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TAERON

WHEEL NET SET

HELICOPTER EXTERNAL LOAD VEHICLE WHEEL NET SET

Product Manual Rev B

Set Configuration: 1 Set (2 Nets)

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TAERON SYSTEMS INC.

6001 Grant McConachie Way

Richmond, BC V7B 1K3, Canada

T: +1 778 802 9944 | E: info@taeron.ca | www.taeron.ca

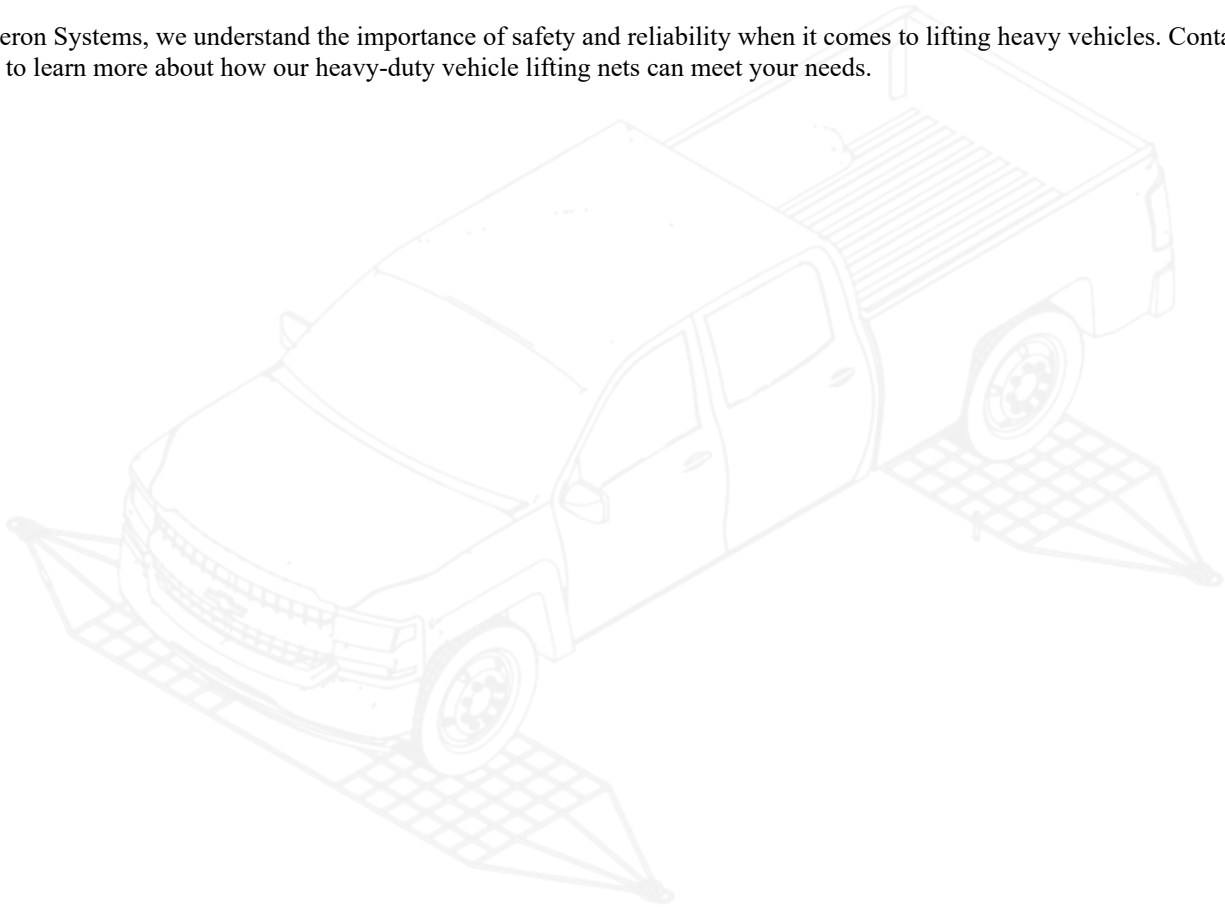
ABOUT TAERON SYSTEMS

At Taeron Systems, we offer a range of heavy-duty vehicle lifting nets specifically designed for use with cranes or helicopters. Our nets are made with high-strength materials and feature heavy-duty hardware to ensure maximum safety and durability during the lifting process.

Our heavy-duty vehicle lifting nets are designed to lift vehicles by their wheels, providing a secure and stable lifting solution for a wide range of vehicles. They can be used for transportation, maintenance, and recovery operations, and are suitable for cars, trucks, and even heavy equipment.

We also provide a full service and support including inspections, load testing and custom solutions to ensure that our customers' needs are met. Our team of experts is available to assist with rigging and training, and to ensure that the equipment is operated safely and correctly.

At Taeron Systems, we understand the importance of safety and reliability when it comes to lifting heavy vehicles. Contact us today to learn more about how our heavy-duty vehicle lifting nets can meet your needs.



LOG OF REVISIONS

REV #	REVISION DATE	REASON FOR REVISION	AFFECTED PAGES	APPROVED BY
A	2024-04-09	Original Issue	All	PA
B	2026-07-09	General update	All	PA

WARNINGS, CAUTIONS, & NOTES

The information in this manual is critical to the safe use, maintenance, and care of this equipment. Particular attention must be paid to Warnings, Cautions, and Notes presented as follows:

WARNING

AN OPERATIONAL PROCEDURE, INSTRUCTION, PRACTICE, ETC., WHICH, IF NOT CORRECTLY OBSERVED, COULD RESULT IN PERSONAL INJURY OR LOSS OF LIFE.

CAUTION

AN OPERATIONAL PROCEDURE, INSTRUCTION, PRACTICE, INFORMATION, ETC., WHICH IF NOT OBSERVED, COULD RESULT IN INJURY, DAMAGE TO OR DESTRUCTION OF EQUIPMENT, OR ENVIRONMENTAL DAMAGE.



Note: An operational procedure, instruction, practice, information, etc., which is important to emphasize or highlight.

DISCLAIMER

Helicopter lifting operations, and vehicle lifting operations in particular, inherently carry elevated risk of equipment damage, personal injury, or loss of life. It is the USER'S responsibility to ensure that the equipment used is appropriate for the operation, aircraft, vehicle, and load being carried.

All personnel involved in helicopter lifting operations should be trained in helicopter operations and general rigging procedures, and must be familiar with the information in this manual.

This manual has been provided as a manufacturer's guidance for selection, rigging, use, inspection, and maintenance of the Taeron Wheel Net Set. It is not intended to be used as guidance for wheel nets or vehicle lifting equipment from other manufacturers. Any operational comments are specific to Taeron equipment and do not supersede any procedure, recommendation, or information in an approved Rotorcraft Flight Manual or Rotorcraft Flight Manual Supplement, regulation, or company operating procedure.

WARNING

VEHICLE LIFTING IS A SPECIALIZED OPERATION. IT IS THE RESPONSIBILITY OF THE OPERATOR TO DEVELOP AND HAVE APPROVED A STANDARD OPERATING PROCEDURE (SOP) SPECIFIC TO VEHICULAR LIFTING, ACCEPTED BY THE APPLICABLE LOCAL REGULATORY AUTHORITY, PRIOR TO CONDUCTING THESE OPERATIONS.

REFERENCES

The following references are provided for informational purposes. Taeron Systems assumes no liability for omissions or incorrect information in this section.

Regulatory References - Canada:

- Canada Occupational Health and Safety Regulations (SOR/86-304) - Part XIV – 14.42, 14.43
- Chapter 10 - Accident Prevention Manual for Business and Industry, 10th edition, published by the National Safety Council of the United States (1992)

Regulatory References - USA:

- OSHA Part No. 1910 “Occupational Safety and Health Standards”
- OSHA Standard No. 1910.183 “Helicopters”
- OSHA Part No: 1926 “Safety and Health Regulations for Construction”
- OSHA Standard No. 1926.251 “Rigging equipment for material handling”
- OSHA Standard No. 1926.551 “Helicopters”

Regulatory References - Europe:

- EC Directive 2006/42/EC, Annex I, Part 6 (Machinery Directive)

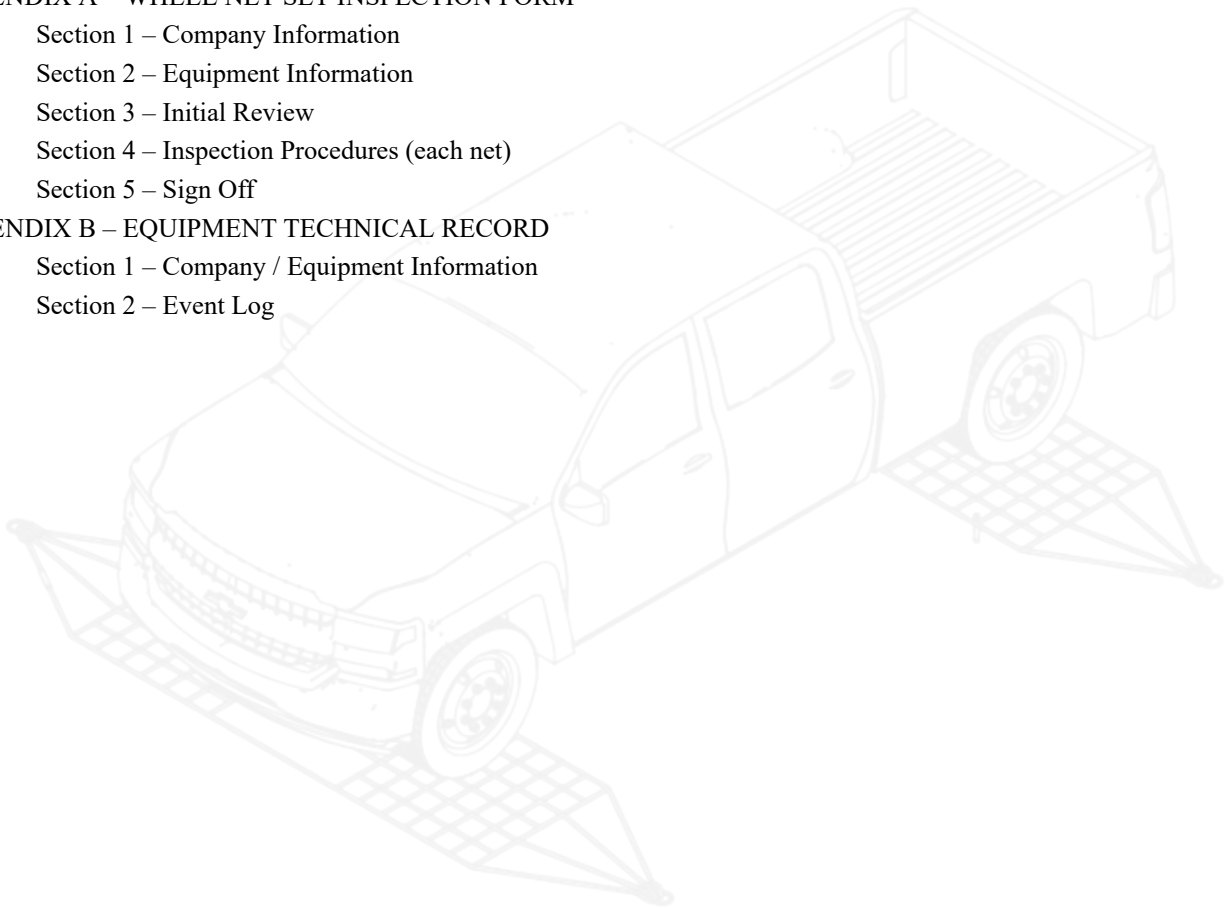
3rd Party References & Specifications:

- ASME B30.12 – 2011 - Handling Loads Suspended from Rotorcraft

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SECTION 1 - GENERAL INFORMATION

1.1 - Overview

Thank you for purchasing your Taron Systems Wheel Net Set. The Wheel Net Set was developed with the following goals:

1. DURABILITY
2. PROVEN - Simple and common design familiar to operators and crews
3. REPAIRABLE - Can be repaired by splicing
4. FULL TRACEABILITY - Built with full traceability on all components
5. DOCUMENTATION - Full product documentation (COC, inspection guidance, etc.)

The Taron Wheel Net Set is constructed of hand-meshed poly/poly rope netting and 12-strand polyester lifting lanyards, purpose-built for lifting wheeled vehicles by suspending each axle/wheel pair in a dedicated net. Two nets are supplied per set, rigged together to a single lifting point using a four-point lanyard bridle (see Section 3.3).

1.2 - Key Figures

Figure	Description
10,000 lb (4,536 kg)	Set Working Load Limit (WLL) – both nets combined
5,000 lb (2,268 kg)	Working Load Limit (WLL) per individual net
6 in (152 mm)	Nominal mesh opening size
10 ft (120 in / 3.0 m)	Nominal lanyard/net overall length
7:1	Minimum Safety Ratio (load bearing textiles)
4:1	Minimum Safety Ratio (hardware)
8 Years	Maximum Service Life

1.3 - Types of Operations

The Taron Wheel Net Set is intended for use as a helicopter lifting net set during Class B external load operations only, specifically for the transport of wheeled vehicles by suspending the vehicle in two wheel nets rigged to a common lifting point below an approved helicopter cargo hook.

The Wheel Net Set must be attached to a longline of suitable length to ensure clearance from the helicopter and adequate visibility/control of the suspended vehicle. Due to the risk of tail rotor entanglement and load instability, this equipment is not to be flown directly on the helicopter belly hook.

WARNING

TAERON WHEEL NET SETS ARE NOT AUTHORIZED FOR USE FOR HELICOPTER HUMAN EXTERNAL CARGO (HEC CLASS D OR CLASS B) OPERATIONS, AND ARE NOT TO BE USED TO CARRY PERSONNEL UNDER ANY CIRCUMSTANCES. USE IN THIS TYPE OF OPERATION COULD RESULT IN SERIOUS INJURY OR DEATH.

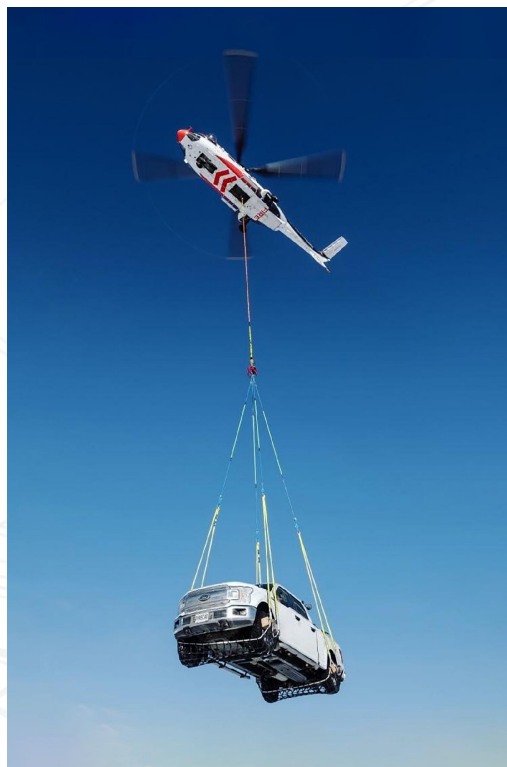
WARNING

NEVER FLY AN UNWEIGHTED NET SET. FLYING AN EMPTY OR PARTIALLY LOADED NET SET MAY CAUSE ELEVATED RISK OF INSTABILITY OR TAIL ROTOR ENTANGLEMENT. IT IS THE PILOT'S RESPONSIBILITY TO ENSURE LOADS FLOWN DO NOT PRESENT A HAZARD TO THE AIRCRAFT OR PERSONNEL.

1.4 - Set Composition

The Taeron Wheel Net Set is supplied as one (1) set consisting of two (2) individually WLL-rated wheel nets. In typical use, one net is positioned under the front wheel pair and the second net under the rear wheel pair of the vehicle (or as otherwise required by vehicle geometry and centre of gravity).

Fig. 1-1 – Representative Wheel Net Set Lift



Representative image – vehicle rigged in a Taeron-style wheel net configuration below a helicopter longline.

1.5 - Wheel Net Features & Components

1.5.1 - Features

- Heavy duty polyester composite 3-strand mesh rope construction
- 3-strand poly rim rope integrally woven into the netting
- 12-strand solution-dyed polyester lifting lanyards for maximum abrasion resistance and high visibility
- Forged alloy steel end rings (2 per net / 4 per set) for connection to the four-point lifting bridle
- Minimum 7:1 safety ratio on all load-bearing textile components; minimum 4:1 on hardware
- Covered by Taeron Systems' product liability insurance for aviation operations
- RFID-compatible ID label on each net for traceability

1.5.2 - Net Detail & Dimensions

Each net is constructed as an elongated rectangular mesh panel with lifting lanyards tapering out from each corner of the panel to a forged ring at each end of the net. This shape allows the mesh panel to cradle the tire/wheel while the tapered lanyards route the load up and outward to the two end connection rings, clear of the wheel and suspension components.

Feature	Nominal Dimension
Overall net length (ring to ring)	120 in (10 ft)
Mesh panel length	wheel axle width plus 2 ft
Mesh panel width	36 in
Mesh opening (typ.)	6 in
End rings per net	2 (4 per set)
Net designed for vehicle width (per net track)	Up to 65 in, nominal

1.6 - Documentation & Tracking

Each Taeron Wheel Net includes an RFID-compatible ID label attached to a lanyard under a protective heat shrink cover, showing key equipment information for quick reference and traceability. As the set consists of two individually serialized nets, both ID numbers should be recorded together as a matched set in the Equipment Technical Record (Appendix B).

At minimum, the following should be recorded as part of the technical record for each net:

- Manufacture Date
- Date Put Into Service
- Serial Number (both nets of the set)
- Date of Inspection
- Inspection Remarks/Problems
- Inspector Signature/Initial
- Replacement of Components
- Manufacturer's Servicing

 *Note: Please check the ID Label on each net prior to first use. If the information on the ID Label does not match what is expected/observed, remove the item from service and contact Taeron Systems.*

1.7 - Configurations

The Taeron Wheel Net Set is built to order for a specified vehicle wheel/track width and gross vehicle weight, and is supplied as a matched pair (1 set = 2 nets) with common WLL rating. This manual is applicable to the 10,000 lb WLL set (5,000 lb WLL per net) configuration described herein. Taeron does not provide any warranty or representation as to the suitability of a wheel net set for lifting any particular vehicle; use of wheel nets for vehicle lifting is entirely at the operator's discretion and responsibility, subject to Section 3.9 (SOP requirement).

SECTION 2 - LIMITATIONS

2.1 - Working Load Limit

The Working Load Limit (WLL) is the rated load for the Wheel Net Set and allows adequate safety margin to account for in-flight stresses, material degradation, or unknown damage.

The set WLL of 10,000 lb assumes both nets are used together, each loaded to no more than its individual 5,000 lb net WLL, with the vehicle weight reasonably distributed between the front and rear (or left/right) net positions. The WLL of each individual net can be found on that net's ID Label and on the manufacturer's Certificate of Conformance.

CAUTION

NEVER LIFT MORE THAN THE WORKING LOAD LIMIT. THE COMBINED SET WLL OF 10,000 LB MUST NOT BE EXCEEDED, AND NO SINGLE NET MAY BE LOADED BEYOND ITS INDIVIDUAL 5,000 LB WLL, REGARDLESS OF TOTAL VEHICLE WEIGHT.

Vehicle weight distribution is rarely 50/50 between axles. The operator must determine actual per-axle/per-net loading (e.g., from vehicle weight and balance data, or a certified scale) prior to lift, and must confirm neither net will be loaded beyond its individual WLL.

2.2 - Types of Operations

The Taeron Wheel Net Set is intended for use as a helicopter lifting net set during helicopter Class B external load operations only, specifically for wheeled vehicle transport.

The set is NOT approved for HEC operations, is NOT approved for carrying personnel, and is not designed for any other type of ground or marine lifting.

2.3 - Jettisonable Load / Cargo Hook Installation

The Wheel Net Set, when rigged as described in Section 3, constitutes a jettisonable external load and is intended to be installed below an approved helicopter cargo hook capable of in-flight (emergency) release, in accordance with the aircraft's approved Rotorcraft Flight Manual (RFM) or RFM Supplement for external load / cargo hook operations.

WARNING

THIS EQUIPMENT IS DESIGNED TO BE FLOWN BELOW AN APPROVED, JETTISON-CAPABLE HELICOPTER CARGO HOOK ONLY. THE PILOT-IN-COMMAND MUST CONFIRM THE CARGO HOOK'S ELECTRICAL AND MECHANICAL (BACKUP) RELEASE SYSTEMS ARE FUNCTIONAL PRIOR TO FLIGHT, AND THAT THE HOOK'S RATED CAPACITY IS NOT EXCEEDED BY THE COMBINED WEIGHT OF THE VEHICLE, RIGGING, AND NET SET.

2.4 - Operating Temperature

Synthetic fibre experiences some degradation of breaking strength at higher temperatures. It is critical that users are aware of this characteristic and do not exceed the fibre's critical temperature.

The Wheel Net Set may be continuously operated in temperatures between -40°C and +65°C. If the equipment is being operated in proximity to heat or flame, do not allow the nets to be exposed to prolonged high temperature.

2.5 - Airspeed

The Wheel Net Set, rigging, and suspended vehicle present a large surface area and can be subject to aerodynamic instability if flown too fast. Never fly an unweighted or partially rigged net set, and always fly at a speed appropriate to the load configuration.

WARNING

IT IS THE PILOT'S RESPONSIBILITY TO ENSURE THE HELICOPTER IS FLOWN AT A SPEED APPROPRIATE FOR THE EQUIPMENT, VEHICLE, AND OTHER VARIABLES. EXTREME CAUTION IS RECOMMENDED WHEN FLYING A NEW VEHICLE/RIGGING CONFIGURATION FOR THE FIRST TIME, INCLUDING A LOW-LEVEL, LOW-SPEED HOVER CHECK PRIOR TO TRANSIT.

SECTION 3 - NORMAL PROCEDURES

3.1 - Setup

Prior to loading, lay out both nets for ease of pre-flight inspection and vehicle positioning. The area should be free of snags, sharp objects, or obstacles, and large enough to accommodate the vehicle and rigging with room for ground crew to work safely around the load.

CAUTION

IF HELICOPTERS WILL BE TAKING OFF OR LANDING IN THE VICINITY OF THE LOADING/UNLOADING AREA, ENSURE THE NETS AND BRIDLE ARE WEIGHTED OR SECURED SO ROTORWASH DOES NOT BLOW LOOSE EQUIPMENT INTO ROTORS/PERSONNEL.

3.2 - Pre-flight Inspection

Perform a visual and tactile inspection of both nets, the four-point lanyard bridle, and all connecting hardware before each flight to ensure the equipment is fit for service. See Section 5 for inspection criteria.

3.3 - Rigging – Four-Point Lanyard Bridle

The Wheel Net Set is designed to be rigged using a four-point (4-leg) lanyard bridle that connects the four net end rings (two rings per net, from each of the two nets in the set) to a single common lifting point above. This bridle gathers the load from both nets into one connection suitable for attachment to the helicopter longline or remote hook.

1. Position the two wheel nets under the vehicle, one at the front wheel pair and one at the rear wheel pair (or per the vehicle-specific rigging plan established in the operator's SOP), with the mesh panel of each net centered under the tires.
2. Bring the four end rings (two from the front net, two from the rear net) together and connect each to a leg of the four-point lifting bridle, using hooks or shackles compatible with the ring size to prevent “roll-out” or inadvertent disengagement.
3. Confirm all four bridle legs are of appropriate and, where required, matched length so that load is shared appropriately between the front and rear nets per the vehicle's weight distribution; consult the vehicle-specific rigging plan in the operator's SOP.
4. Gather the four bridle legs to the bridle's common master link/ring and confirm the master link/ring is rated for the full 10,000 lb set WLL with adequate safety factor.
5. Connect the bridle master link/ring to the helicopter longline, remote hook, or directly to the cargo hook per Section 2.3 and the operator's approved SOP.

CAUTION

ENSURE ALL BRIDLE HOOKS AND CONNECTORS ARE COMPATIBLE WITH THE NET END RINGS TO PREVENT “ROLL-OUT” OR INADVERTENT RELEASE. IN SOME CASES A LANYARD OR HARDWARE EXTENSION MAY BE REQUIRED TO ACHIEVE PROPER GEOMETRY BETWEEN THE FOUR RINGS AND THE BRIDLE.

 *Note: The four-point lanyard bridle leg length, rated capacity, and hardware compatibility must be confirmed by the operator/rigger for the specific vehicle and net spacing being used.*

3.4 - Longline Selection

The Wheel Net Set must be flown on a longline of suitable length, selected by the operator, to provide adequate clearance between the suspended vehicle/rigging and the helicopter's tail rotor, and to give the pilot sufficient visibility and control margin for a load of this size and profile. Longline length selection must account for the height of the rigged vehicle, bridle geometry, site obstacles, and the specific aircraft's external load limitations.

WARNING

LOGLINE LENGTH SELECTION IS THE RESPONSIBILITY OF THE OPERATOR AND PILOT-IN-COMMAND. INSUFFICIENT LOGLINE LENGTH MAY RESULT IN LOSS OF CONTROL OR LOSS OF LIFE

3.5 - Vehicle Loading Procedure

Following this loading procedure will help ensure that:

- The load is evenly and appropriately distributed between the two nets
- Damage to the nets from sharp objects or vehicle components is avoided
- Loose/unsecured objects on or in the vehicle are not a hazard to personnel or the aircraft

WARNING

LOADING THE WHEEL NET SET IMPROPERLY MAY CAUSE NET OR RIGGING FAILURE AND DAMAGE TO PROPERTY, INJURY, OR DEATH. IT IS THE OPERATOR'S RESPONSIBILITY TO ENSURE THE NET SET IS LOADED AND RIGGED IN ACCORDANCE WITH THIS MANUAL, THE OPERATOR'S APPROVED SOP, AND/OR BEST PRACTICES.

1. Lay both nets out in an open area free of snags, sharp objects, or other obstacles, positioned to align with the vehicle's front and rear wheel pairs.
2. Drive or winch the vehicle into position over the nets, or position the nets under the vehicle's wheels, per the operator's SOP. Confirm each net is centered under its respective wheel pair.
3. Ensure the vehicle is secured against rolling (parking brake set, wheels chocked/secured as required) and that all doors, tailgate, and loose items are secured or removed.
4. Bring up the mesh panel of each net around the tires and gather the end rings as described in Section 3.3.
5. Connect the four-point lanyard bridle to all four end rings, and connect the bridle's master link/ring to the longline/remote hook.
6. Instruct the pilot to gently lift on the load to remove slack from the nets and bridle legs. Pause the lift at this point.
7. Walk around the load looking for any snags, uneven net loading, or loose items on the vehicle. If a net is snagged on the vehicle or exhibits signs of localized stress, pull outward on the mesh to attempt to clear the snag and distribute the load. If this is not successful, halt the lifting operation to remove the snag or re-rig the load.
8. Confirm the vehicle hangs in a stable, level attitude with both nets sharing load appropriately before continuing the lift.

3.6 - Cleaning

Wheel Nets should be kept free of grease, and other contaminants. If a net has been used in extremely dusty conditions or has become saturated with contaminants (e.g., road grime, fuel, or hydraulic fluid), cleaning is recommended.

Clean by placing the net in an appropriately sized container with lukewarm water and a mild detergent (e.g., dish soap) and soak. Do not use cleaners containing d'Limonene (found in citrus-based cleaners).

After a period of soaking, gently agitate the net to loosen dirt from the fibre. Remove the net, discard the water, and replace with clean water without detergent for rinsing. Rinse to ensure fibre is completely flushed; multiple rinses may be necessary for very contaminated netting. Hang or spread out to dry, ensuring that new contaminants are not introduced through contact with floors/ground/etc.

3.7 - Storage

Store the Wheel Net Set away from direct heating, chemicals, and batteries. Avoid storing in areas where the nets may be subject to physical damage. Do not store in a location exposed to UV radiation. It is recommended that the nets be laid out to dry and then immediately stored out of sunlight, ideally with both nets of the set stored together.

3.8 - Safety

Personnel should always use appropriate PPE when performing helicopter external load operations using Taeron Systems external load equipment. Please refer to company safety manuals and/or jurisdictional occupational health and safety guidelines for minimum PPE requirements.

Taeron Systems recommends hearing protection, safety glasses, gloves, and steel-toed boots when performing external load operations.

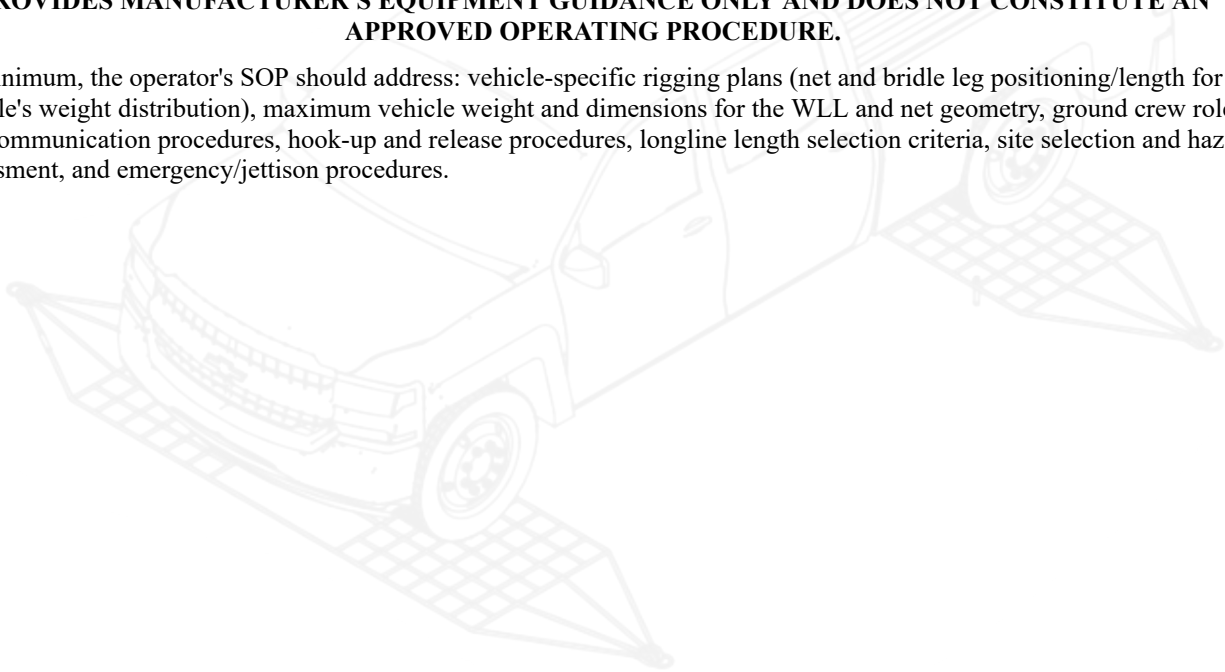
All personnel using helicopter external load equipment shall be properly trained in helicopter operations, external load safety, rigging techniques, and equipment-specific requirements contained in this manual.

3.9 - Operator SOP

WARNING

VEHICULAR LIFTING BY HELICOPTER IS A NON-STANDARD, HIGH-RISK EXTERNAL LOAD OPERATION. IT IS THE RESPONSIBILITY OF THE OPERATOR TO DEVELOP A STANDARD OPERATING PROCEDURE (SOP) SPECIFIC TO VEHICULAR LIFTING WITH THIS EQUIPMENT, AND TO OBTAIN APPROVAL OF THAT SOP FROM THE APPLICABLE LOCAL REGULATORY AUTHORITY, PRIOR TO CONDUCTING VEHICLE LIFTING OPERATIONS. THIS MANUAL PROVIDES MANUFACTURER'S EQUIPMENT GUIDANCE ONLY AND DOES NOT CONSTITUTE AN APPROVED OPERATING PROCEDURE.

At minimum, the operator's SOP should address: vehicle-specific rigging plans (net and bridle leg positioning/length for the vehicle's weight distribution), maximum vehicle weight and dimensions for the WLL and net geometry, ground crew roles and communication procedures, hook-up and release procedures, longline length selection criteria, site selection and hazard assessment, and emergency/jettison procedures.



SECTION 4 - ANOMALIES & ABNORMAL OCCURRENCES

The following are examples of anomalies and abnormal occurrences that could damage the Wheel Net Set. If any of the following occur, perform a detailed inspection as per inspection criteria in Section 5.

4.1 - Mechanical Damage

- Helicopter landing on equipment
- Vehicle driving over hardware, or net contact with vehicle suspension/brake/exhaust components
- Netting snagging on the vehicle or an obstacle during lift
- Sharp objects (e.g., vehicle undercarriage edges, tow hooks)
- Improper use

If any of the above occur, note the occurrence in the Equipment Technical Record, remove the affected net(s) from service, and perform an Anomaly Inspection as per Section 5.4.

4.2 - High Temperature

High temperature environments (e.g., proximity to hot exhaust, brakes, or engine components) can expose the equipment to temperatures that may exceed the critical temperature of the rope/netting fibre. Avoid exposing the net to high temperatures. If it is suspected that a net has been exposed to high temperatures, remove it from service and perform an inspection. Enter the occurrence in the Technical Record.

4.3 - Shock Loading

Shock loading occurs when the load on the equipment suddenly changes from no load or low load to high load, for example if a net or bridle leg is not properly tensioned before lift-off. Shock loading may permanently damage rope fibre and, in severe cases, may cause failure at a later date while working within the WLL. Shock loading noticed by the pilot or crew should be recorded in the equipment technical record, and in severe cases the equipment should be removed from service.

4.4 - Torque Buildup

A spinning load may cause torque buildup and premature failure of a longline. This type of damage is difficult to detect during inspections and can cause premature failure of the line at low loads. One way to avoid torque buildup is to use a working swivel.

4.5 - High Voltage Environment

CAUTION

ALWAYS USE EXTREME CAUTION WHEN USING THE EQUIPMENT NEAR HIGH-VOLTAGE ELECTRICAL LINES AS ARCING OR DISCHARGE MAY OCCUR. CONSULT WITH PERSONNEL TRAINED IN HIGH-VOLTAGE WORK PROCEDURES PRIOR TO OPERATING IN A HIGH-VOLTAGE ENVIRONMENT TO ENSURE WORK PROCEDURES WILL BE SAFE.

SECTION 5 - INSPECTIONS, LIFE LIMITS & RECERTIFICATION

5.1 - Personnel Qualifications

All personnel tasked to perform inspections on external load equipment should be:

- Trained in Helicopter External Load operations
- Trained in rigging techniques
- Familiar with the applicable references provided at the front of this manual
- Familiar with the information in this manual

5.2 - Inspection Forms

An inspection form is provided in Appendix A, covering both nets of the set. This form should be used to document, at minimum, all Type II inspections (see Types of Inspections below). All inspections should be noted in the Equipment Technical Record or equivalent.

5.3 - Types of Inspections

Inspection Type	Minimum Frequency	Performed
Type I	As required	Acceptance / Preflight / Postflight
Type II	12 Months	Annually / Abnormal Occurrence

5.4 - Inspection & Retirement Criteria

No visual inspection can accurately determine residual strength of synthetic materials. Taeron Wheel Nets are made from synthetic materials and are naturally subject to degradation by specific mechanisms. Environmental conditions, improper care, or operational occurrences can drastically reduce the residual strength of a net. Both nets of the set should be inspected together, and after each day of use.

Criteria	Signs	Pass/Fail Criteria
Abrasion	Frayed or broken strands in netting or rope	No more than 20% of original bulk abraded on ropes. On netting, no contiguous area larger than 12 in x 12 in with more than 20% original fibre abraded.
Cut Strands / Net Bars	Netting bars or strands of rim/lanyard ropes cut through	No more than 2 full cut strands in lanyard rope. No cuts of netting bars or fully cut netting rope strands.
Fraying	Cut/heat-fused ends of netting fraying	Any fraying must be stopped by heat fusing end.
Splice Slippage	Loose thimbles indicate slippage	<1 inch slippage allowable. Thimbles must remain snug and contained.
Inconsistent Diameter	Localized areas of reduced/increased diameter, flat spots	None allowed.
Heat Damage	Burning, melting, fused fibres, glassy texture	Remove from service if evidence of heat damage detected.
Chemical Damage	Discoloration, disintegration, petroleum/chemical smell	Remove from service if any rope or netting fibre shows chemical damage.
Knots	Knots in lifting lanyards	Remove from service if net has been loaded with knots in lifting lanyard.
Hardware Damage	Cracks, dents, corrosion on rings or thimbles	Any cracking, dents/corrosion pits deeper than 1/16 in (1.5 mm) or that impedes function.
Bridle/Rigging Hardware	Damage, deformation, or corrosion on 4-point bridle legs and connectors	Remove from service if damage impedes function or exceeds hardware manufacturer's criteria.

5.5 - Service Life Limit

Each Wheel Net is designed for a maximum service life of 8 years. Many factors can affect the net that may reduce its service life (damage, heat, chemical exposure, etc.) below the maximum service life. In all cases, regular inspections must be performed in accordance with the Inspection Form in Appendix A and passed to remain in service. A conservative approach to retirement is strongly recommended.

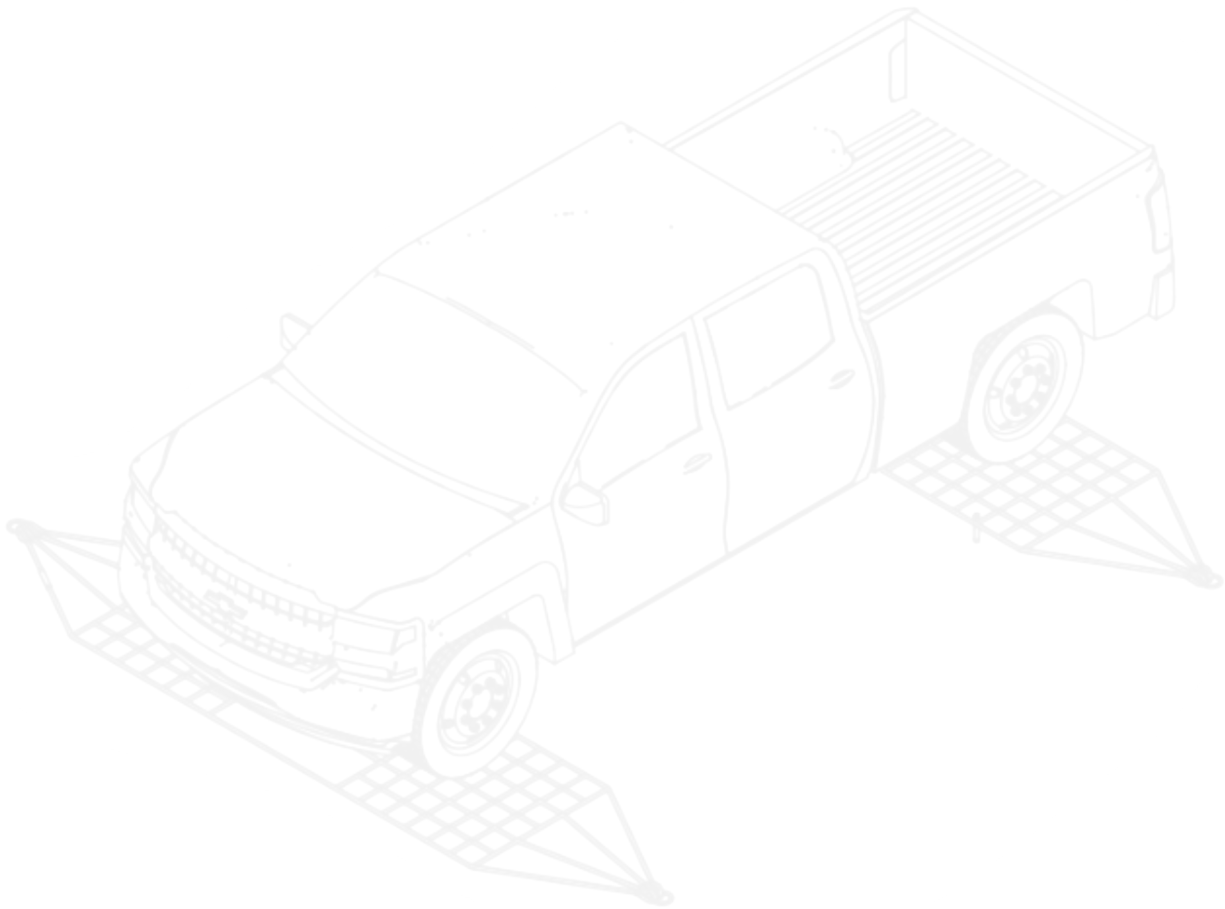
5.6 - Recertification

Due to the complex interaction of components and inability to destructively test components without destroying the assembly, Taeron does not offer recertification services for wheel nets.

5.7 - Repairs & Servicing

Wheel Nets may be repaired by splicing in new rope. This must be performed by Taeron Systems. Repair of damaged rim and lanyard ropes and replacement of hardware by Taeron Systems is possible; in certain cases it may not be economically viable to repair a net. To inquire about a repair, please contact Taeron Systems and provide the net serial number, date of manufacture, and pictures of the damaged area(s). Repairs must be performed by Taeron Systems or a third party authorized in writing; Taeron Systems does not assume responsibility for unauthorized repair.

 *Note: If only one net of a set is damaged beyond repair, contact Taeron Systems to discuss options for replacing the single net while maintaining a matched WLL pair.*



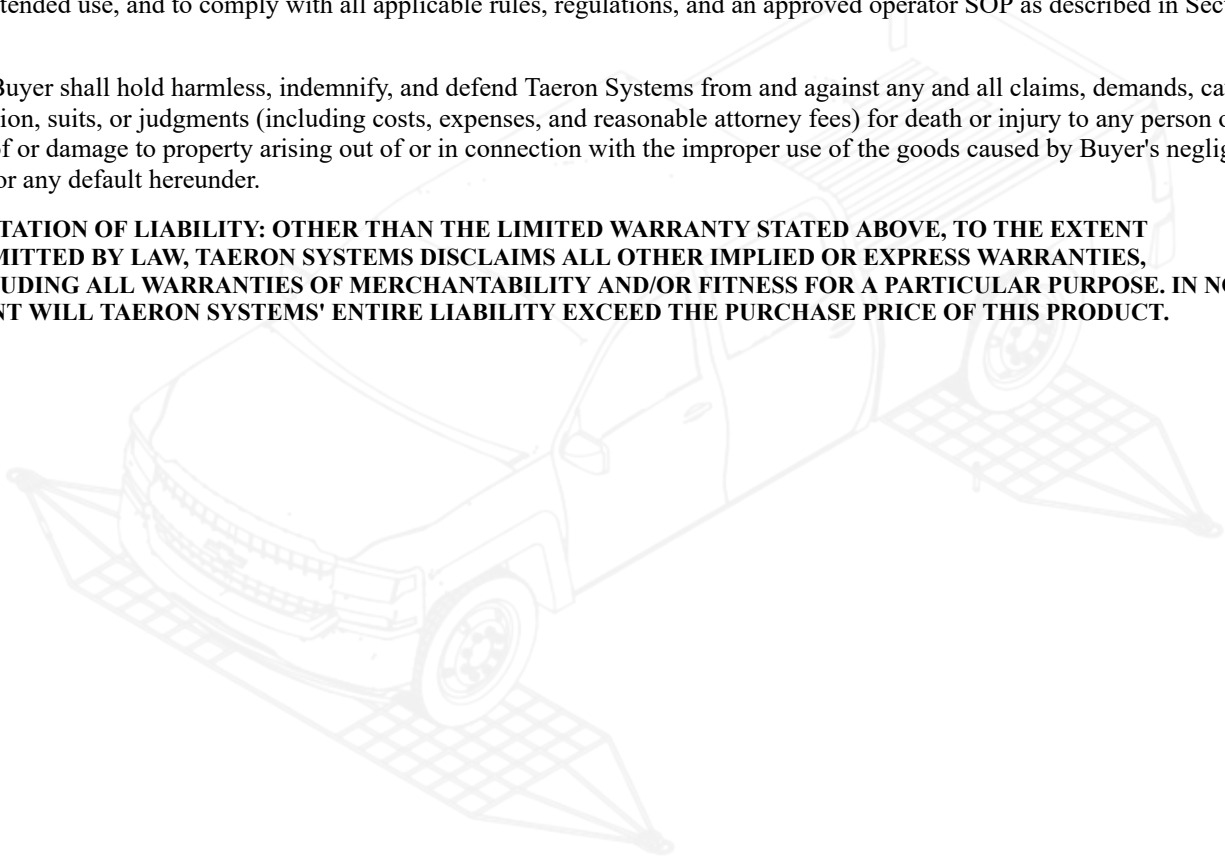
SECTION 6 - LIMITED EQUIPMENT WARRANTY

Taeron Systems Inc. ("Taeron Systems") warrants that all Taeron Systems' manufactured equipment will be free of any defect in materials or workmanship for a period of one (1) year from the date of shipment from a Taeron Systems facility. This warranty applies to all Taeron Systems manufactured equipment purchased, installed, and used for the purpose for which such equipment was originally designed. The above warranty covers only defects arising under normal use and does not include malfunctions or failures resulting from misuse, abuse, neglect, alteration, improper storage and/or care, usage not in accordance with product instructions, acts of nature, or improper installation or repairs made by anyone other than Taeron Systems or an authorized third-party service provider. This warranty does not cover parts and/or items that are subject to wear and tear in normal use. Taeron Systems reserves the right to substitute functionally equivalent new or serviceable used parts.

Buyer understands and acknowledges that the use of goods purchased from Taeron Systems may present a safety risk, result in injury or death, and/or present a risk of damage to property if used incorrectly – particularly in the case of vehicular external load lifting. It is the responsibility of the Buyer to ensure that all products purchased from Taeron Systems, and any combination thereof (including auxiliary rigging such as the four-point lanyard bridle), are suitable in condition and type for the intended use, and to comply with all applicable rules, regulations, and an approved operator SOP as described in Section 3.9.

The Buyer shall hold harmless, indemnify, and defend Taeron Systems from and against any and all claims, demands, causes of action, suits, or judgments (including costs, expenses, and reasonable attorney fees) for death or injury to any person or loss of or damage to property arising out of or in connection with the improper use of the goods caused by Buyer's negligence and for any default hereunder.

LIMITATION OF LIABILITY: OTHER THAN THE LIMITED WARRANTY STATED ABOVE, TO THE EXTENT PERMITTED BY LAW, TAERON SYSTEMS DISCLAIMS ALL OTHER IMPLIED OR EXPRESS WARRANTIES, INCLUDING ALL WARRANTIES OF MERCHANTABILITY AND/OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TAERON SYSTEMS' ENTIRE LIABILITY EXCEED THE PURCHASE PRICE OF THIS PRODUCT.



SECTION 7 - ANOMALY REPORTING & PRODUCT FEEDBACK

7.1 - Anomaly Reporting

If any Taeron Systems external load equipment is involved, or suspected to be involved, in any accident, incident, or near miss please contact Taeron Systems immediately at +1-778-802-9944 or info@taeron.ca.

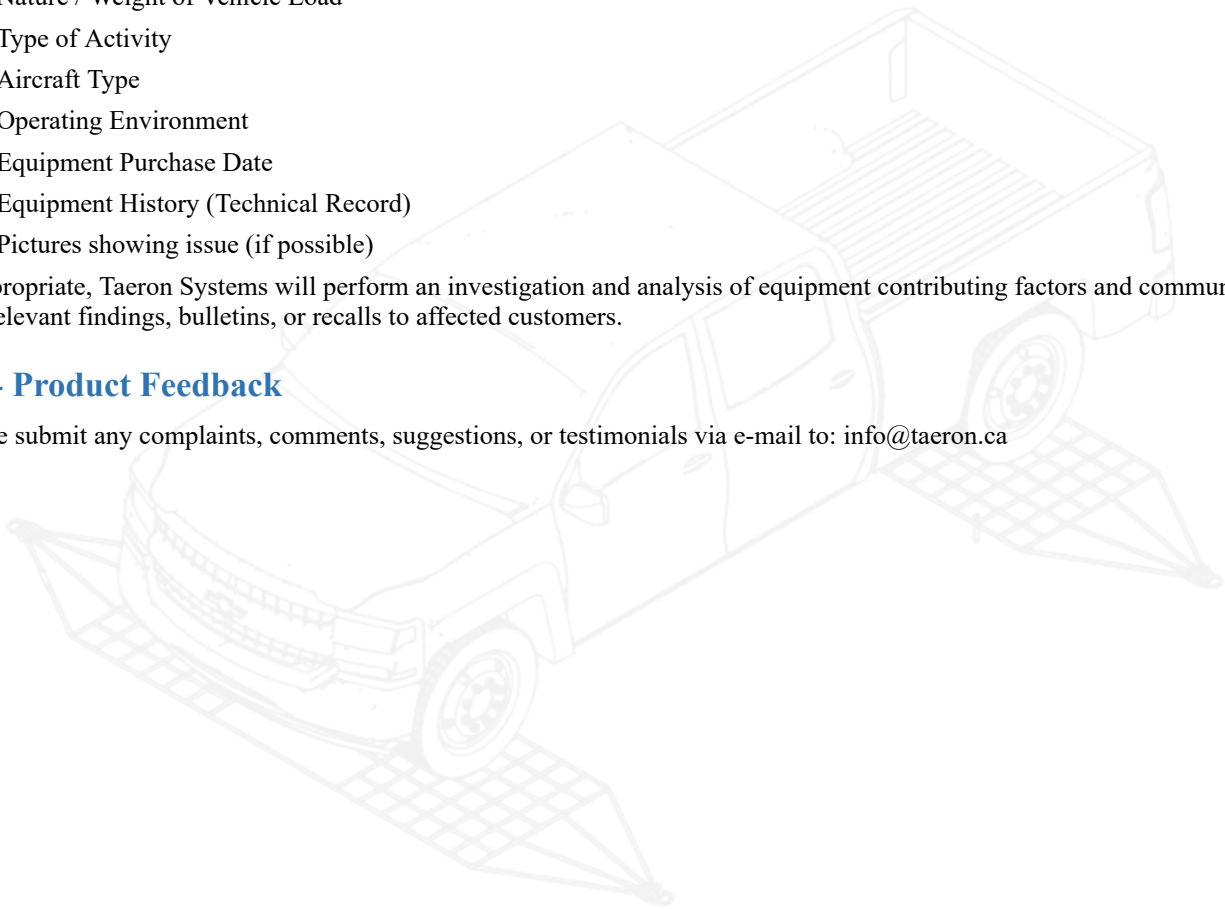
Please provide the following information when reporting an anomaly:

1. Occurrence Date
2. Equipment Type (Wheel Net Set)
3. Equipment Serial Number(s) – both nets
4. Nature / Weight of Vehicle Load
5. Type of Activity
6. Aircraft Type
7. Operating Environment
8. Equipment Purchase Date
9. Equipment History (Technical Record)
10. Pictures showing issue (if possible)

If appropriate, Taeron Systems will perform an investigation and analysis of equipment contributing factors and communicate any relevant findings, bulletins, or recalls to affected customers.

7.2 - Product Feedback

Please submit any complaints, comments, suggestions, or testimonials via e-mail to: info@taeron.ca



APPENDIX A – WHEEL NET SET INSPECTION FORM

Section 1 – Company Information

Company Name:	Inspection Location:

Section 2 – Equipment Information

	Net 1 (Front)	Net 2 (Rear)
Serial Number		
Date of Manufacture		
Net WLL	5,000 lb	5,000 lb
Set WLL	10,000 lb	

Section 3 – Initial Review

Item	Y	N	Remarks
Has the equipment exceeded its service life?			
Are up-to-date manufacturer's User Manuals/documentation available?			
Is a complete and up-to-date Equipment Technical Record available for both nets?			
Has either net been removed from service for any reason?			
Have there been any major repairs, modifications, or alterations by anyone other than the manufacturer?			
Is the four-point lanyard bridle and connecting hardware present, rated, and in serviceable condition?			

Section 4 – Inspection Procedures (each net)

Component	Procedure	Pass	Fail	Remarks
ID Label	Check ID label present, legible, information correct			
Netting	Visual/tactile inspection for broken strands, abrasion, chemical contamination, heat damage			
Rim & Lanyard Ropes	Check for excessive abrasion, cut strands, splice slippage, heat damage			
End Rings & Thimbles	General condition; no unacceptable cracks, dents, or corrosion; thimbles securely seated			
Bridle/Rigging Hardware	Inspect four-point bridle legs, hooks/shackles, and master link for damage or corrosion			
Overall Condition	Not more than 3% of overall net area repaired (by mesh count)			

Section 5 – Sign Off

Inspector Name:		Signature:	
Inspection Date:		Result:	☐ Returned to Service ☐ Removed from Service

APPENDIX B – EQUIPMENT TECHNICAL RECORD

Section 1 – Company / Equipment Information

Company Name:		Equipment Location:	
Net 1 S/N:		Net 2 S/N:	
Set WLL:	10,000 lb	Date Entered Service:	

Section 2 – Event Log

Date	Net SN(s)	Event Type	Event Notes	Entered By