

Pressure Vessel Information EN 286-2

for users and first-time buyers

Accompanying documentation in accordance with EN 286-2 and EC Directive 2009/105/EG

Declaration of conformity in accordance with article 12 of the European Directive 2009/105/EG

We hereby declare on our own responsibility that the pressure vessels fulfil the requirements of the EN 286 part 2 and the European Directive 2009/105/EG and concur with the corresponding approved type pattern. As proof of this, the CE symbol and the registered number of the notified body appear on the identification plaque.

The vessels are only for use in air braking systems and auxiliary systems on motor vehicles and their trailers and are intended to contain only air. The pressure vessels are designed mainly for static operation $N \leq 1000$ load alternations. Pressure fluctuations over the working pressure level may not exceed 20 % of the max. working pressure. The working pressure of the vessel may momentarily exceed the maximum permissible working pressure by 10 %.

For identification purposes, the vessel is marked with the pressure vessel manufacturer's name or logo (MAH, FEL), a serial number and the following identification data:

- Part no.
- Minimum permissible working temperature (°C)
- Maximum permissible working temperature (°C)
- Volume (litres)
- Maximum permissible working pressure (bar)
- Norm: EN 286 - 2: 1992: number and year of norm issue
- Year of manufacture
- CE 0045: EG-symbol in accordance with article 16 of the European Directive 2009/105/EG with the registered number of the notified body
(the registered number of the notified body only in case where the product of pressure as specified and capacity of the vessel is greater than 200 bar x litres).

No welding, heat treatment or any other procedure may be carried out on any part the vessels. The vessels are to be mounted on the vehicle using straps or via brackets fitted on the vessels themselves. Here, it is important that the vessels are not subjected to stresses that could impair their safety in use. The mounting straps must not come into contact with the vessel end welds. Where accessories are fastened directly to the threaded bosses of the vessels a maximum moment of force of 110 Nmm is permissible. This dimension refers to the effective centre-of-gravity distance of the accessory to the end face of the threaded boss. In addition, the mounting instructions of the accessory manufacturers are to be observed.

Material matings must be chosen in such a way that no corrosion can take place between them. If necessary these materials should be separated via elastic and solvent-resistant material. The interior of the steel vessels is corrosion protected. Until they are mounted on the vehicles, the vessels must be stored in a dry place. From the moment the vessel is delivered, the vehicle manufacturer is responsible for the corrosion protection of the vessel. The final top-coat applied by the vehicle manufacturer must guarantee the corrosion protection of the contact surfaces of the threaded mounting bosses and of the mounting accessories.

The interior of the vessels can be inspected through the boss openings. To prevent the build up of condensate, the vessels must be drained off daily, if the vehicle manufacturer does not specify another drainage interval. The vessel is to be mounted in such a way that the drainage valve is at the lowest point of the vessel. If all the requirements with regard to mounting and drainage are adhered to, the vessel is maintenance-free. To clean the vessels, only alkali-free detergents may be used.

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