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FMNA TECHNICAL SERVICE BULLETIN 160002

Subject: Piston Accumulator Gauge Leak

Problem: A small micro leak at the weld of the bourdon tube inside the glycerin filled Piston Accumulator pressure gauge slowly leads to an over pressurization inside the gauge housing and eventually pushes a small black rubber plug out of the back of the gauge. The glycerin also leaks out of the back of the gauge. This failure can occur after many months of service life.

Root Cause: Confirmation: The cause has been confirmed by FMNA engineering to be a leak at a small weld of the bourdon tube inside the gauge.

Corrective Action: Inspect all buses for signs of a defective gauge. A gauge can be deemed defective if the black rubber pressure relief plug has been pushed out of the back of the gauge as seen in the pictures below. It is important to note that a defective gauge does NOT affect the function or performance of the fire suppression system. The fire suppression system will still detect and suppress fires as normal.

Once inspection is complete, all defective gauges should be replaced with a redesigned version of the gauge and a new bonded sealing washer. This requires depressurizing the Piston Accumulator, replacing the gauge, and then re-pressurizing and should only be performed by technicians trained and certified by FMNA. Please contact FMNA customer service at (610)-265-3610 for a certified service technician contact. Repairs will be covered under warranty. Also, any service going forward that requires PA depressurization shall be accompanied with gauge replacement.