

## EU Declaration of Conformity

in acc. to Directive 2014/34/EU

We hereby declare under our sole responsibility that the solenoid valves supplied \*)

- in combination with valve solenoids of the series:  
**9540...9564** with distinguishing mark

⊕ II 2G Ex eb mb IIC T3 / T4 Gb

⊕ II 2D Ex tb IIIC T140°C / T130°C Db

are in conformity with the relevant Union harmonization legislation:

- Directive 2014/34/EU for use as intended in potentially explosive atmospheres (ATEX)
- Directive 2011/65/EU on the restriction of the use of certain hazardous substances in electrical and electronic equipment (RoHS 3)

The following harmonized standards were used as reference:

- EN IEC 60079-0:2018  
Explosive atmospheres –  
Part 0: Equipment – General requirements
- EN IEC 60079-7:2015/A1:2018  
Explosive atmospheres –  
Part 7: Equipment protection by increased safety "e"
- EN 60079-18:2015/A1:2017  
Explosive atmospheres –  
Part 18: Equipment protection by encapsulation "m"8
- EN 60079-31:2014  
Explosive atmospheres –  
Part 31: Equipment dust ignition protection by enclosure "t"

The notified body **DEKRA Testing and Certification GmbH (0158)** has carried out a type examination and issued the following certificate:

### EU type examination certificate

- BVS 20 ATEX E 015 X

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### Notes on Directive 2014/30/EU (EMC)

Valve solenoids are passive inductive components and thus are not subject to the directive 2014/30/EU.

- In combination with other controlling electrical devices the electromagnetic compatibility of the complete installation must be checked according to the abovementioned directive. It has to be ensured that the requirements of the EN 61000-6-x series of standards are fulfilled for the application.

In order to avoid inductive switching voltage peaks, the solenoids are equipped with a varistor.

#### **\*) Caution**

The bodies of valves DN 65 and larger must also be reliably connected to the PE conductor of the electrical system. The maximum surface temperature of the body depends on the fluid and the ambient temperatures and must be below the ignition temperature.

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