

## Operation Manual and Safety Information

for users and first-time buyers

In accordance Annex III Nr.2 of Directive 2014/29/EU of the European Parliament and of the Council

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 with address and the following identification data:

- Part no.
- Production order
- 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
- EG symbol in accordance with Annex III Nr. 1.1 of the European Directive 2014/29/EU
  - CE (air tanks  $\leq 200$  bar\*Liter)
  - CE 1221 (air tank  $> 200$  bar\*Liter)
- Year of manufacture

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. Therefore mounting on the threaded bosses is not allowed. 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.

With regard to the commissioning and continuing operation in particular the intervals for periodic inspections, national regulations have possibly observed above the mentioned air tank.

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### Manufacturer

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