factair

SAFE AIR TESTER - RESULTS

User Name and Address

Details of System / Equipment & Test Location:

TEST		RESULT	**REQUIREMENT / NOTES
1a)	Ambient temperature	°C	
*1b)	Airline temperature	°C	
* 2)	Test point volume	L/min	Depend on RPE
3a)	System pressure (Airline)	BAR	Tester gauge
3b)	Cylinder pressure (H.P.)	BAR	Cylinder contents gauge
4)	Oxygen (0_2)	%	20-22% by volume
5)	Carbon Monoxide (C0)	ppm	5ppm (5ml/m^3) max
6)	Carbon Dioxide ($C0_2$)	ppm	500ppm (500ml/m^3) max
7)	Oil mist	pass / fail	0.5 mg/m^3 max
8)	Odour	pass / fail	Without significant odour or taste
9)	Water Vapour (H_20)	mg/m^3	**H.P. Cylinders** 40-200 bar 50mg/m^3 max. above 200 bar 35mg/m^3 max. **Cylinder Charging Compressor** 25mg/m^3 max.
*9a)	Pressure dewpoint (refer to graph overleaf)	°C	**Airline below 40 bar** Pressure dewpoint to be 5°C below likely lowest ambient temperature. Where temperature is not known then pressure dewpoint should not exceed -11°C.

Date:

Test: Satisfactory / Unsatisfactory

Test Engineer:

Signed:

Next Test Due:

Engineer Contact Details:

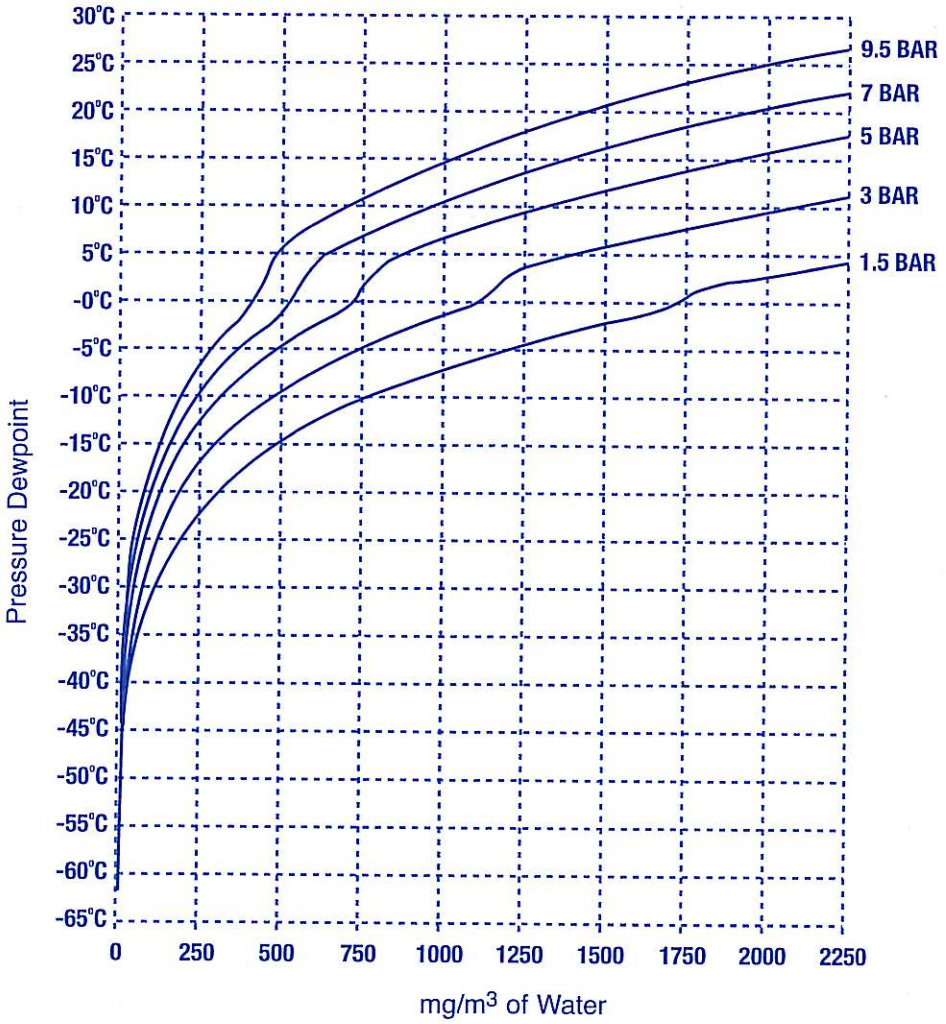
Company:

Tel:

*Airline Only

**Requirements according to BS EN12021

PRESSURE DEWPOINT GRAPH
AIRLINE SYSTEMS



To establish pressure dewpoint take the point where tube reading in mg / m^3 intersects system pressure and read off pressure dewpoint from vertical scale.
NOTE: Pressure dewpoint is the temperature at which free water is likely to occur at system pressure. Therefore the minimum operating temperature should be 5°C above the pressure dewpoint obtained.