

FUEL CELL RETURN / RECERTIFICATION GUIDELINES

If you require your fuel cell to be repaired, modified or recertified, please follow our return of cell guidelines for FIA approved safety fuel cells.

It is recommended that you first speak to an ATL representative to inform us that the fuel cell will be returned, the reason for its return, and the date by which you will require it back.

If the cell is to be recertified, please expect the process to take around 5 weeks, possibly longer in the busy winter period, and you will need to take into account shipping time on top of this. In some cases ATL can recertify a fuel cell in a shorter period but this must be discussed with an ATL representative.

Please note that ATL will not know the length of time the fuel cell is required for repair/recertification until it has arrived at ATL and been assessed. Assessments will be undertaken as soon as is reasonably possible.

Fuel cell certification is valid until 5 years from the date of manufacture. It can then be recertified, as long as it is in good condition and meets the required safety standard, for a further 2 years. The maximum length of time a cell can be certified for is 7 years from the date of manufacture.

Return instructions:

1. Please completely drain the fuel cell of all fuel.
2. Remove all top plates and internal foam baffling. Please be cautious when doing so as the internal foam will hold approximately 2% of the fuel capacity within its pores. We advise when removing foam from a fuel cell with a complicated shape that you carefully record how the foam was positioned to make refitting easier. Please do not return the internal foam to ATL - only the external plates for pressure testing purposes. If the external plates were supplied by ATL, then returning them will not be necessary.
3. Externally and internally rinse the fuel cell with soapy water (do not use water if the internal foam cannot be fully removed) then degrease the external and internal surfaces. It is imperative that the fuel cells skins are completely dry and free from grease before returning to ATL. Diesel fuel cells in particular will require considerable drying/de-greasing. All returned fuel cells will be vented if necessary to bring the fuel cell to a state at which it can be worked on by a technician. Fuel cells which are returned in a wet or dirty state will delay the start of any work necessary.
4. Please install the fuel cell into a sealed plastic bag and package into a protective cardboard box. Please note that shipping companies will refuse to ship packages if they detect a smell of petrol or diesel.
5. Attach a delivery note with your full contact/invoicing details, your ATL contact name, and the reason you are returning the fuel cell. If a cell is to be returned from outside of the EU, it is imperative that 'repair' is listed as the reason for return to avoid unnecessary import charges. Any import charges levied will be recharged to the customer. Please supply as much information as possible on your delivery note.
6. Please return the fuel cell to ATL Ltd at:

ATL Technology Centre
Denbigh Road
Bletchley
Milton Keynes
MK1 1DF
United Kingdom
+44 (0)1908 351700

ATL can only repair or recertify fuel cells manufactured by ATL.

It is important to note that if fuel cells are returned for recertification in an assembled state, or are excessively dirty, an additional charge will be imposed to cover the cost of dismantling the cell. In most cases this charge will be £150 + VAT but is subject to review on an individual basis.

In extreme cases ATL will ask that a fuel cell is collected by the customer prior to work commencing. We would then ask that the cell is dismantled and/or cleaned before being return to ATL.

If in doubt, please contact the ATL Technical Sales department on +44(0)1908 351700 or sales@atltd.com.