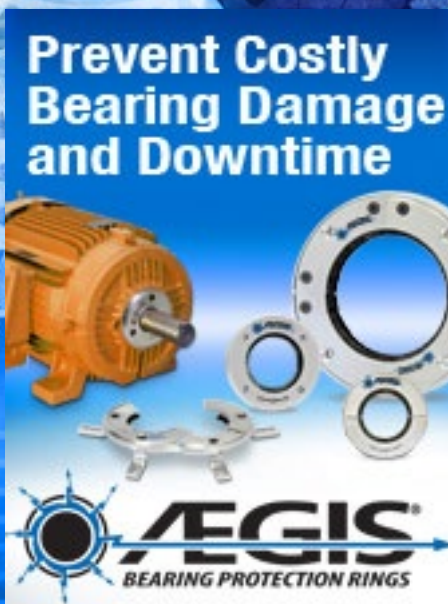


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Prevent Costly Bearing Damage and Downtime



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Presidents Message

Think Globally, Act Locally! If you want to go Fast, go alone, if you want to go Far, go Together!

Training is an Investment, not a cost !



Dear EASA Members, Affiliates and Friends,

Summer Time can be a very busy time for our industry with customers using that time for annual shutdowns and important maintenance activities. As we constantly reassess our businesses and look for areas of improvement I am sure that one of these areas would be training. Training for you, your team or even your customers. In this month's addition of the newsletter you will find information of EASA's important training programs which will be on offer to our region over the coming months:

Training Courses Available Below:

- Electric Motor/Rotating Machines Root Cause Failure Analysis
- Fundamentals of DC Operation & Repair Tips Training
- Fundamentals of Pump Repair
- EASA IEC Ex Training

You may think of some additional training you would like EASA to offer to our Members or existing training in other languages. We are already offering some of our seminars in Dutch, Spanish & French through EASA's licensing scheme. If you would like to know more or know of anyone who would like to become an EASA trainer then we would like to hear from you.

Last but not least, don't forget EASA's webinars. They provide another way to train your staff. For those with limited time and budgets, webinars are a very flexible and inexpensive way to cover training on a targeted subject. Also don't forget you may have access to some special support from your government in terms of tax deductions or funding to develop some new programs. If you register but can't participate for some reason to the live presentation, there is a recorded version. If you have any questions, just email the presenter for clarification.

See the list of webinars on: <http://www.easa.com/education/events>

Please do not hesitate to share all of your questions and suggestions with our General Manager, Frederic Beghain fbeghain@easa9.org

I am looking forward to meeting with you all at our next EASA Region 9 convention, in Marseille, France on the 29th of September till the 1st of October 2016. I am very pleased to see that we already have lots of registrations, if you would like to attend please reserve your place soon to avoid disappointment as we have a limited number of rooms available.

"Attending our conventions" are a great investment for you and your company, I am looking forward to hearing more from you during this important event.

All the Best, Mathis Menzel, President, EASA European and World Chapter

Contentious Corner

In the United States training averages between 2 and 2.5 percent of a company's budget, though some businesses spend as much as 3 percent. What about you? How much do you spend on training? If you have a view EASA is very interested in hearing from you.

Please contact us at secretary@easa9.org



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What's New



Drives lab will help users to test combos of motors and VSDs

ABB has set up a test laboratory at its drives factory in Helsinki, Finland, where customers can have their own motors tested with ABB's variable-speed drives (VSDs) to verify their impact on performance and energy consumption.

The laboratory is aimed mainly at high-volume drives users such as machine-builders and system integrators. It offers an easy and reliable way for them to test various motor/drive combinations before using VSDs in volume production

Read More at: http://www.drivesncontrols.com/news/fullstory.php/aid/5156/Drives_lab_will_help_users_to_test_combos_of_motors_and_VSDs.html

Non-contact monitor predicts when chains are going to fail

The German chain-maker iwis has developed a non-contact system for measuring the elongation of chains while they are running. The CCM (chain condition monitor) shows the wear status on an LED display in 0.5% increments, and can also export its readings to device such as PCs via a USB cable.

The monitor, which can be applied to most chains as a simple "plug-and-play" retrofit, warns maintenance staff when the chain needs to be replaced. It can be used on chain sizes from 06B (travelling at speeds of 0.1–4.8m/s) to 20B (0.35–15.5m/s). The contactless measurement does not affect the performance of the chain and no calibration is needed.

Read More at: http://www.drivesncontrols.com/news/fullstory.php/aid/5171/Non-contact_monitor_predicts_when_chains_are_going_to_fail.html

New Commission study shows high regulatory costs for EU chemical industry

A new Commission study shows that the cost of implementing major regulations for the European chemical industry doubled between 2004 and 2014. Europe's regulatory framework for chemicals, along with industry's own efforts, plays an essential role in ensuring the protection of human health and the environment. In response, European chemical industry group Cefic called for a greater focus on competitiveness.

However, Europe's complex regulatory framework also poses a significant burden on EU chemical companies, amounting to about €10 billion per year over the period studied.

Read More at: <http://www.hazardexonthenet.net/article/121862/New-Commission-study-shows-high-regulatory-costs-for-EU-chemical-industry.aspx>

BP puts final cost of Deepwater Horizon liabilities at \$61.6 billion

BP announced on July 14 that following significant progress in resolving outstanding claims arising from the 2010 Deepwater Horizon accident and oil spill, it can now reliably estimate all of its remaining material liabilities in connection with the incident. Taking into account this estimate together with other positive tax adjustments, BP expects to take an after-tax non-operating charge of around \$2.5 billion in its second quarter 2016 results.

This charge is expected to include a pre-tax non-operating charge associated with the oil spill of around \$5.2 billion. This would bring the total cumulative pre-tax charge relating to the Deepwater Horizon incident to \$61.6 billion or \$44.0 billion after tax.

Read More at: <http://www.hazardexonthenet.net/article/121791/BP-puts-final-cost-of-Deepwater-Horizon-liabilities-at-61-6-billion.aspx>

What's New Continued

Nidec to Acquire Emerson Electric's Motors, Drives and Electric Power Generation Businesses

Nidec Corporation announced that it entered into an asset and stock purchase agreement with Emerson Electric Co. on August 2, 2016, to acquire the motors, drives and electric power generation businesses of Emerson. The purchase price is US\$1,200 million (on a cash and debt-free enterprise value basis), and the consolidation will be all cash.

Major acquirees and locations included in this transaction are; Leroy-Somer Holding (France), Control Techniques Limited (UK), Emerson Industrial Automation USA LLC (USA), Kato Engineering Inc. (USA), Leroy Somer Electro-Technique (Fuzhou) Co., Ltd. (China), and Emerson Industrial Automation Electric Power Generation Private Ltd. (India). Total numbers of employees count 9,703 at the time of October 1, 2015.

Read More at: [: http://www.emerson.com/en-us/News/Pages/emerson-to-sell-motors-and-controls-businesses.aspx](http://www.emerson.com/en-us/News/Pages/emerson-to-sell-motors-and-controls-businesses.aspx)

EV motor is 'first' to avoid the use of 'heavy' rare-earths

Two Japanese companies – Honda and Daido Steel – claim to have developed the world's first practical "hot deformed" neodymium magnets that contain no "heavy" rare-earth materials, yet offer good temperature resistance and the magnetic performance needed for use in electric vehicles (EVs). The new magnets will be used for the first time in Honda's new Freed hybrid vehicle, which is due to go on sale later this year.

Demand for neodymium magnets, which are used widely in EV motors, is expected to grow exponentially. Until now, however, "heavy" rare-earths – such as dysprosium or terbium – have had to be added to these magnets to allow them to be used in high-temperature environments. Supplies of these elements are limited and their use carries risks in terms of procurement and costs. Reducing their use has been a major challenge for EV manufacturers.

Read More at: http://www.drivesncontrols.com/news/fullstory.php/aid/5180/EV_motor_is_91first_92_to_avoid_the_use_of_91heavy_92_rare-earths.html

Press Release - New Extension Client Visits

To View full article please visit: <http://www.solutionsinit.com/news/new-extension-client-visits>

Dates for your Diary

EASA European & World Chapter AGM & Convention - 29th of September - 1st October 2016, Marseille, France

Ex 3 year Refresher - 18th & 19th of October 2016, Birmingham, England

Motor Root Cause Failure Analysis 25th & 26th of October, Newcastle, England - Houghton International

Fundamentals of DC Operation & Repair Tips - 27th & 28th of October 2016, Newcastle, England - Houghton International

Fundamentals of Pump Repair - 15th and 16th of November of 2016 Antwerpen, Belgium

Explosive Equipment 1 Day Awareness – To be agreed with potential participants - Birmingham, England

3 days EX Equipment Users and Commercial & Sales Management - To be agreed with potential participants Birmingham UK

Explosive Equipment FULL course – To be agreed with potential participants - Birmingham, England

Please contact EASA at secretary@easa9.org for any further information.

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Go Direct to the
EASA European &
World Website



Management Article - The Value of Client Feedback

As an advisory business one of the richest sources of insights we can gain about a business is to speak to their clients. However, I'm amazed at how much of the feedback we present is new, even surprising to businesses that are in business for their clients.

All too often, agencies assume they understand their clients' priorities just because they talk to them all the time. Whether you are working with new or existing clients, feedback is critical to identifying what each client actually values. With that knowledge you can provide the service that sets you apart from the crowd and drive real value to your clients, both increasing the likelihood of retention and better organic growth.

Feedback gives you a structured way to understand what's working and isn't working and the best way to improve your service, but it needs to be done right so I've included a few pointers to getting the most out of client feedback:



1. Outsource it - I feel that having a 3rd party speak to your clients elicits better feedback. Clients are much more likely to be honest and direct if they're not speaking their relationship lead. Having someone else in the picture also means you can ask difficult questions, discuss competitors and identify any issues with the leadership team on the account. Your clients are your lifeblood and if it means paying someone to help you then you should do it
2. Benchmark - you should be able to tell how good your client feedback is against others in the industry, therefore the feedback mechanism needs to allow for some numerical and benchmarking scoring
3. Frequency - do it every 6 months and not annually. A year is too long for issues to fester and 6 months gives a good balance between identifying and rectifying issues and opportunities.
4. Agenda - go into the process with an idea of specific things you need to know about each client, a one size fits all approach won't work. What do you need to know about your business, the attractiveness of the proposition? What competitors are after? What services you could be offering?
5. Cross-sell - this is not a sale opportunity you are after honest feedback, however it's a good time to make the client aware of other products and services available to them. Asking a simple awareness question is the best way of addressing this.
6. Own words - get the client to describe their relationship with you and their view of your business in their own words. Look for patterns over your client base, are they talking about a 'safe pair of hands' or a trusted, indispensable partner?
7. Net Promoter Score - different people see this question as valuable or not. Personally if a client is a promoter then they are willing to recommend me to someone they know which can only be a good thing. If they are a promoter, take them up on it. If they are not then work out why and act on it.
8. Patterns - look for patterns in the data. Sometimes the timing of the review will have an impact, you may have had a deliverable go wrong in the last month and the client is using the review to vent. That's why you need to look at all the data over all the clients, the patterns and insights will appear.

Read Full Article at: <https://www.linkedin.com/pulse/20141209170746-1186147-the-value-of-client-feedback?trk=object-title&trk=object-title>

EASA European & World Chapter Convention Marseille, France

September 29th to 2nd October 2016

Golden Tulip Euromed - Marseille, France



“Prepare the Service Future”

EASA European & World Chapter’s AGM and Convention for 2016 will be at the
Golden Tulip Euromed Marseille, France

For registration forms visit our webpage <http://www.easa9.org/conventions/>

With a rich history (Marseille is France’s oldest city discovered 2600 years ago), 300 days of sunshine a year, sandy beaches, coastal roads, a thriving old port guarded by two fortresses, and French-Mediterranean cuisine, Marseille is perfect for all types of travellers -- from the sun catcher to the history buff, the foodie to the modern art enthusiast.



Marseille France has many interesting tourist attractions, museums and famous city landmarks. Located on France’s Mediterranean coast, Marseille is the country’s largest port and one of its oldest cities. The Vieux Port area has many historical buildings and places of interest.

Popular tourist destinations to the east of Marseille include St-Tropez, Cannes and Nice France.

The Port of Marseille is a port-of-call for many Mediterranean cruises. The Marseille train station is the departure point for rail service to cities in France. High-speed TGV trains travel between Paris and Marseille in just three hours. The Aéroport de Marseille Provence, located in Marignane France, is a major airline hub for flights to African and European destinations.

EASA Agenda 2016 - Marseille, France

“Prepare the Service Future”

EASA European & World Chapter's AGM and Convention for 2016 will be at the Golden Tulip Euromed Marseille, France



Business Agenda

Thursday the 29th of September 2016 :

- 14h00 to 18h30 : Directors/Executive Officers & Council Meeting
- 19h30 : Pre- Dinner Drinks followed by President's Reception Dinner

Friday the 30th of September 2016 :

- 8h00 : Introduction of our convention and All participants
- Short 3mn Introduction for the ones who will not do the 10mn Presentation
- Table Top Display
- 9h30 : Conference : Prepare the Service Future (First Part)
- 10h30 : Coffee Break
- 10h45 : Conference : Prepare the Service Future (Second Part)
- 12h45 : Members Presentations (3*10 mn presentation)
- 13h15 : Buffet Lunch
- 14h45 : Face to Face Meetings & Table Top Display
- 16h45 : Adjourn

Saturday the 1st of October 2016:

- 8h30 : Members Presentations (3 presentations of 10mn each)
- 9h00 Annual General Meeting, Installation of new Officers, Annual Karsten Moholt Award
- 10h30 : Coffee Break
- 10h45 : Members Presentations (3 * 10mn presentation)
- 11h15 : Important News for our Members from EASA
- 11h45 : Technical Presentations
- 12h30 : Brains Trust – Questions from the Floor
- 13h15 : Adjourn, Free Afternoon
- Possible Business Visits + Presentations
- 19h30 : Evening Dinner

Sunday the 2nd of October 2016 :

- Depart

To Register: Please Contact Frederic Beghain at fbeghain@easa9.org,
Or go to EASA Region 9 Website: www.easa9.org

AFFILIATE MEMBERS contact the secretary@easa9.org to book your Table Top
Please contact us for any questions at secretary@easa9.org

EASA Marseille - Registration Form

29th of September to 2nd October 2016

Company Name:			
Address:			
Phone:		Fax:	
Email:			
Travellers Names (As shown on Passport)			
Title		First Name	Surname
Title		First Name	Surname
Title		First Name	Surname
Title		First Name	Surname
Golden Tulip Hotel			
Room – Single Occupancy	£108.00 per room, per night		
Room – Double Occupancy	£125.00 per room, per night		
Total Accommodation Price (includes breakfast & taxes)			£
DATE OF ARRIVAL:			
Any special requests: ie. Smoking room / Dietary requirements / Extension of stay etc.			
EASA Business & Tour Arrangements			
Presidents Reception Drinks & Dinner - ALL	Thursday 29th September	Incl	
Affiliates Display & Business Session 1	Friday 30th September	Incl	
Spouse/Partners/Guests site seeing trip	Friday 30th September	Incl	
Buffet Lunch with drinks - ALL	Friday 30th September	Incl	
AGM and Business Sessions 2	Saturday 1st October	Incl	
Gala Dinner with drinks & transport - ALL	Saturday 1st October	Incl	
Cost per Delegate	£550.00 per person	£	
Cost per Spouse/Partner/Guest	£380.00 per person	£	
	Total Cost	£	
Total Amount to be paid			£
Payments – All payments to be made by either Visa or Mastercard			
Cardholder Name:			
Card Type:			
Card Number:			
Expiry Date & 3 digit security code:			
Card Holder Address: (if different to above address)			
Important Travellers Information			
<input type="checkbox"/> Valid passport & Visa if required – please check requirements for your Nationality <input type="checkbox"/> Please return your form back to David Slack at Corporate Travel Plus by 31st July 2016 to guarantee your attendance. E: david@ctplus.co.uk or F: 00 44 1283 790191			

Training Schedule 2016

EASA Ex Training for the Repairs and Overhaul of Ex Equipment to IEC 60079-19 + related Energy Efficiency Requirements

Type	Training Duration (days)	Training Dates	Trainer	Venue	Available places	EASA Member Price (*)	Non-Member Price (*)
Ex 3 year Refresher	2	18th & 19th October 2016	John Allen	Birmingham, England	9	£650.00	£728.00
Motor Root Cause Failure Analysis Training.	2	25th & 26th October 2016	John Allen	Newcastle, England	9	£630.00	£800.00
Fundamentals of DC Operation & Repair Tips	2	27th & 28th of October 2016	John Allen	Newcastle, England	9	£630.00	£800.00
Fundamentals of Pump Repair	2	15th & 16th of November 2016	Gene Vogel	Antwerpen, Belgium	9	£630.00	£800.00
Explosive Atmosphere Equipment Training - 1 Day Awareness of Ex. Atmosphere Equip.	1	To be agreed with potential participants	John Allen	Birmingham, England	9	£215.00	£240.00
Explosive Atmosphere Equipment Training - 3 days EX Equipment Users and Commercial & Sales Management	3	To be agreed with potential participants	John Allen	Birmingham, England	9	£837.00	£937.00
Explosive Atmosphere Equipment Training - Full Course Operatives & RPs Repair and Overhaul Ex. Atmosphere Equip.	5	To be agreed with potential participants	John Allen	Birmingham, England	9	£1,395.00	£1,562.00

(*): Prices guaranteed if more than 6 participants. All Training registrations have to be finalized 3 weeks before each trainings

NOTE. WHERE THERE IS SPECIFIC SUFFICIENT DEMAND ADDITIONAL DATES & LOCATIONS CAN BE PROVIDED FOR ALL COURSES.

Training Schedule 2016

Explosive Atmosphere Equipment Training - 3 Year Refresher: **Trainer:** John Allen - Course length: Two days

Date, Location & Prices: 18th and 19th of October of 2016 Sulzer Dowding & Mills UK, 193 Camp Hill, Birmingham, B12 0JJ, £650 GBP (EASA Members) £728 GBP (Non Members) Prices Guaranteed if Enough Participants Register
Discounts available on 3 or more staff if registered 6 weeks in advance of the course date!

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Follow on from the Initial 5 Day Training Senior Managers, Authorised Persons, Supervisors/Team Leaders

2 day refresher course every three years which will assess knowledge and understanding, practical skills will be verified by demonstration of practical skills.

Skill | Knowledge | Attitude | Training | Experience

Registration forms available at: <http://www.easa9.org/training-2/training-registration-forms/>

EASA Electric Motor Root Cause Failure Analysis Training 25th & 26th of October 2016 Newcastle, England

One of the most important factors to consider when repairing motors is to understand why they failed. This seminar will focus on common as well as unusual types of failures broken down by components. This seminar is intended for anyone interested in understanding motor failures, and those who want to serve customers by addressing the cause of failure rather than the symptom. An extensive resource manual includes hundreds of photos of a wide range of failures, with the likely causes listed, and a clear methodology for confirming the probable cause of each failure. Each student will also receive a CD-ROM containing a PDF version of the manual with almost all photographs in color.

Seminar Highlights: Root cause methodology - Bearing failures - Winding failures Rotor failures - Shaft failures - Mechanical failures DC motor failures - Accessory failures - Case studies

Click below link to read more about the valuable book provided with this seminar!

<http://www.easa.com/resources/book/root-cause-failure-analysis>

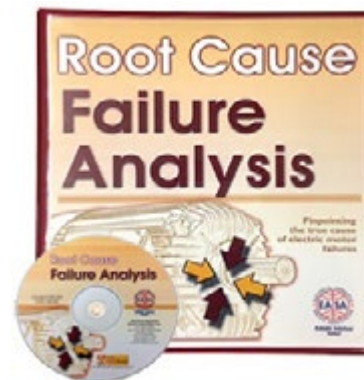
Date, Location & Prices: 25th and 26th of October of 2016 Houghton International , Ambrose Place, Riverside Court, Fisher Street NE6 4LT, £630 GBP (EASA Members) £800 GBP (Non Members) Prices Guaranteed if Enough Participants Register
Discounts available on 3 or more staff if registered 6 weeks in advance of the course date!

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Full Registration and Payment: Before the 25th of September of 2016 (No cancellation after that date)

Who should attend? Motor Repair Specialists, Electrical maintenance technicians, supervisors, condition monitoring specialists, maintenance engineers and reliability engineers that are responsible for a fleet of electrical motors and want to learn how to diagnose and correctly find the root cause of an electrical motor failure.
Please note all delegates are to book their own hotel accommodation

Registration forms available at: <http://www.easa9.org/training-2/training-registration-forms/>



Training Schedule 2016

Fundamentals of DC Operation & Repair Tips Training

Trainer: John Allen - Course length: Two days - Topic(s): DC - Repair tips/procedures - Theory & design

Date, Location & Prices: 27th & 28th of October 2016, £630 GBP (EASA Members) £800 GBP (Non Members)
Houghton International Ambrose Place, Riverside Court, Fisher Street Newcastle, NE6 4LT. Prices Guaranteed if Enough Participants Register Discounts available on 3 or more staff if registered 6 weeks in advance of the course date!

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Course Description

The seminar will cover DC machine theory and operation, as well as repair tips. Topics will include testing and winding of armatures, fields, interpoles and compensating windings, machine work, balancing, assembly and final testing. The theory portion is structured so that it can be grasped by entry-level personnel, while the overall material is WDSXZ-in-depth enough that those with 30 years of experience or more will benefit.

Partial List Of Topics

- DC machine operation explained pictorially •Importance of symmetry to proper performance
- Disassembly, test & inspection tips •Comparison and explanation of electrical test methods
- Data-taking tips, with emphasis on critical information •Commutation and commutation difficulties
- Armature and field winding tips •Field compounding •Assembly tips & test methods
- Accessories, including tachometers •Troubleshooting techniques

Full Registration and Payment: Before the 27th of September of 2016 (No cancellation after that date)

Registration forms available at: <http://www.easa9.org/training-2/training-registration-forms/>

Fundamentals of Pump Repair, Training

Date, Location & Prices: Antwerpen, Belgium, Date: 15th and 16th of November of 2016
£630 GBP (EASA Members) £800 GBP (Non Members) Prices Guaranteed if Enough Participants Register Discounts available on 3 or more staff if registered 6 weeks in advance of the course date! Course length: Two days - Topic(s): Mechanical - Pumps - Repair tips/procedures Theory & design

Course Description - Seminar Content: The seminar will cover the common repair procedures for centrifugal pumps, including submersible pumps, vertical turbine pumps, single stage end suction pumps and split case pumps. The procedures are also applicable to other style pumps. For each type of pump, the inspection, disassembly, evaluation, repair and reassembly functions are presented. General pump test procedures will also be discussed.

Seminar Highlight

The importance of initial pump inspection - Documentation - How to evaluate pump condition and specify repair Disassembly procedures - Repair tips for specific style pumps - Common machine repairs - Mechanical seal installation Pump final testing

READ MORE ABOUT THE VALUABLE BOOK PROVIDED WITH THIS SEMINAR!

Note: Many specific mechanical repair procedures are common to electric motor repair and are covered in detail in the EASA Mechanical Repair Fundamentals seminar.

Trainer : Gene Vogel EASA Pump & Vibration Specialist - Before joining EASA as Pump and Vibration Specialist, Gene Vogel operated his own business, General Maintenance Equipment/Engineering, Inc. (GME), a marketing, service and training organization for industrial maintenance and related technologies. Among other courses, he taught a "Pumps and Pump Systems" seminar for American Trainco. He also has an extensive background in vibration and dynamic balancing, and chaired the St. Louis Chapter of the Vibration Institute from 1993-2000.

Registration forms available at: <http://www.easa9.org/training-2/training-registration-forms/>



Training Schedule 2016 Continued

Explosive Atmosphere Equipment Training - 1 Day Awareness:

Designed for organisations considering registering for the IECEx/EASA Scheme

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Available to anybody who wanted awareness training in Ex Equipment and Overhaul, this is to enable Ex Equipment Users and Commercial & Sales Management & personnel to attend. There will be no pre-requirement of experience in equipment repair. A Certificate of attendance will be provided

Skill | Knowledge | Attitude | Training | Experience

Explosive Atmosphere Equipment Training 3 days EX Equipment Users and Commercial & Sales Management:

For organisations requiring greater knowledge for using, managing EX Equipment Overhaul & Repair or selling the IECEx/EASA Scheme

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Available to anybody who wanted awareness training in Ex Equipment Overhaul & Repair, to enable Ex Equipment Users and Commercial Managers who require greater knowledge of Ex Equipment Overhaul & Repair to attend. There will be no pre-requirement of experience in equipment repair but the number attending will be limited to 9. A certificate of attendance will be provided.

Skill | Knowledge | Attitude | Training | Experience

Explosive Atmosphere Equipment Training - Full Course:

Requirement for Competent Craftsmen Engineers and Authorised Persons

The full 5 day training and assessment program will be available to personnel with experience in equipment repair. Certificates of Assessed Training will be awarded by EASA for personnel who have demonstrated the skill, knowledge and understanding to the standard defined for Operatives and Responsible Person.

Trainer: The very well known, John Allen. After graduating from UMIST with a BSC in Electrical Engineering & Electronics, John started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer. From 1988 to 1996, John was the Regional Director for BERL and from 1996 to 2014, the Technical Director of Dowding & Mills and then Sulzer. John has a very long experience in service facility management, repairing and maintaining rotating machines and Ex equipment. John is an authority in our industry, he is also representing EASA in IEC Ex committees and working as an independent engineer and Trainer.

Skill | Knowledge | Attitude | Training | Experience

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