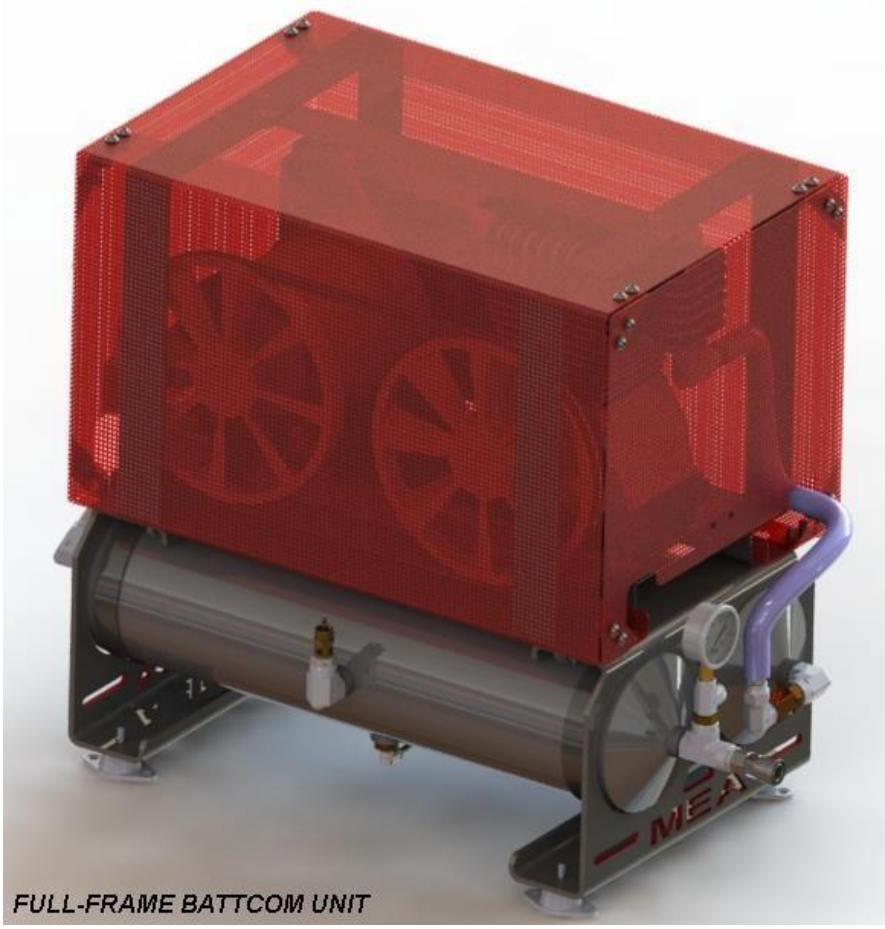
MOBILE ENERGY AUSTRALIA
Specialists in vehicle mounted compressor & generator systems

BATTCOM

(Battery Electric Compressor)

Owner's / Operator's Manual



FULL-FRAME BATTCOM UNIT

11.3 CFM Battery Driven Air Compressor

Revision: 2
Reviewed: 4/05/23

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MEA Product Registration Form

THE ATTACHED FORM MUST BE COMPLETED AND RETURNED WITHIN 30 DAYS OF INSTALLATION OR WARRANTY WILL BE VOID

ALTERNATIVELY, PLEASE GO ONLINE AND COMPLETE WARRANTY FORM

www.mobileenergyaustralia.com.au/warranty-registration

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MEA Product Warranty Registration Form

This form must be completed and returned to MEA at the time of Installation. This will assist MEA in processing the product in the unlikely event that a warranty claim is needed

MEA Dealer Information

Company Name: _____

City: _____ State: _____ Country: _____

MEA Installer Information

Company Name: _____

City: _____ State: _____ Country: _____

Installation Date: _____ / _____ / _____
Day Month Year

Owner Information

Company Name: _____

Address: _____

City: _____ State: _____ Country: _____

Postcode: _____ Phone #: _____

Product Information

MEA Serial Number: _____

Model Number: _____

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MEA Product Warranty Registration form and partner Product Warranty Registrations must be completed and returned to MEA.

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1. COMPRESSOR / COMPRESSED AIR SAFETY

MEA DISCLAIMS ALL LIABILITIES FOR DAMAGE OR LOSS OF EQUIPMENT AND PROPERTY, PERSONAL INJURIES (INCLUDING DEATH), AND CONSEQUENTIAL DAMAGES ARISING OUT OF ANY MEA SYSTEM NOT USED IN ACCORDANCE WITH THE OPERATOR'S MANUAL.

ALL UNITS ARE SHIPPED WITH A DETAILED OPERATOR'S MANUAL. THIS MANUAL CONTAINS VITAL INFORMATION FOR THE SAFE USE AND EFFICIENT OPERATION OF THE UNIT. READ THE OPERATOR'S MANUAL BEFORE STARTING THE UNIT. FAILURE TO ADHERE TO THE INSTRUCTIONS COULD RESULT IN SERIOUS BODILY HARM OR PROPERTY DAMAGE.

Care is required when working with an air compressor or compressed air. Compressed air is one of the many ways energy can be stored. Releasing the stored energy in an uncontrolled manner can result in catastrophic consequences. Death and permanent disability are possibilities that can occur due to mis usage. The following are suggested as minimum precautions to be used when operating the BATTCOM Compressor. It is important that each work site shall perform a risk analysis and produce a procedure to eliminate or control the hazardous condition to minimise the risk to personnel and equipment. Health and Safety Regulations necessitate that this is a compulsory process to be carried out on each site. These, together with site specific safety procedures will help to minimize the risk to accidents, personnel injury, and loss of life. It is the responsibility of the employer to ensure that the work site is safe for all employees and that the safety procedures are followed by all employees.

SAFETY WHEN OPERATING AN AIR COMPRESSOR

- Do not bypass or disable the oil temperature and pressure sensors – unless planning to run to failure (MEA does not recommend the practice).
- Do not expose the tank or compressor to extreme heat.
- Do not perform any service or repairs until the system has been completely relieved of air pressure.
- Maintenance and repairs on the system should only be done by qualified personnel.
- Do not operate the compressor while driving (vehicle mounted systems).
- Do not tamper with the pressure relief valve.
- Follow safe work practice, wear the appropriate personal protective equipment (PPE) when operating air-powered equipment, particularly eye and hearing protection.
- Avoid contact with rotating components, ensure all safety guards are in place.
- Avoid all contact with pressurized air. If it penetrates the skin, it can enter blood stream and cause death.
- Vaporized oil propelled by high pressure is an explosive mixture. To prevent compressor explosion or fire, make sure that the air entering the compressor is free of flammable vapours.
- Do not breathe the compressor air, vaporized oil is a respiratory hazard.
- Stay clear of all moving parts when the system is operating.
- Follow safety procedures for service operations as set by the authority.
- Run the system at idle speed and under no load conditions for 2 to 3 minutes before turning the system off to allow system cooling and lubrication to occur.

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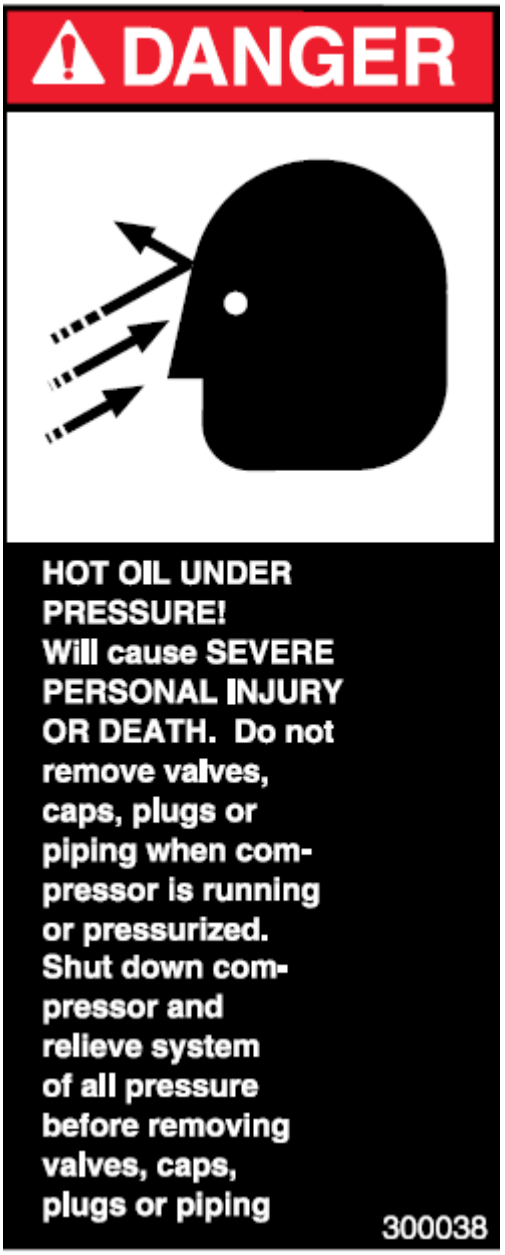

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2. SPECIFICATIONS

Compressor Type:	Reciprocating Twin Piston Compressor
Drive System:	Electric powered via Drive Belt & Pulley
Control:	Pneumatic
Maximum Air Delivery	11.3 CFM @ 150 psi
Pressure Regulation:	Pressure Differential Switch
Inlet Valve Regulation	Pneumatic
Motor Control System:	Differential Switch opens or closes the motor control circuit
Safety Features	200 PSI relief valve in compressor sump Temperature safety sensor in the compressor Rapid blow-down valve to discharge system pressure on shutdown
Lubrication:	Using any oil other than MEA specified oil may void the compressor warranty 10019-K0010 Compressor oil – 1L
Filters	Intake Air Filter – optional Donaldson filter housing

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Motor Model:	20017-P0001
Motor Type:	Open Frame Fan Cooled Brush-Type motor
Power (continuous):	1.2kW @ 1200RPM / 2.4kW @ 2400RPM
Maximum current:	94 Amps
Electrical System:	12/24Volts DC
Maximum RPM	5000
Direction of Rotation:	Counterclockwise (viewed from output shaft)
Control System:	Toggle switch, start pneumatic control, high amp contactor relay
Electrical Protection:	Circuit overload breaker 300A

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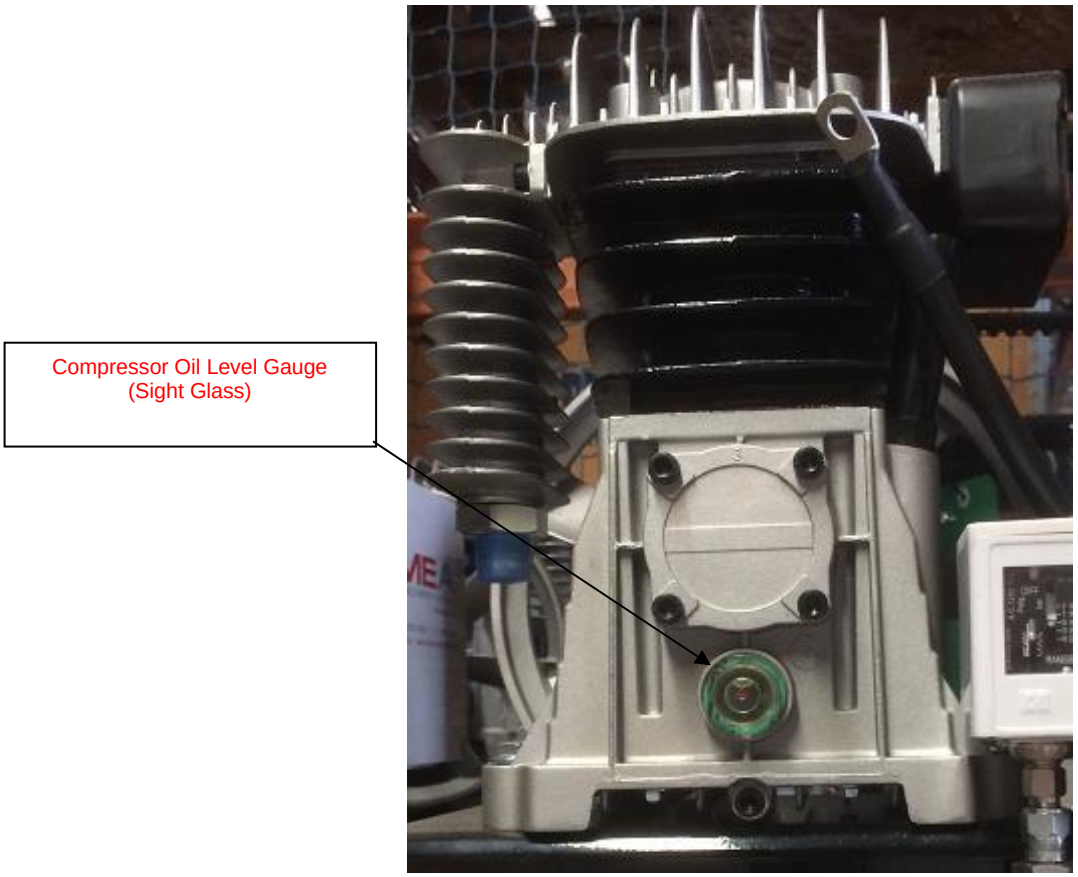
3. OPERATING PROCEDURES

PRE-START CHECK EACH DAY

1. Check the oil level in the compressor by sight glass.
2. Check the battery level.
3. Check all hoses are secured and not damaged. Replace all damaged hoses before starting.
4. Check all electrical cables are secure. Secure all cables that are not tied down.
5. Check the air inlet and air filter on the engine are clear.
6. It is good practice to allow the compressor to run under no load for 2-3 minutes.



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STARTING / STOPPING COMPRESSOR

STARTING THE COMPRESSOR

1. Set the COMPRESSOR SWITCH to the ON position. This will engage the motor contact relay and the compressor will start to run. Once the maximum air pressure is reached – (if the flow is closed) the motor will shut down.
2. Listen for air escaping from the pressurized air system. Ensure all airline taps are closed to reach maximum pressure.
3. If the escaping air is from a broken pipe or connection, turn the COMPRESSOR SWITCH to OFF position. Advise your maintenance department for assistance.
4. If there are no issues, the motor will shut off when the compressor reaches the maximum pre-set pressure. The compressor is now ready to be used. (It should be noted the pre-set maximum pressure can be adjusted via the differential pressure switch. However, it is recommended that your maintenance department does this if required.)
5. The compressor is ready to use.

STOPPING THE COMPRESSOR UNIT

1. Disengage the compressor by moving the compressor engage switch to the “Compressor Off” position.
2. The compressor and motor will shut down and pressure will bleed off.

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4. INSTALLATION

ENSURE THAT A WATER SEPARATOR IS MOUNTED AS FAR FROM THE COMPRESSOR AS POSSIBLE OR THAT IT HAS AT LEAST TWO METRES OF HOSING BETWEEN THE COMPRESSOR DISCHARGE AND SEPARATOR INLET.

The compressor is a reciprocating piston type driven by an electric motor.

Pressure regulation is achieved by adjusting the differential pressure mounted behind the motor. The system pressure is pre-set at 150 psi.

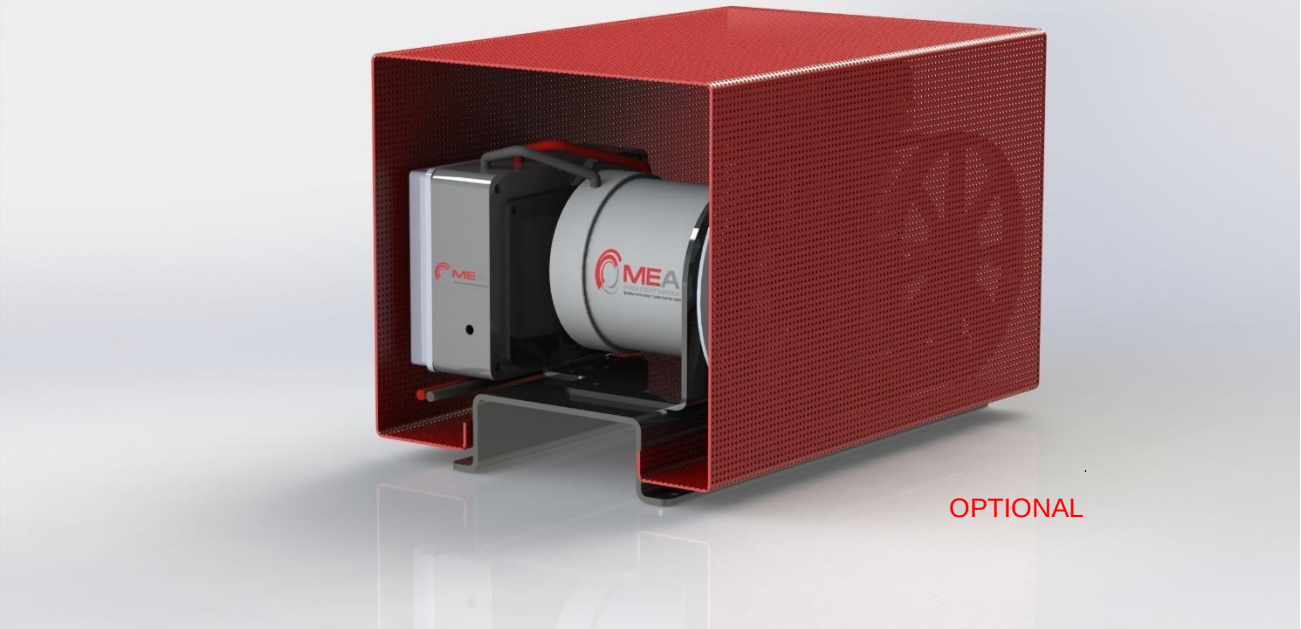
To reduce the pressure, adjust the pressure differential setting or use a Filter Regulator Lubricator (FRL) to achieve the final tool pressure.

The compressor air intake is protected by a sponge type replaceable air filter.

Safety features included in the compressor are -

- 200 PSI relief valve in compressor
- Over Pressure Sensor
- Low Voltage Sensor
- Electronic Battery Isolator

Do not disable or bypass the over-pressure shutdown circuits. Failure of the shutdown system could result in equipment damage, injury, or death.



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1 General Consideration Mounting the Compressor

The starting point for the installation is a quick overview of the requirements. Some of these points will be dealt with in more detail further on in this text. Things that should be considered now are as follows.

1. The unit should be installed in an area where the compressor inlet and fan are open to fresh air.
2. The unit will need to be properly secured to the vehicle by means of bolts and nuts.
3. The oil level sight glass must be visible to check oil level daily.
4. It should be possible to service the unit easily without having to disconnect lines or remove and reposition the unit.
5. The unit should be protected from excessive exposure to the elements and possible incidental damage from other operations.
6. The unit should be installed in an area away from heat sources such as engines, exhaust systems or other components that generate heat.
7. The unit should not be installed in a location where it will be exposed to high contamination levels or combustible gases.
8. Make sure the auto-drain is located at the lowest point on the receiver tank.

2 Mounting of Compressor Unit considering Ventilation

It is not possible to make absolute recommendations regarding ventilation because of the widely differing circumstances that are possible. Duty cycle, ambient temperature and enclosure shape are some of the important variables. Ideally ventilation will provide good airflow through the unit with no restrictions.

Top or Deck Mounting

This is the preferred mounting location. Placing the unit in an area where there are no restriction of air flow for intake. This provides the best cooling and ensures reliability and life for the compressor.

Enclosed Mounting

If an enclosed location is the only option for compressor mounting the body builder needs to discuss this location with the manufacturer as to what will be the best location for the compressor.

Ventilation is one of the most important things to consider when looking at the installation of a compressor unit in an enclosed area. It is important that the air intake to the compressor is located outside of the enclosed space. The unit generates a considerable amount of heat when running. Proper ventilation is vital for proper operation and to avoid damage to components.

If the unit is installed in an area considered to be enclosed mounting it is strongly recommended that the installation is tested.

The following is a method suggested for testing.

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1. It is best to test the installation at the hottest expected ambient temperature.
2. Setup and run the system at 120 PSI. This can be done by installing a ball valve on the air outlet pipe and adjusting the opening of the valve so that the compressor is running continuously at 120 PSI.
3. Record compressor and current ambient temperature for future reference.
4. Run the system at full load for at least one hour or until the temperature stabilizes. Temperature stabilizing means there is no rise in temperature for 15 minutes when the compressor is running at the rated load.
5. Record the compressor temperatures every 10 minutes.
6. If the system over-heats, the ventilation is not sufficient, review the installation, make changes as needed, and repeat the test.

3 Securing the Compressor Unit to the body of the vehicle.

It is important to consider daily inspections, service requirements, electrical connections, air connection & location of control panel before the BATTCOM is secured to the body of the vehicle.

- Locate a suitable mounting position for BATTCOM. Place the unit and check for clearances to any other objects.
- There are four (4) rubber mounts located at the four corners of the bottom formed plate on the framed version and six (6) rubber mounts on the frameless version.
- Holes can also be drilled through the bottom of the formed plate if alternate locations are required.
- Secure the BATTCOM to the truck using M8 bolts.

4 Connecting Truck Electrics to the Compressor Unit

Electrical connection of the BATTCOM to the truck is simple as the entire control system is mounted on the compressor.

- The Compressor needs to be connected to the battery or the Auxiliary battery. A minimum of 25mm^2 cable is required for the connection.
- BATTCOM units are 12V or 24V DC – *INSTALL WITH SUPPLIED LOW VOLTAGE ISOLATOR. *
- The on/off switch can be mounted in any location on the vehicle.
- The Auto-drain valve should be set to operate for two (2) secs in every fifteen (15) mins.
- Auto drain setting instructions can be found in this manual.

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5 Install Check List.

Make sure that the following has been completed before operating the MEA Battery Electric Driven Compressor Unit.

1. Check the compressor oil level; Note that the oil is very clear, and it is difficult to see the level.
2. Check Battery Connections.
3. Do a final inspection to make sure that all fasteners and connections are tight.
4. Check that all hoses and wiring are secure and protected.
5. Check for air leaks in housing.

6 Check Operation – First Setup & Performance Testing of Battery Electric Compressor.

1. The compressor is dispatched from the factory with the pressure pre-set to the customer specification. Should the customer want to alter the final pressure setting please contact MEA to schedule the adjustment.
2. Install the ball valve on the outlet of the hose from the compressor. Set the ball valve to the closed position. *(Note: Ball valve is not included in the package)*
3. Listen for leaks in the air line. You should hear a hissing sound if there are any leaks. Rectify any leaks you may find.
4. Keep the system running at the pre-set pressure until the compressor is up to operating temperature.
5. Using the ball valve located on the outlet of the compressor, slowly open the ball valve, and watch the pressure drop. The pressure will drop up to the point that the pressure is 20 PSI below the setting detailed in 1 above. The motor will engage.
6. Keep the opening of the ball valve at the setting described in (7) above for about 5 minutes.The motor should continue to run.
7. Slowly close the ball valve and watch the pressure while closing. The motor will disengage when the pressure described in (1) above is reached.
8. The compressor is working correctly if it is operating as per this description.

IMPORTANT: PLEASE CONTACT MOBILE ENERGY AUSTRALIA FOR MORE INFORMATION IF YOUHAVE ANY QUESTIONS REGARDING THE SETUP AND OPERATION OF THE COMPRESSOR

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5. SCHEDULE MAINTENANCE

The maintenance intervals recommended are based on standard operating conditions. The intervals for inspection, lubrication and maintenance given herein are maximum intervals and it should be noted to schedule the maintenance accordingly to sites.

When the unit is being operated in a dusty environment, in high ambient temperatures or in other unusual conditions, an assessment needs to be done for shorter service intervals.
A planned program of periodic inspection and maintenance will help to avoid premature failure and costly repairs. Daily visual inspections should become routine.

Intervals	Compressor	Electrical
Daily	Inspect Oil Level	Inspect Wiring to Battery
	Inspect Belt (Visual and hearing)	
	Inspect Hoses and Fittings	
200Hrs/6 Months	Inspect Air Filter (Replace if required)	
	Inspect Belt and Pulleys (For Wear and Tear, Alignment), Replace as required (See Spare Parts section).	
500Hrs/12 Months	Replace Oil (See Spare Parts section)	
	Replace Air Filter (See Spare Parts section)	

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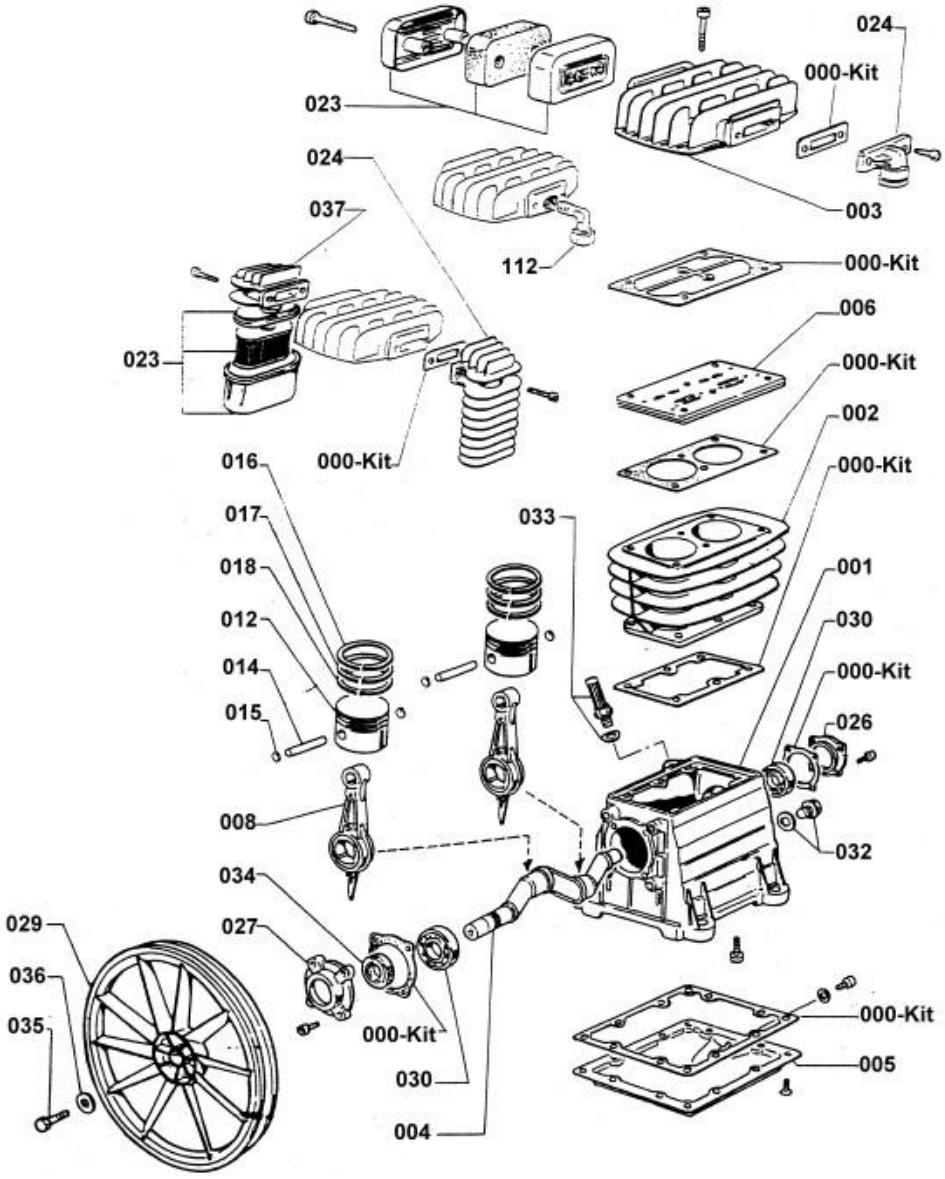
6. SPARE PARTS AND SERVICE KITS

Compressor Spare Parts



10025-P0098	Valve Assembly Kit (#006)
10025-P0099	Filter (#023)
10025-P0100	Gasket Kit (#000-KIT)

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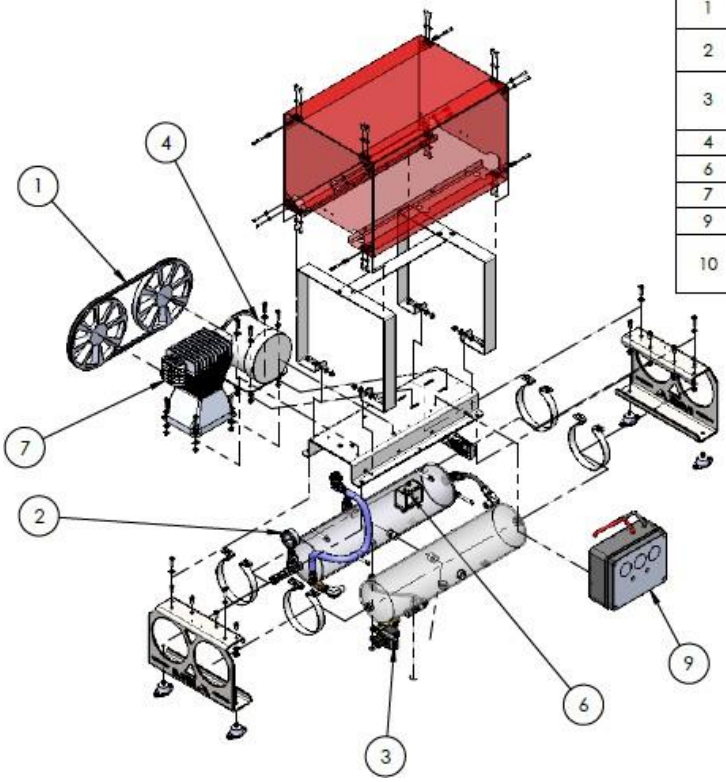
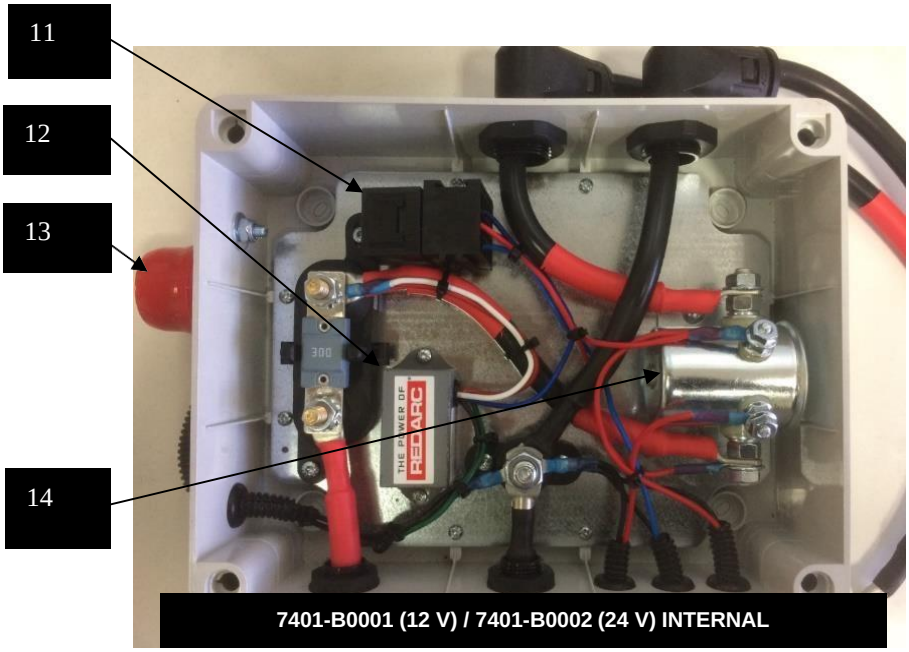


ITEM	PART NUMBER	DESCRIPTION
1	10004-P0105 10004-P0090	BELT SECTION A (24V SYSTEM) BELT SECTION A (12V SYSTEM)
2	10015-P0007 10015-P0008	PRESSURE GAUGE 1600kPa Dia. 63mm (STD) PRESSURE GAUGE 1600kPa Dia.150mm
3	10008-P0080 10008-P0081	12 V COMPRESSED AIR CONDENSATE AUTO DRAIN VALVE 24 V COMPRESSED AIR CONDENSATE AUTO DRAIN VALVE
4	20017-P0001	12V/24V Motor
6	20001-P0048	PRESSURE DIFFERENTIAL SWITCH 5-16 BAR
7	10029-P0013	PISTON COMPRESSOR
9	7401-B0001	CONTROL BOX
10	10019-K00010 (NOT SHOWN)	COMPRESSOR OIL 1L (INCL. CONTAINER)

**Note: Drawing given herein is of fully framed Battery Compressor system. The covers and brackets may not be included in every compressor system package.*



7401-B0001 (12 V) / 7401-B0002 (24 V) INTERNAL

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ITEM	PART NUMBER	DESCRIPTION
11	20012-P0003	RELAY CHANGEOVER 12V
	20012-P0001	RELAY CHANGEOVER 24V
12	20001-P0045	12V BATTER SENSOR SYSTEM
	20001-P0047	24V BATTER SENSOR SYSTEM
13	20013-P0019	ALARM 12V/24V
14	20012-P0007	RELAY CONTACTOR 12V/100A N/O
	20012-P0008	RELAY CONTACTOR 24V/100A N/O

Item 11 on Pre 5/23 Control Boxes

**** Please contact MEA sales department for parts not given here.***

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7. TROUBLESHOOTING

No.	Problem	Possible Causes	Action
1	Compressor does not start	Battery flat or not sufficiently charged.	Charge the battery.
		Short circuit or loosened connections.	Check the wiring connection.
		Air pressure in delivery lines interfering	Relief the pressure from the delivery line prior to starting compressor.
2	Air Pressure does not achieve requested rate	Safety valve failure or it is set to wrong setting.	Check if safety valve is set properly (if hissing noise can be heard). If not, re-set the setting. Replace if required.
		Intake filter is clogged.	Check and clean (or replace) the filter.
		Unloader/check valve has malfunctioned	Check unloader/check valve if it is working properly. Change if required.
		Auto-drain valve setting is incorrectly set.	Check if auto-drain valve setting is correct. Re-set if it is incorrectly set.
3	Compressor does not produce compressed air	Intake filter is clogged.	Check and clean (or replace) the filter.
		Unloader/check valve has malfunctioned	Check unloader/check valve if it is working properly. Change if required.
		Possible malfunction in the compressor	Check and repair.
			Contact MEA technical support for further assistance.
4	Excessive oil consumption	Worn piston rings.	Check and repair.
		Wrong compressor oil is used.	Change oil to MEA approved oil.
5	Compressor's overheating	Dirty compressor block.	Check and clean.
		High Ambien temperature.	Arrange sufficient ventilation.
		Low oil level.	Check the gauge and fill to the proper level.
6	Electrical faults	-	Contact MEA technical support for assistance.

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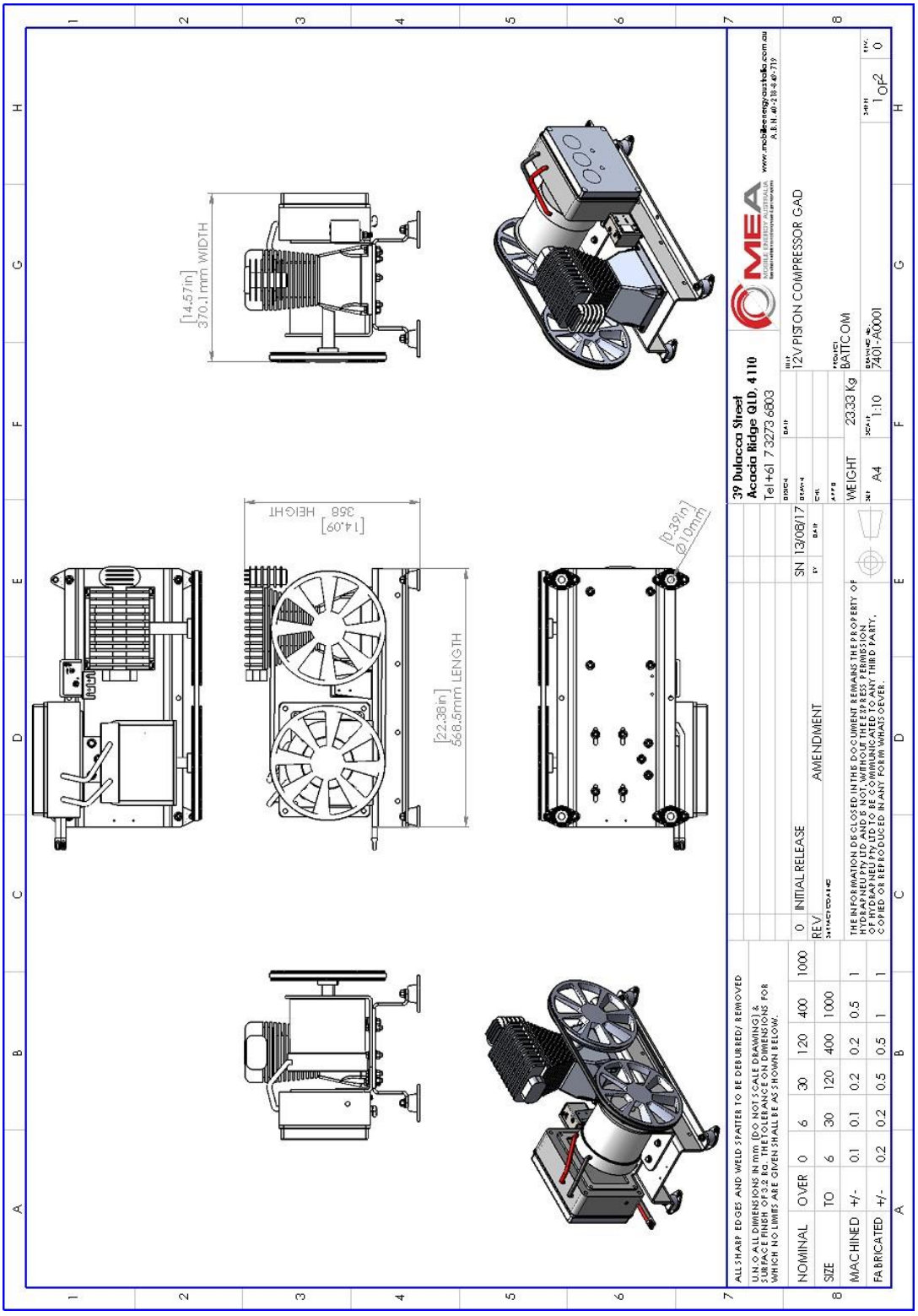
8. DRAWINGS & ILLUSTRATIONS

GENERAL ARRANGEMENT DRAWING



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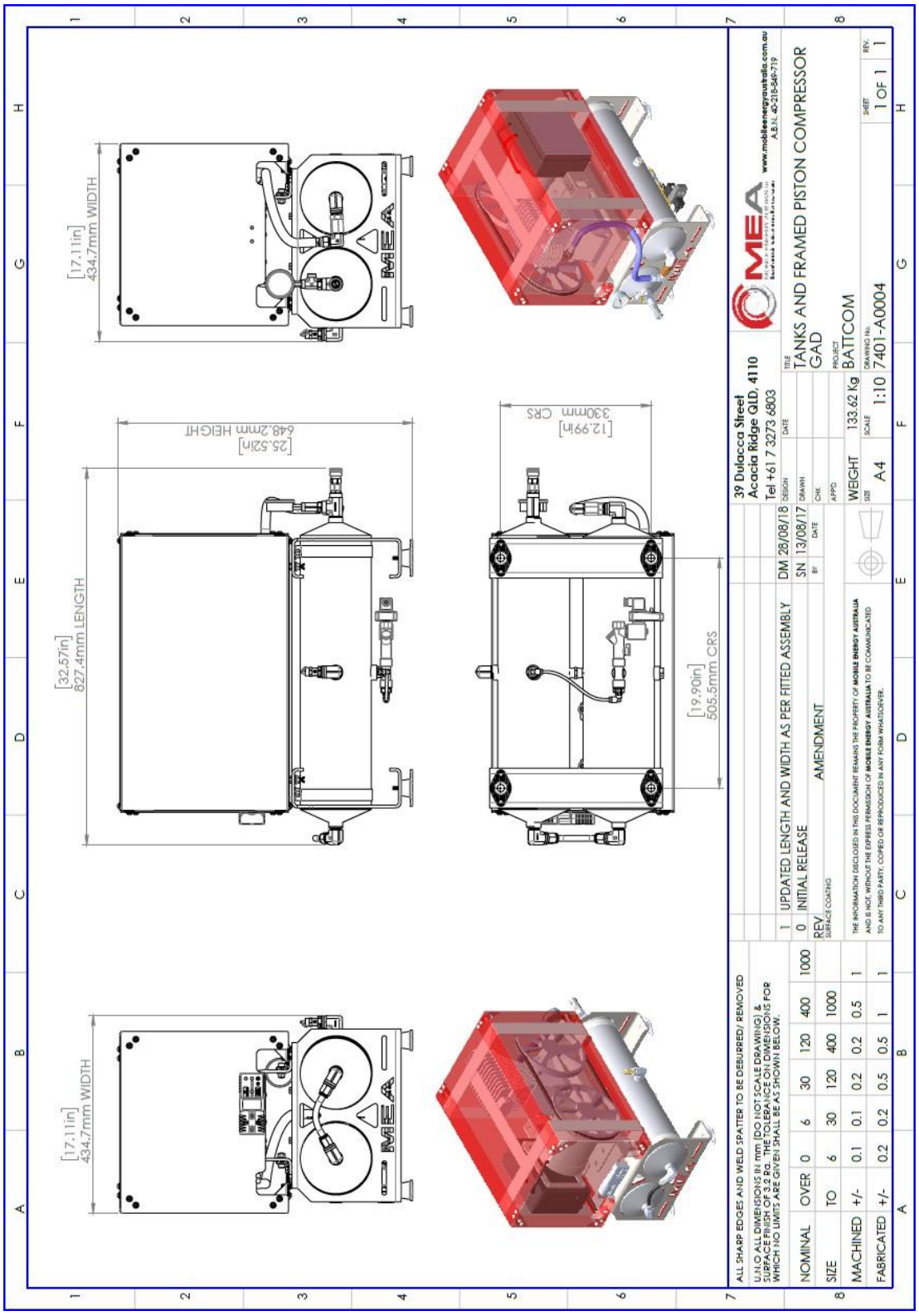
GENERAL ARRANGEMENT DRAWING (WITH TANKS AND COVER)



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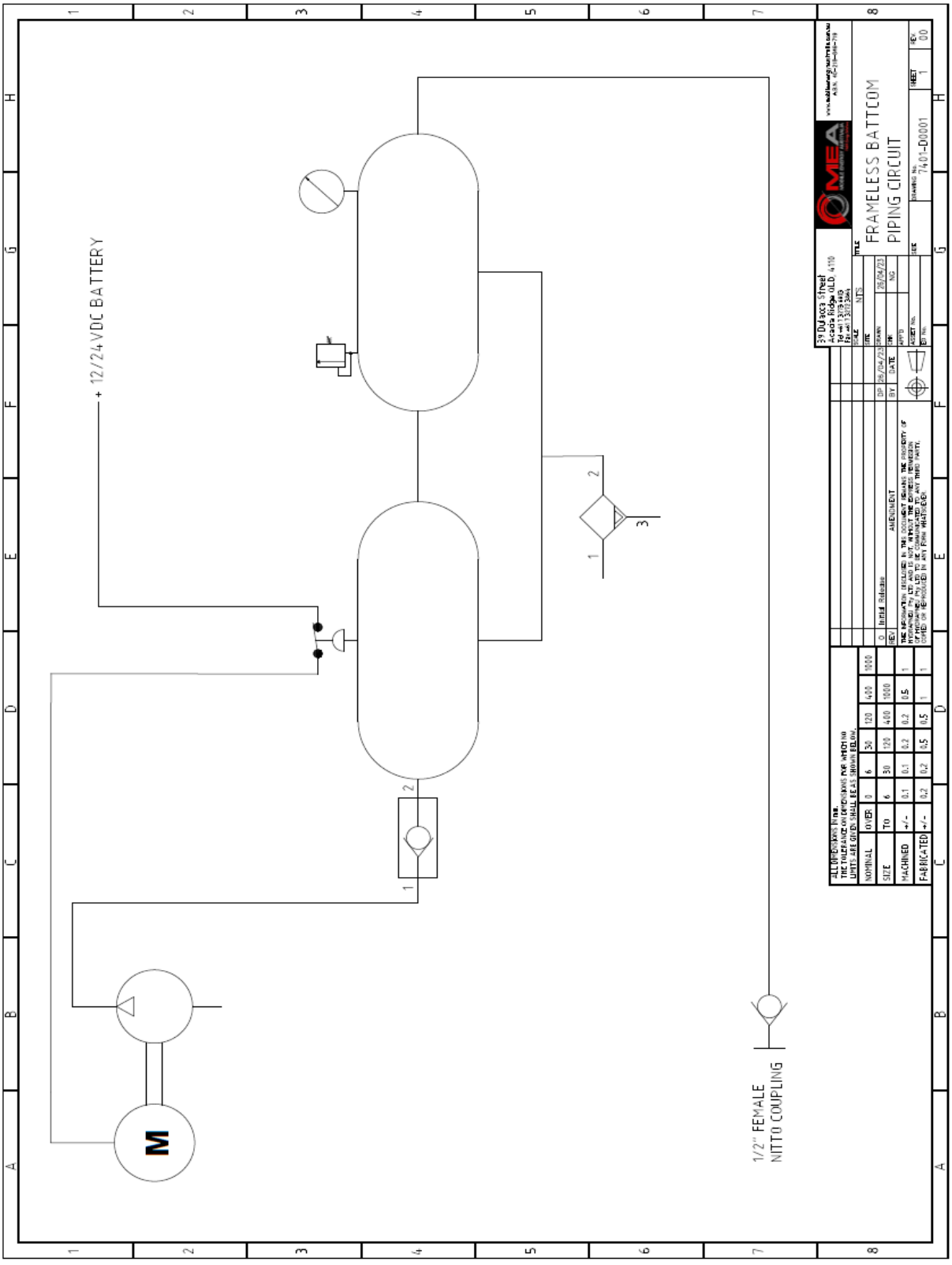
PNEUMATIC CIRCUIT DIAGRAM



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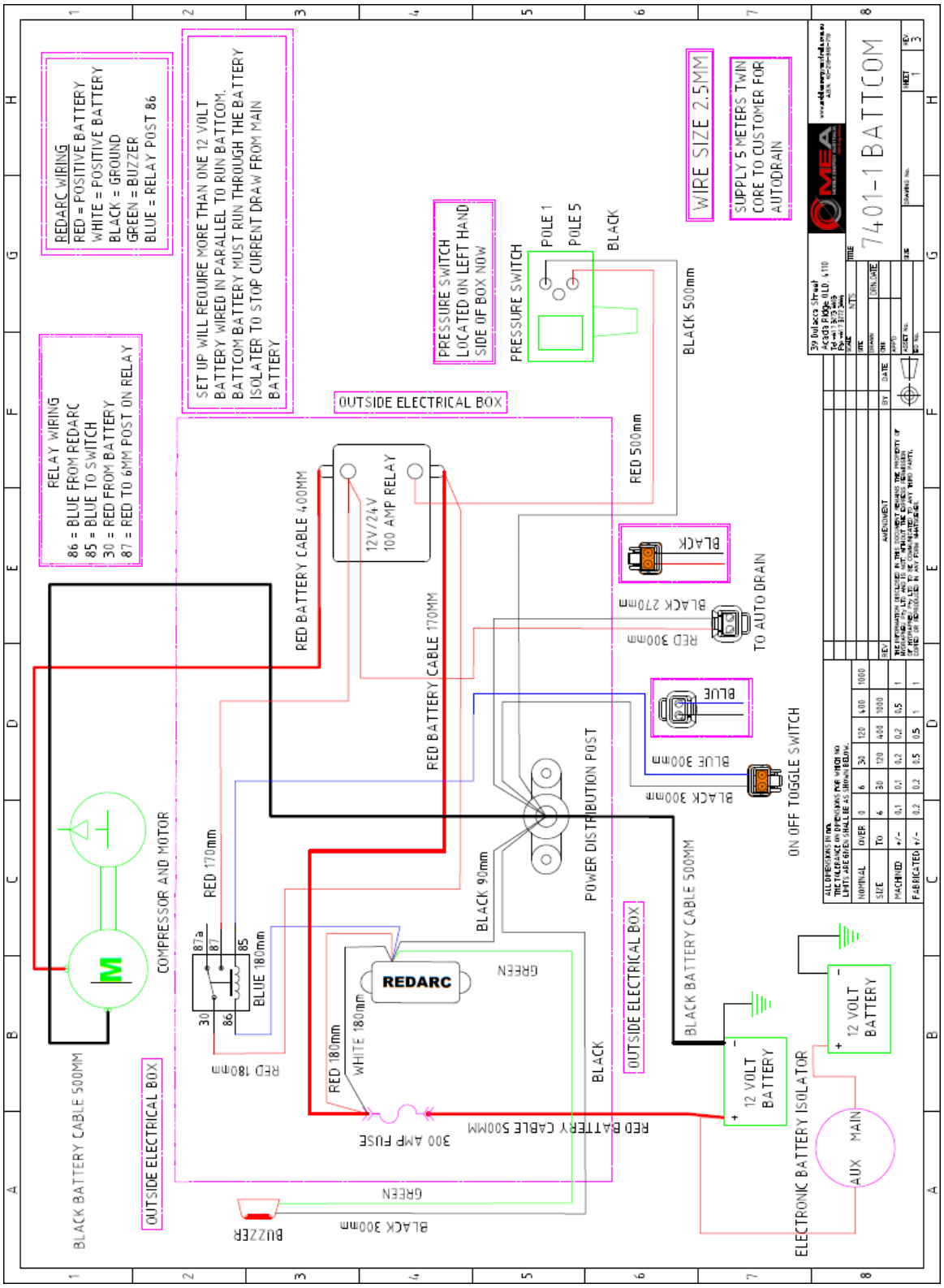
ELECTRICAL DIAGRAM (PRE 5/23)



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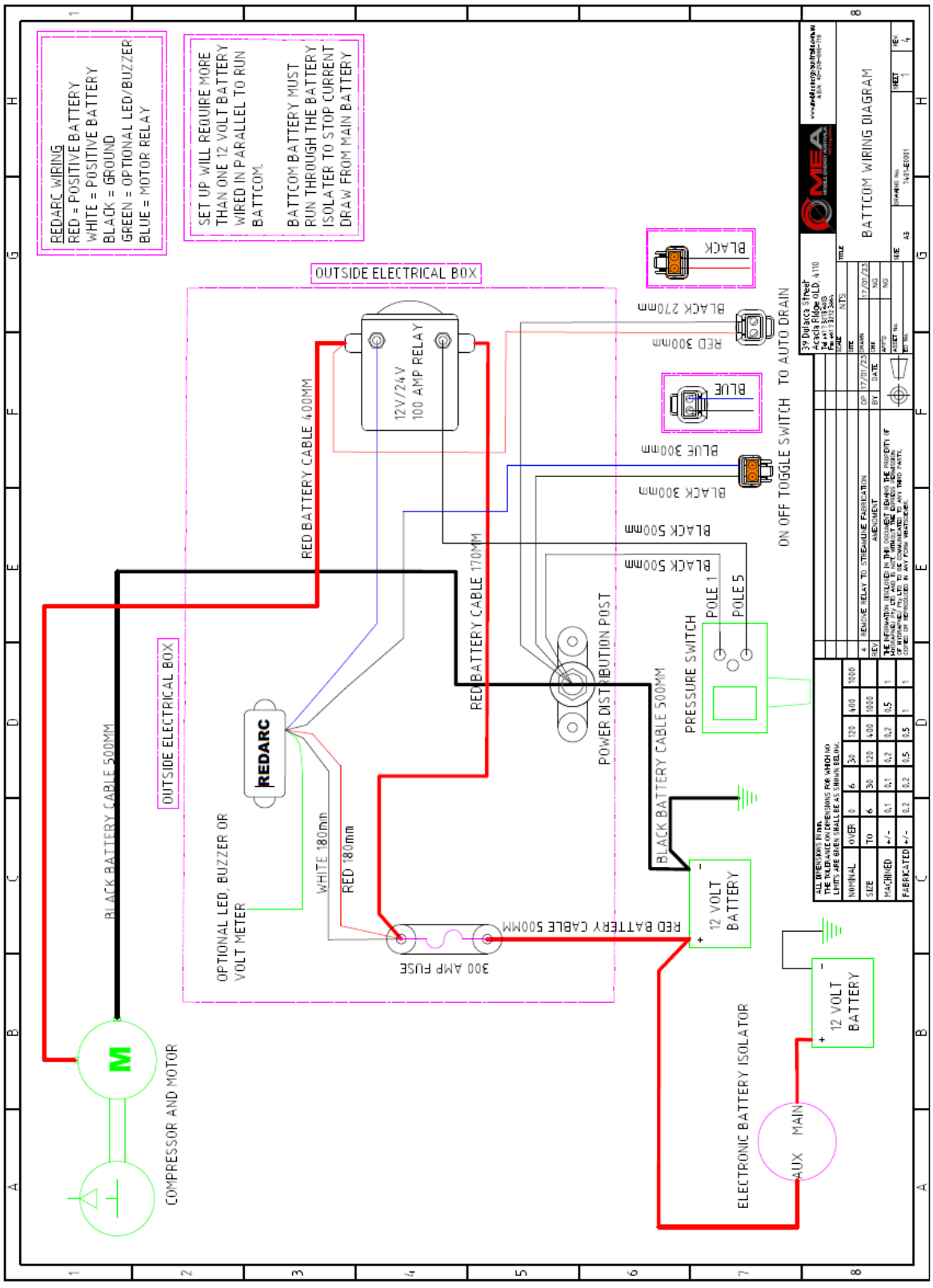
ELECTRICAL DIAGRAM



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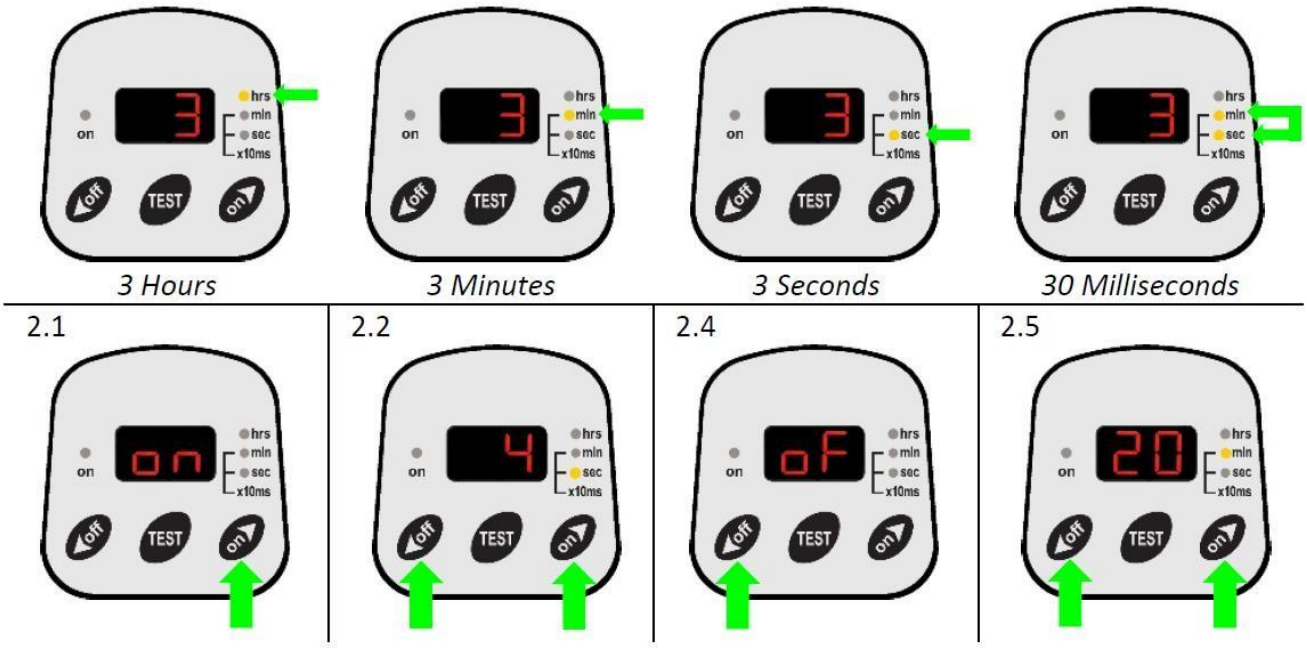
9. AUTO DRAIN SET UP

TIME SETTING OPTIONS

The ON and OFF time of the timer can be programmed anywhere between 10ms and 99h.
The set time will be indicated by the LED display.



TIME SETTING OPTIONS

2.1 To change the ON time, press the right 'on/arrow up' button and 'ON' will appear briefly on the display.
2.2 You can now press the left 'off/arrow down' button for decreasing the time or the right 'on/arrow up' button to increase the time.
2.3 When the desired ON time is set, don't press any buttons. After a few seconds the display will start flashing, indicating that the new time is being saved. Once the new time is saved, the timer will start operating with the new time setting.
2.4 To change the OFF time, press the left 'off/arrow down' button and 'OF' will appear briefly on the display.
2.5 You can now press the left 'off/arrow down' button for decreasing the time or the right 'on/arrow up' button to increase the time.
2.6 When the desired OFF time is set, don't press any buttons. After a few seconds the display will start flashing, indicating that the new time is being saved. Once the new time is saved, the timer will start operating with the new time setting.
2.7 The timer is now fully programmed to your desired time settings and will work fully automatically.

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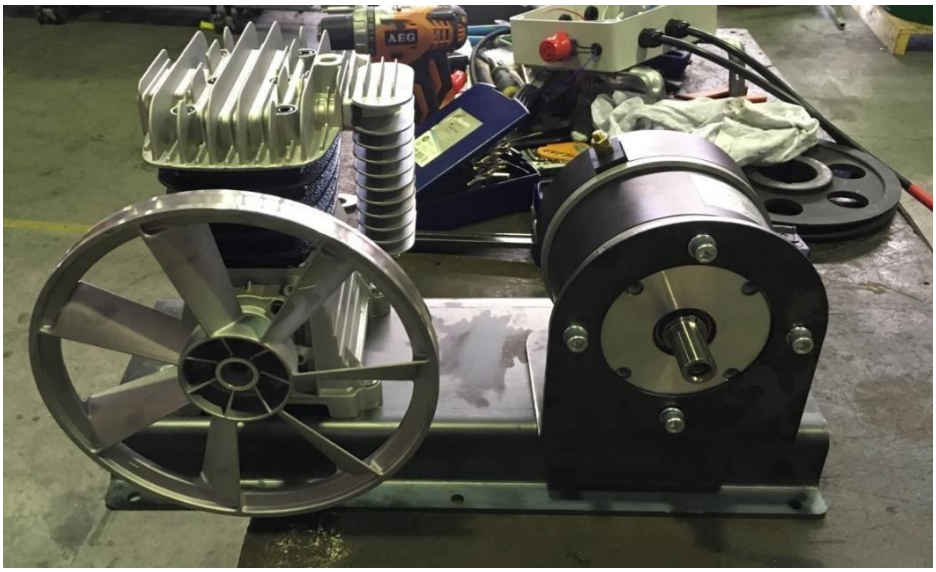
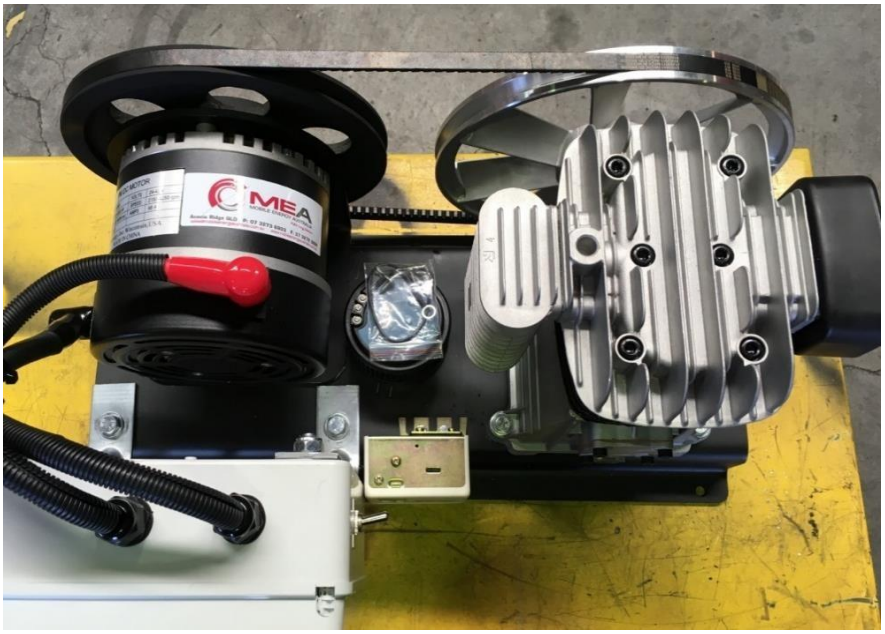
10. PULLEY ALIGNMENT AND BELT TENSIONING

When it is required to install a new belt or (and) pulley, follow the instructions below to re-install and tension the set up.

- Fit motor bracket to base plate and fit motor to bracket as below



- Assemble drive pulley to motor and align drive groove visually with compressor fly wheel groove
- Fit belt and tension motor with a G-clamp by clamping it between the motor bracket and frame.
- Tighten motor bolts once correct tension is reached.



- Use tension tester to properly set the tension.
- It is advisable to use a tension tester to set the tension of the pulley belt system. In critical cases where tensioner is not available, use a blunt end tool and rest it perpendicularly against the belt at the center of the span. Then apply approximately 5-6kg of force. The deflection should be about 12-15mm.

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11. WARRANTY

1 GENERAL PROVISIONS AND LIMITATIONS

1.1 Mobile Energy Australia (hereafter “MEA”) warrants to each original retail purchaser (hereafter "Buyer") that such product(s) are, at the time of delivery to the buyer, free of manufacture ring defects in material and workmanship.

2 NO WARRANTY IS MADE WITH RESPECT TO

2.1 Any product(s) which in the judgment of MEA has been subject to negligence, accident, improper storage, improper installation, improper application, improper operation, or maintenance or has been repaired or altered by others without the written authority of MEA.

2.2 Components or accessories manufactured, warranted, and serviced by others.

2.3 Damages caused by the lack of normal maintenance, service, and repairs such as the replacement and service of filters and seals.

2.4 Damages caused by the lack of normal minimum action, such as adjustments and inspections, replacement of items, such as service filters, seals, and service kits.

2.5 Consequential damages caused by product(s) failure.

2.6 Any product(s) if other than MEA's genuine components are used in the product(s).

2.7 Normal wear and tear of product(s).

3 WARRANTY PERIOD

3.1 The warranty period will commence upon installation of the product(s). The returned registration form marks the date of installation. If the registration form is not received, the warranty period will be deemed to commence 30 days from date of shipment from MEA.

3.2 The Product(s) is warranted against manufacturer defects in materials and workmanship for a period of 12 months.

3.3 The compressor air end is warranted to be free from defects in material and workmanship for a period of 12 Months from the date of installation.

3.4 Components supplied under warranty shall be warranted for the remainder of the original warranty period.

3.5 MEA factory rebuilt components shall be warranted for a period of 6 months from date of shipment.

4 MEA OBLIGATIONS

4.1 The obligation of MEA is limited to repairing or replacing parts, during normal business hours, at an authorized service facility, any component, that in the judgment of MEA are defective.

4.2 The obligation of MEA is limited to replacement of faulty parts. No liability is accepted for any freight costs, consequential damages, injuries, or expenses directly or indirectly related to the Product(s) failure.

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5 BUYER OBLIGATIONS

5.1 Buyer shall notify MEA of the alleged defect within 10 days of initial discovery and return the allegedly defective component(s) within 30 days of initial discovery.

5.2 The Buyer must prepay all costs associated with the warranty.

5.3 The Buyer must return components claimed under this warranty to a facility designated by MEA for evaluation, to establish a claim under this warranty.

5.4 Buyer shall maintain and service MEA Product(s) in accordance with the MEA Product(s) Owner's Manual

6 WARRANTY REGISTRATION VALIDATION

6.1 A registration form is provided to the Buyer with the product(s). The form must be fully completed by the Buyer and returned to MEA upon completion of the installation of the product(s) to validate the warranty. No warranty claims will be processed unless MEA has received a fully completed warranty registration form.

7 DISCLAIMER AND WARRANTY SERVICE

7.1 Any labour costs claimed more than MEA's set rate and/or times are not provided by this warranty. If applicable, any labour costs more than MEA rate schedules caused by, but not limited to, location or inaccessibility of the equipment, travel time or labour provided by unauthorized service personnel are not provided by this warranty.

7.2 This warranty is in lieu of all other warranties or obligations expressed or implied. MEA expressly disclaims all implied warranties of merchantability or fitness for a particular purpose.

7.3 Warranty claims must be pre-authorized by MEA, and the components returned via prepaid freight using the designated "Returned Merchandise Authorization" number and form.

PLEASE NOTE:

Both the MEA Product Registration Form and the Engine Warranty Registration Form MUST be returned to MEA.

WARNING!!!

Failure to return PRODUCT WARRANTY REGISTRATION FORMS detailed above may result in the delayed processing of warranty claims.

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12. MOBILE ENERGY AUSTRALIA - CONTACTS

Sales

BH Office: 07 3273 6803

Email: sales@mobileenergyaustralia.com.au

Spare Parts

BH Office: 07 3273 6803

Email: sales@mobileenergyaustralia.com.au

Service

BH Office: 07 3273 6803
Email: workshop@mobileenergyaustralia.com.au

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13. APPENDIX A – PRODUCT DESIGN REGISTRATION

MEA
MOBILE ENERGY AUSTRALIA
Mobile Energy Solutions

www.mobileenergyaustralia.com.au

TRHC Pty Ltd ATF for the ThoroughClean Trust
ABN 98 674 578 946

07 November 2022

To whom it may concern

Battcom Design Registration

The Battcom design has been assessed against the requirements of the Work Health & Safety Act 2011 and Australian Standard 4343:2014. The Battcom has been found to comply with the requirements of AS4343:2014 Hazard Level E and as such does not require design registration.

The tanks are designed and marked to the SAE J10 standard for automotive and off-highway air brake reservoirs. A certified safety valve is also available as an option.

Regards

Nicholas Groothoff
Engineering Manager
Mobile Energy Australia

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14. APPENDIX B – FLUIDS & MATERIAL SAFETY DATA SHEETS

FLUID TYPE	DESCRIPTION	PART NUMBER
Compressor Oil	Semi Synthetic Compressor Oil 68	10019-P0002

Please use QR code to link you to relevant MSDS

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