

Innovation...



Genesis
Rescue Tools

First it was Boron Capability... Now they're giving us a new coupling. Genesis Rescue Systems introduced their new OSC® (One Step Coaxial) coupler this past summer. The development of the new coupler was started more than a year ago and is expected to be available early next year. The new OSC coupler allows rescue personnel to connect the rescue tool to the hydraulic hoses with a single connection. In addition, the coupler is designed to allow tools to be disconnected and reconnected without the need to divert the oil flow back at the pump making the tools "hot swappable". Older systems using the traditional twin line hoses can be easily retro fitted to the OSC coupler eliminating the need to purchase new rescue tools to receive this feature. Because the coupler is "coaxial" the hose is allowed to swivel taking out any kinks in the hose lines during operation. Other leading manufacturers of rescue tools recently announced they also will use this same coupling moving the industry closer to standardization of an

interchangeable coupling between different brands of rescue tools. While not the first manufacturer to give us a "hot swappable" coupling, Genesis is the first to give us one that can be retrofitted to old and new tools alike no matter what brand of rescue tool you are using. This means you no longer have to buy all new rescue tools to acquire this advantage, just new couplings which are significantly cheaper. "We wanted to avoid a proprietary design", said Rick Michalo

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reconnection of the rescue tools, Genesis is more excited about its *Boron Capable®* program. Unlike the coupler "here is a real problem facing rescue personnel right now", said Michalo. Auto makers like Volvo and Subaru are using HSLA, and Boron steel alloys in new car construction making it impossible to cut this material with older traditional hydraulic cutters. For years cutters were sold offering a maximum cutting force of 60,000 to 70,000 pounds of cutting force. Genesis currently has in its product line cutters ranging from 90,000 to



president of Genesis Rescue Tools. "Proprietary means you can only buy a product from one supplier, which is extremely inefficient from a cost and service point of view."

Although the OSC technology will provide some convenience during the disconnection and

231,000 pounds of cutting force to contend with this current trend in automobile construction. Boron treated steel is currently found in most new Volvo, Saab, BMW E60, Porsche Cayenne, VW Toureg models as well as many other cars. In general, it is used to provide extra strength in the

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ONE STEP COUPLER REVEALED BY GENESIS

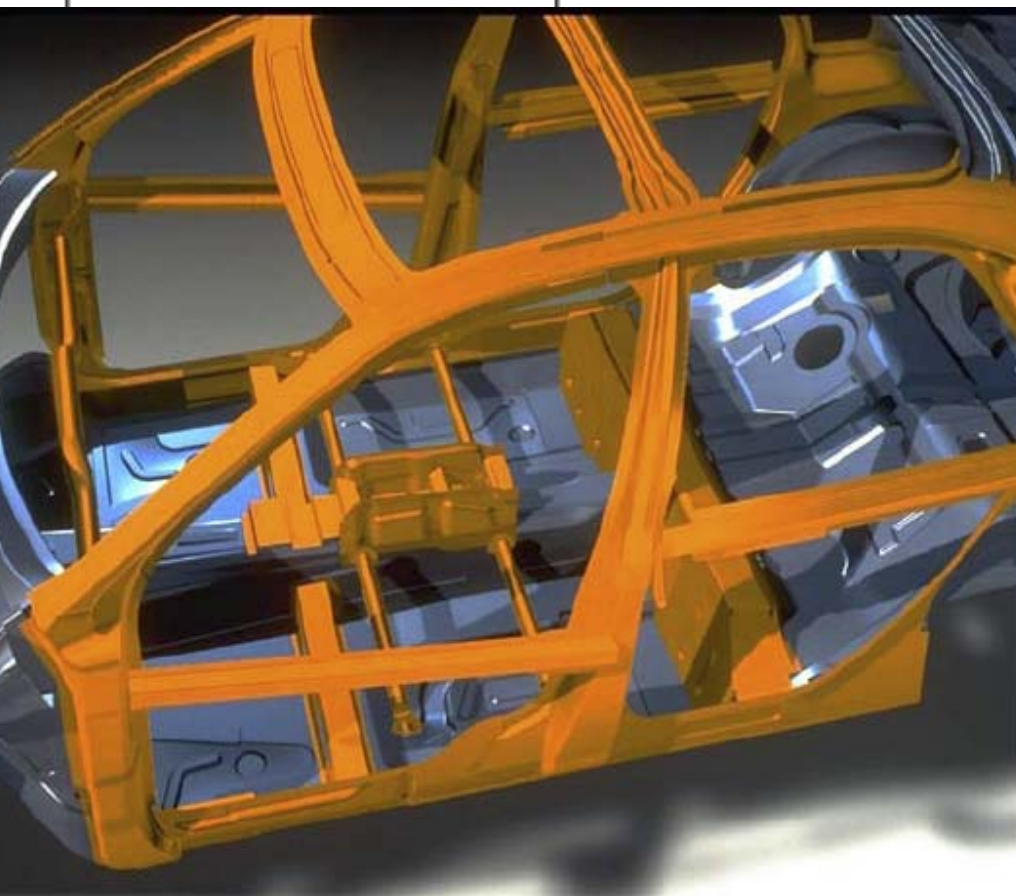
door sill area, inner B Post, Dash support assemblies and some side impact beams, in addition to chassis areas, rear cross members and roll over bars. Eventually

study that rescuers rarely disconnect and reconnect tools during an actual extrication.” The benefit of the coupling design is exaggerated during

always prevail as the most important factors for rescue personnel when considering rescue tools. Auto makers have thrown us all a curve ball with the use of HSLA steel in today’s car construction making many hydraulic tools inadequate. We are lucky that manufacturers like Genesis are paying close attention to new car construction and are continuously providing rescue tools with increased **Performance** to adequately handle the task at hand.

To learn more about Genesis, and the ability to cut HSLA, Boron steels, go to:

www.genesisrescue.com



any new car you may be called to work on will contain some form of HSLA steel. Why you ask, because the automakers are currently trying to comply with the EPA standards for fuel efficiency, and HSLA steel makes vehicles far lighter in weight, hence more fuel efficient. According to Michalo, “**Performance** is the by far the most important factor when considering the purchase of a new rescue tool. For example much attention has recently been centered on the hose and coupler design, but we found in a recent

demonstrations and training exercises because there is a tendency to hook up and try different tools to experiment with their effect on the vehicle.

In real world extrication the spreader and cutter are many times pre-connected ready to go, and rarely is there the need to use any additional

device. According to Genesis, **Speed, Power and Weight** will

“...rescuers rarely disconnect and reconnect tools during an actual extrication.”