

# MVC extrication *PathFinder*

INFORMATION CENTRE - FOR VEHICLE EXTRICATION RESCUE



tough tablet  
touch screen  
application



*for use  
at the roadside,  
exercise yard or workstation*

Brief description, platform and working outline of the '**MVC extrication *PathFinder***' –  
*The Unique toolkit for risk recognition, risk control measures and risk assessed  
operational options with critical risk information.*

# PathFinder

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## OVERVIEW

### Why do you need the PathFinder?

*So you have identified undeployed SRS systems in the crashed vehicle and you cannot disconnect the battery; your casualty needs to be extricated - what do you do ?*

**You can consult the 'PathFinder' – at the touch of a button you can -**

- \* Practical risk assessment and easily achievable solutions
- \* Instantly find appropriate risk control measures
- \* Identify further risks
- \* Access vital risk-assessed extrication options and solutions
- \* Be warned of risk critical conditions
- \* Multi task several extrication evolutions at once
- \* Use for training or operationally at the roadside
- \* Up-grades and instruction available

## About the MVA extrication *PathFinder*™

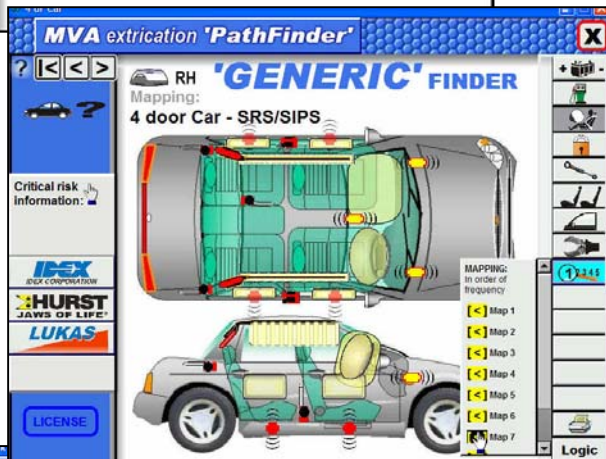


The electronic 'MVC extrication *PathFinder*' is built on an 800x600 PC platform suitable for touch screen application.

### Minimum system requirements:

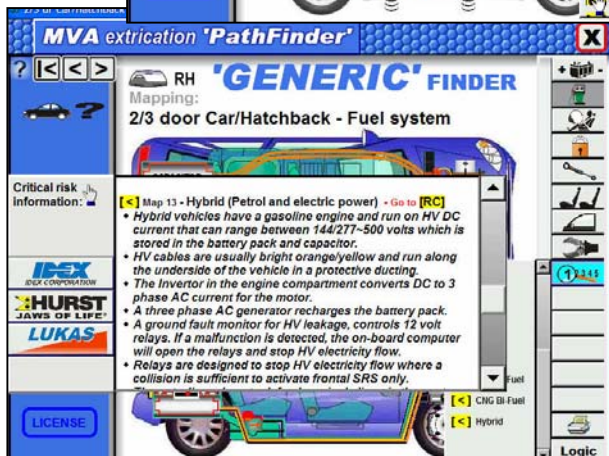
Pentium 3 PC or later, 256 MB ram, Windows 98, 2000, NT, XP or Vista.

The program caters for left or right hand drive vehicles and has 'Generic' mapping that supports all vehicle types. Generic information on safer extrication evolutions is provided which is suitable for every vehicle type.



The importance of the 'Generic' version must be stressed, as vehicles of the same model year may incorporate different components e.g. SRS systems may be supplied by different manufacturers or upgraded to multi-generator modules. Again customers' preferred options will always be an unknown quantity and cannot, by any stretch of the imagination, be part of any planned precognition.

This is the main reason why the 'Generic' version is so significant. Not only does it offer a fail-safe, it allows for the situation whereby it is impossible to identify the exact model type or year of vehicle manufacture.



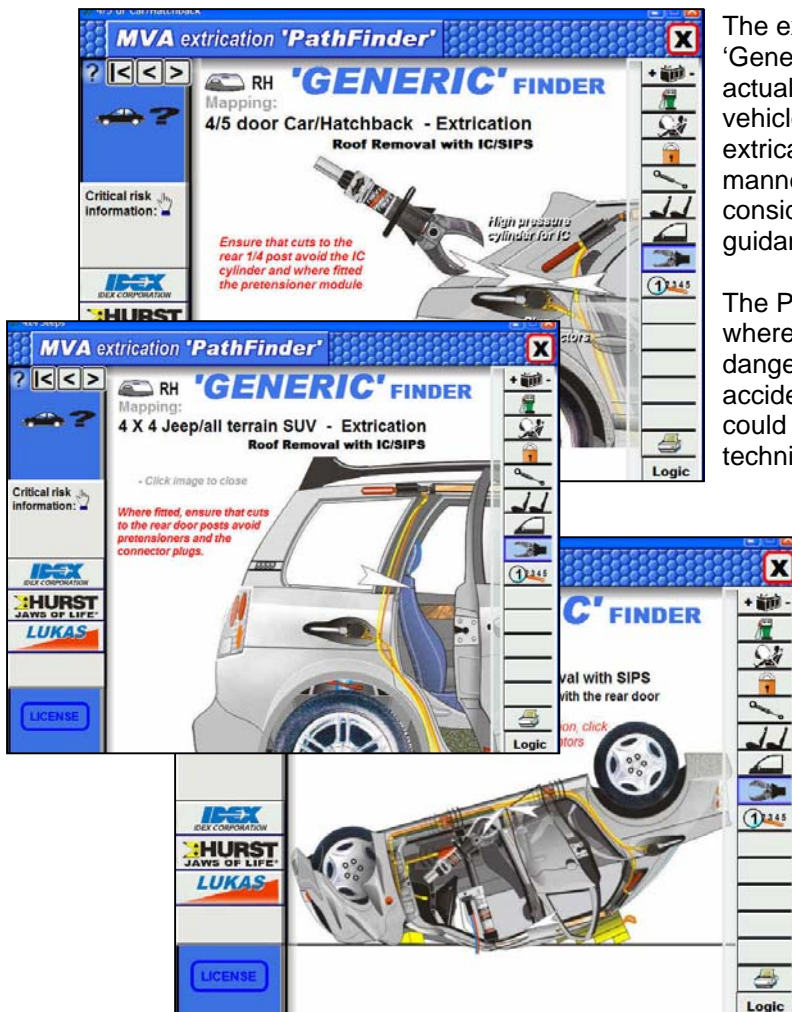
As it is not always possible to disconnect the battery, many extrications will have to be performed with live systems (i.e. under-rides, vehicle resting on its roof, battery located under trapped person etc).

Recognising the vehicle type, pinpointing battery location and other risks associated with the power supply, fuel and hybrid systems, even relevant information on gas struts, seat types etc., are all included within the program.

Instantly accessible within the PathFinder, extrication evolutions that have been analysed in terms of all relevant SRS/SIPS/ROPS installations, will allow risk to be controlled or minimised for safer application of the appropriate extrication strategy.

We have adopted the universal standard 'pry before you cut' approach - Strip the trim and inspect the installation slots to identify hazards before you cut, spread, crush or ram. It helps greatly if you know where to look and what to look for and given the critical risk information, risk control measures, electronic mapping and risk assessed extrication options, the rescue team will be in a much better and safer position to perform the appropriate rescue evolutions effectively and efficiently.

## About the MVA extrication *PathFinder*™



The extrication evolutions presented in the 'Generic' version are only relevant where danger actually exist. If, when you are risk accessing the vehicle, no hazards present themselves, extrications can be performed in the normal manner. However where risk is present, simply consider the options as outlined and follow the guidance in the 'Critical risk information' window.

The PathFinder only includes extrication strategy where vehicle technology is likely to present danger. Certain systems can be affected in the accident and left in an unstable state, which could be further compromised by the Rescue technician's action

Fully illustrated extrication evolutions and techniques include:-

### Upright vehicle

- Roof removal (SIPS)
- Door forcing (SIPS)
- Side removal (SIPS)
- Dash relocation (SRS/SIPS)
- Seatback removal (SIPS)
- Seat removal – Mech.... Pretensioner
- Side removal – Elect.... Pretensioner

### Vehicle on its side

- Roof fold down (SIPS)

### Vehicle on its roof

- Inverted side removal (SIPS)
- Inverted ramming and cutting (SIPS)

### For all types of vehicles –

4 and 2 door cars, hatchbacks and estates, coupe and sports, MPV's, SUV 4x4's and pick-ups/combi trucks

## Better Assessment and Safer Management of Extrication

### Risk Control Measures & Critical Risk Information:

Hazards and risks are identified and risk control solutions, that either eliminate or minimise the risks are comprehensively outlined and fully illustrated, and are immediately accessible at the touch of the screen or the click of the mouse.

As a risk assessment toolkit the PathFinder is unique in offering useful risk control measures and risk critical information when dealing with vehicle crashes and vehicle fires including advice on hybrid and fuel cell vehicles. The program links to an international 'sharing and collection, research and study site' where information is analysed, structured and expert opinion sought. The PathFinder is constantly audited and upgrades are provided as necessary.

If you would like further information without any obligation what-so-ever or you wish to make an inquiry, please feel free to contact one of our representatives or call or e-mail us direct.

