

## CAUTION NOTICE

No. DVX001/2010

June 2010



### HEAD OFFICE

Enterprise Drive  
Westhill  
Aberdeen  
AB32 6TQ

T: +44 (0)1224 740145

F: +44 (0)1224 740172

## Caution Notice No. DVX001/2010 SLS Cylinder Sealing Surfaces

Recent production of SLS MKIV systems highlighted that a particular batch of M275 cylinders included some with undersized sealing surfaces. This can prevent the cylinder from being screwed fully onto the manifold. In such cases the cylinder does not butt directly up to the manifold and the o-ring is not fully encapsulated. It can compromise the integrity of the gas system if the o-ring is damaged by the cylinder thread as it is squeezed into the undersized cavity.

This bulletin is for the attention of customers whose SLS MKIV systems were built using cylinders from the same batch as those described above. Cylinders produced in the affected batch bear serial numbers in the 10000 – 10999 range, e.g 10101, 10036 etc.

It is advised that a visual inspection must be carried out on the cylinder / manifold interface, to verify that the sealing surface detail is correctly machine to drawing (see Figure 1). Figures 2 and 3 on the following page highlight the difference between cylinders that have correct and incorrect sealing surfaces as they are assembled with the manifold.

The manifold and cylinders should be removed from the backpack for visual inspection. If the cylinder neck butts directly up to the manifold and fully encapsulates the o-ring it is correct. If there is a gap visible between the cylinder neck and manifold it is incorrect.

If the cylinder cannot be screwed smoothly onto the manifold until it there is no visible gap the cylinder should be removed and o-ring RN908-7 inspected for damage. Damaged o-rings suggest the cylinders have met and overcome excessive resistance while being screwed onto the manifold.

**Please check SLS sets which are in service and those in maintenance. Please also check all spares that are held.**

**If users find any which require replacement:**

- Please contact Divex and quote this Caution Notice ref#.
- Advise Divex how many parts detailed in this Divex Caution Notice you have found faulty.
- Divex will advise you of an RGA number to use for the return.
- Replacement cylinders will be sent to you from Divex by return.
- Return your faulty cylinders to Divex.

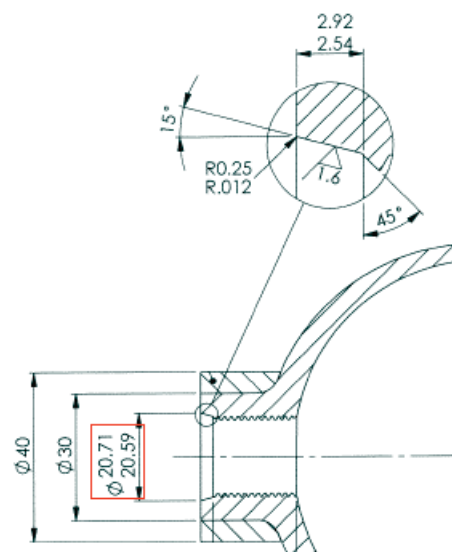


Fig 1

discover more

[www.divexglobal.com](http://www.divexglobal.com)

Please address any queries to:

Product & Development Engineering Manager: S Waddell - [swaddell@divexglobal.com](mailto:swaddell@divexglobal.com)

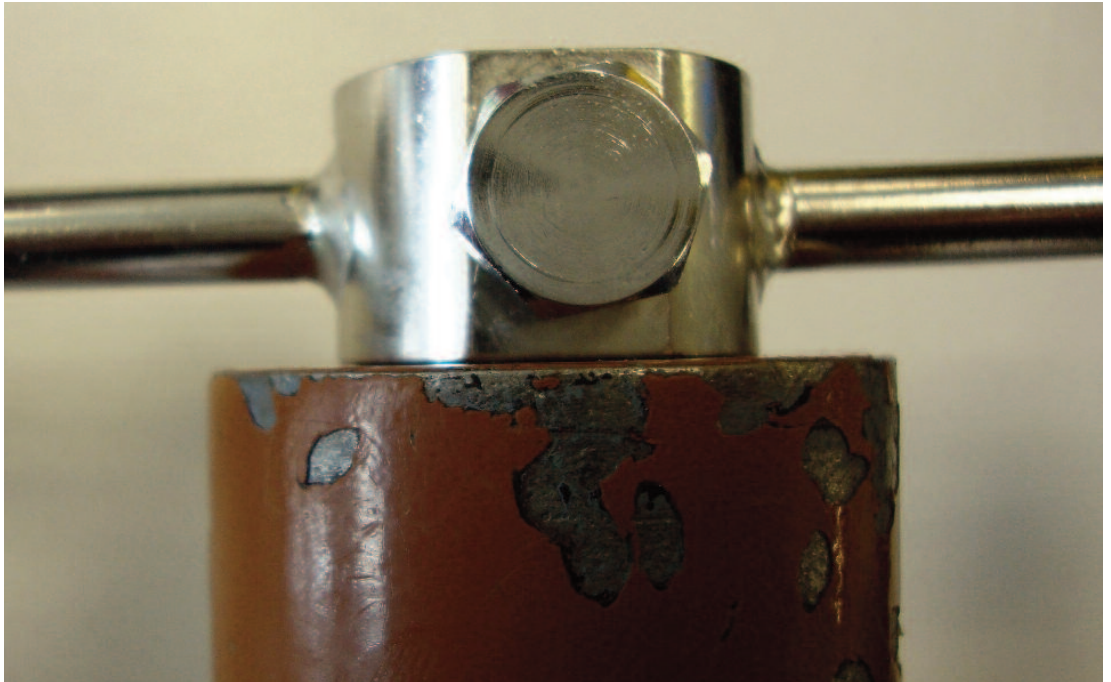


**HEAD OFFICE**

Enterprise Drive  
Westhill  
Aberdeen  
AB32 6TQ

T: +44 (0)1224 740145

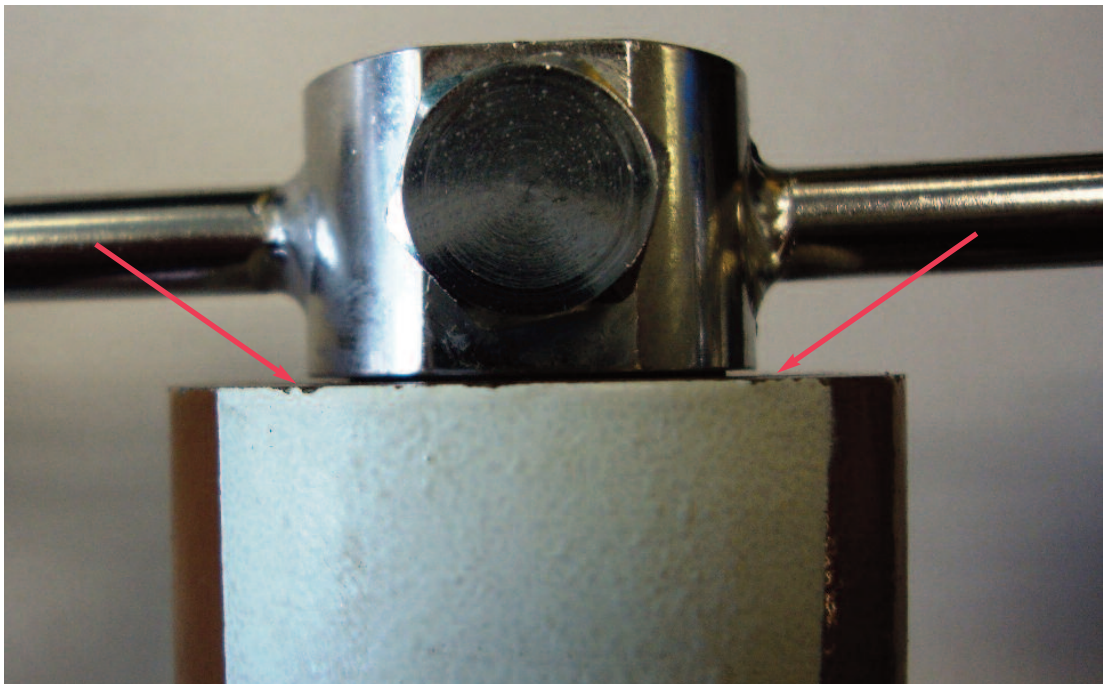
F: +44 (0)1224 740172



**Fig 2** Correct cylinder / manifold assembly

**GLOBAL LOCATIONS**

Aberdeen  
Chertsey  
Bremen  
Dubai  
Cape Town  
Perth  
Sydney



**Fig 3** Incorrect cylinder / manifold assembly

This notice has only been sent to customers who have, within the past 12 months, purchased this item as a spare or have purchased an SLS system within the same period.

Signed: *Scott Waddell*

Date: 3rd June 2010