containment Kit to be taken out of service. Damage to HOT-STOP L Kits shell and zipper closure are repairable. Contact Baker Aviation for repair costs and lead-times. Any kit deployed for an incident that does not progress to a thermal runaway would not be cause for removing from service. If no battery explosions or fires occurred within the bag, simply follow the standard inspection protocols and otherwise return to service.

Any damage to the interior fireproofing liner is extremely unlikely but cuts or punctures to the interior would be cause to take the kit out of service and replace.



Exclusive HOT-STOP® 'L' Master Distributor

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BY

