

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:
9841, 9844 and **9845** with distinguishing mark

 II 2G Ex mb IIC T4 Gb

 II 2D Ex mb tb IIIC 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
- DIN EN 60079-18:2015
Electrical apparatus for explosive gas atmospheres.
Equipment protection by encapsulation "m"
- EN 60079-31:2014
Explosive atmospheres – Part 31: Equipment dust ignition protection by enclosure "t"
- DIN EN 60529:2000
Degrees of protection provided by enclosures (IP code)
- DIN VDE 0580:2011
Electromagnetic devices and components – General specifications

The notified body **Physikalisch Technische Bundesanstalt (0102)** has carried out a type examination and issued the following certificate:

EU type examination certificate

- PTB 10 ATEX 2003 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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Bad Oeynhausen, 14th Juni 2024