



Aviation Oxygen Systems

MOUNTAIN HIGH
Equipment & Supply Company

EDS-305x Series

Installation & User Manual

Non-Required Safety Enhancing Equipment
Electronic Aviation Oxygen Delivery System



02D2 NORSEE Manual Revision History			
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SECTION 1: INTRODUCTION

OVERVIEW:

The Mountain High Oxygen (MHO2) EDS-305X series is a suite of highly efficient supplemental breathing oxygen systems that are FAA-NORSEE approved for installation in certified aircraft. They utilize the patented MH Pulse-Demand™ Electronic Delivery System (EDS) to provide exceptional oxygen conservation, extending cylinder supply for superior comfort, safety, and sustained flight duration.

The systems include a cylinder mounting kit for an MHO2 approved portable oxygen cylinder (not included, sold separately), pressure reducing regulator, EDS O2D2 delivery unit(s) with mounting bracket, power interface kit(s), feed tube(s), tote bags, and dispensing equipment for all users.

The EDS-305X series is available in 2-place and 4-place configurations but, since the O2D2 can be used in single-place mode, they can be considered 'up to 2-place' and 'up to 4-place' systems.

OPERATING LIMITATIONS

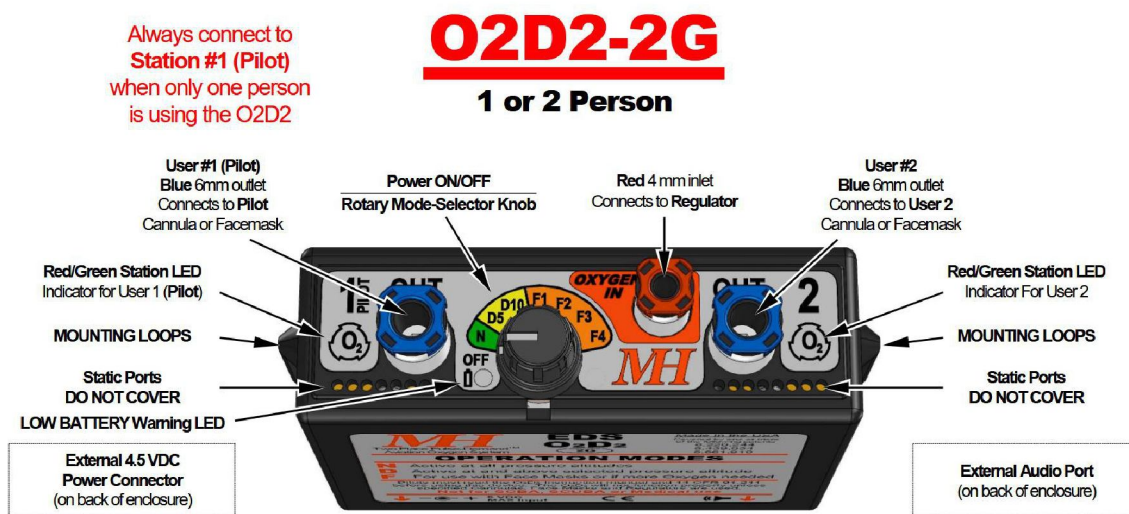
The EDS-305X system is not a required system and may not be used as a substitution for the certificated aircraft oxygen system.

Installation of the system is approved for supplemental use only, up to 12,500 feet MSL. It is not intended as a replacement for an existing, approved, or required system.

No operational credit may be taken for installation of EDS-305X system.

Keep all components free of oil or grease, do not operate near an open flame, or smoke while the system is in use.

WARNING - Use only MHO2 approved portable cylinders and the supplied pressure regulator to prevent hypoxia, equipment damage, and injury.



Assembly Numbers:

00EDS-3052-01	2-place O2D2 with AL-180 Cylinder Mounting Kit
00EDS-3052-02	2-place O2D2 with AL-248/415/682 Cylinder Mounting Kit
00EDS-3052-03	2-place O2D2 with AL-647 Cylinder Mounting Kit
00EDS-3054-02	4-place O2D2 with AL-248/415/682 Cylinder Mounting Kit
00EDS-3054-03	4-place O2D2 with AL-647 Cylinder Mounting Kit
00EDS-3052-04	2-place O2D2 with KF-011 Cylinder Mounting Kit
00EDS-3052-05	2-place O2D2 with CFFC-022 Cylinder Mounting Kit
00EDS-3052-06	2-place O2D2 with CFFC-048 Cylinder Mounting Kit
00EDS-3054-05	4-place O2D2 with CFFC-022 Cylinder Mounting Kit
00EDS-3054-06	4-place O2D2 with CFFC-048 Cylinder Mounting Kit

SECTION 2: INSTALLATION

GENERAL:

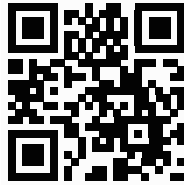
For all systems in the EDS-305X suite, the installation requirements are similar and differ mainly in the size and footprint of the cylinder mount kit. For 4-place systems, parts of the 2-place system are merely multiplied.

Refer to included O2D2 manual and other component documentation for additional information.

CYLINDER MOUNTING KIT:

The portable oxygen cylinder is purchased separately and is supplied with the manually-actuated CGA540 valve installed at the MHO2 factory. See the Cylinder Duration Chart on the MHO2 website for dimensions to aid in placement, if selecting the mounting area before purchase.

Cylinder Duration Chart

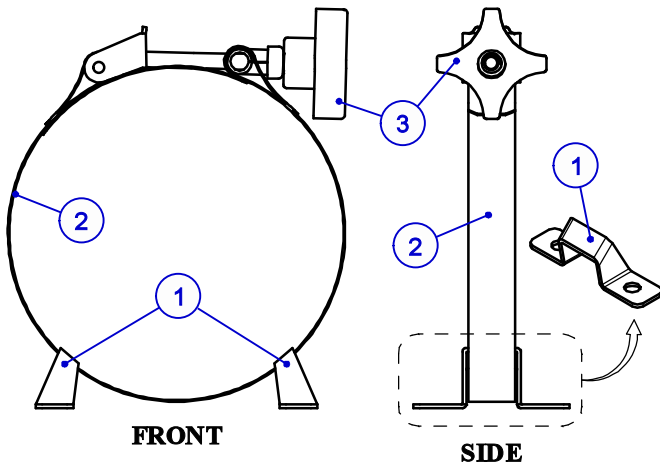


The cylinder should be mounted in an easily accessible location in the cabin, preferably within reach of the crew during flight.

CYLINDER MOUNTING KIT COMPONENTS LIST

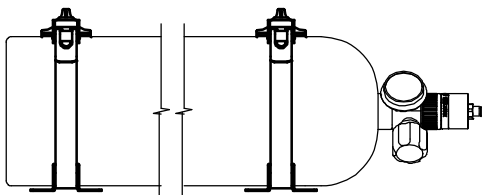
Included in Cylinder Mounting Kit:

- (1) Four Mounting Feet Brackets
- (2) Two Stainless Steel Cylinder Bands with T-bolt and Threaded Tightening Post
- (3) Two Molded Plastic Knobs with Brass Insert
- (4) COMPOSITE CYLINDERS ONLY: Two elastic Cushion Bands (not shown)



FRONT

SIDE



CYLINDER TYPE		BAND INSIDE DIAMETER	CYLINDER MOUNTING KIT NUMBER	INCLUDES CUSH BAND
ALUM.	AL-180	3.25	00CMK-0010-02	
	AL-248, 415, 682	4.5	00CMK-0016-02	
	AL-647	5.25	00CMK-0004-02	
COMP.	KF-011	3.75	00CMK-0002-03	
	CFFC-022	5.25	00CMK-0004-03	
	CFFC-048	7.12	00CMK-0006-03	

INSTALLATION:

What follows is necessarily general in nature and the installation must adhere to appropriate industry standards, including but not limited to 14 CFR 1.1 and Part 43.

The Cylinder Mounting Kit is intended to be installed as a minor alteration. However, it is impossible to account for all aircraft installation configurations. If there is any doubt on the category of install (minor or major), contact your local FAA FSDO. See MHO2 drawing 5SCMK-001-000 in section 6 for structural strength and installation requirements.

To install the mounting assembly, there are two mounting taut ring band sets, each with two mounting "feet" brackets and a knob. For each band, the two brackets are secured to a flat, non-structural surface, one on each side of the cylinder, the taut band wraps through the two brackets, around the cylinder, and is tightened down by turning the plastic knob.

The mounting bands are open-ended, or an "open-loop" design, providing an easy and secure cylinder installation. The bands have a T-bolt with a threaded post on one end, to which the grip knob is installed, and a hinged latch on the other end to hold the T-bolt. The cylinder is placed within the open bands, the T-bolt is inserted into the latch and hinged closed, and the knob is turned to tighten. The cylinder is removed by loosening the grip knobs, uncoupling the quick release latches, and separating the bands.



CMKs

FOR COMPOSITE CYLINDERS ONLY: Stretch the elastic cushion bands over the cylinder and position under the taut ring bands to protect the surface.

PRESSURE REDUCING REGULATOR

Installing the Regulator:

Seat the inlet nipple of the regulator into the corresponding outlet socket of the cylinder valve and turn the grip nut to engage the valve threads. Complete the connection by turning the grip nut **HAND TIGHT ONLY! DO NOT use a wrench or pliers. Over-tightening will damage the regulator.** Teflon tape or other thread sealant should not be used. The integrity of the connection is provided by an o-ring seal and is not dependant on the tightness of the threaded coupling. Connect the outlet feed tube to the O2D2 as shown on page 8.

Removing the Regulator:

DO NOT ATTEMPT TO REMOVE THE REGULATOR WHILE UNDER PRESSURE

The regulator grip-nut will be difficult to turn while under pressure, and doing so will destroy the inlet O-ring. Bleed-off internal pressure by first closing the main cylinder valve and then:

Disconnect the XCP-to-EDS Supply Adapter tubing from the EDS device.

OR

If the feed tube is not connected, a blunt instrument (such as a pen) may be inserted into the regulator CPC outlet in order to open the internal check valve and bleed-off the remaining oxygen.

In either case, a short hiss of air will be heard, indicating the tubing/regulator pressure has been vented. The grip nut should now turn easily by hand and the regulator can be removed.

REGULATOR SPECIFICATIONS:

Inlet Pressure Rating: 3000 PSI MAX
 Regulated Outlet: 16 ± 2 PSI (Dynamic)
 (NOM 1 Bar)
 20 ± 2 PSI (Static)
 Average Flow Rate: 40 L/min (AVG)
 Spare O-ring (included): MH p/n 09001-0011-90
 (CGA-540 Inlet Nipple)
 See also: MH document 5SREG-1004-01
 MH document 5IREG-1004-01
 O2D2 Manual pg. 6 & 8



O2D2 ELECTRONIC DELIVERY SYSTEM:

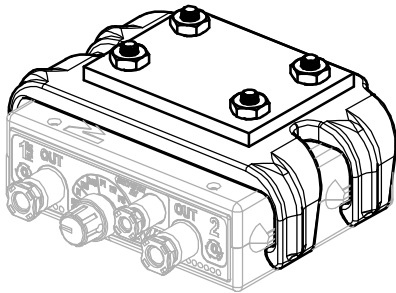
The patented MH Pulse-Demand™ Electronic Delivery System (EDS) is designed to deliver aviation oxygen in the most efficient and convenient manner possible. With its user-selectable settings, APNEA Alarm and small size, the EDS is the most flexible portable digital electronic oxygen delivery system in the world.

Mounting the O2D2:

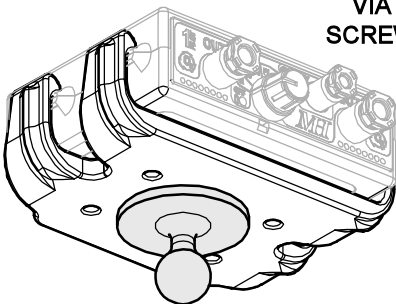
A Nylon plastic Slide/Snap-in bracket is provided for hard mounting the O2D2. Side loops or dual lock strips are also included for alternate mounting options.

Mount the O2D2 in an area that will be within reach during flight, preferably in the pilot/ crew's field of vision. When using the hard-mounting bracket, do not bolt the bracket to a structural surface or component. The O2D2 should be mounted to a non-structural surface such as the aircraft instrument panel flange or removeable aesthetic plastic cabin sidewall panels. (See Mounting Specifications on the following page.)

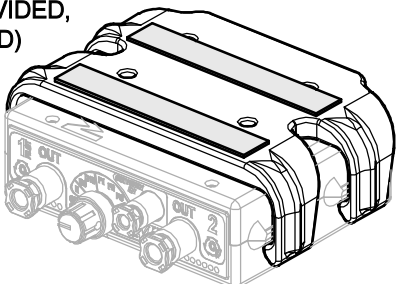
MOUNTING EXAMPLES



DIRECT MOUNT TO
CUSTOMER AIRCRAFT
VIA (4) #10 MACHINE
SCREWS & NYLOC NUTS



ADJUSTABLE BALL-MOUNT
(CUSTOMER PROVIDED,
NOT INCLUDED)



DUAL-LOCK ADHESIVE STRIPS
(p/n 000EM-0008-00)

Using the O2D2 Mounting Bracket:

The O2D2 Mounting bracket is designed to attach to the O2D2 by either sliding the O2D2 into the bracket from the front, or inserting one side of the O2D2 into the bracket from above/below and snapping the other side in. The O2D2 can be mounted in the bracket in either orientation (top or inverted), so the bracket may be mounted above or to the underside of an aircraft panel, or left/right vertical to a center console or side mount.

Top Mount



Inverted Mount



Slide In/Out



Snap In/Out



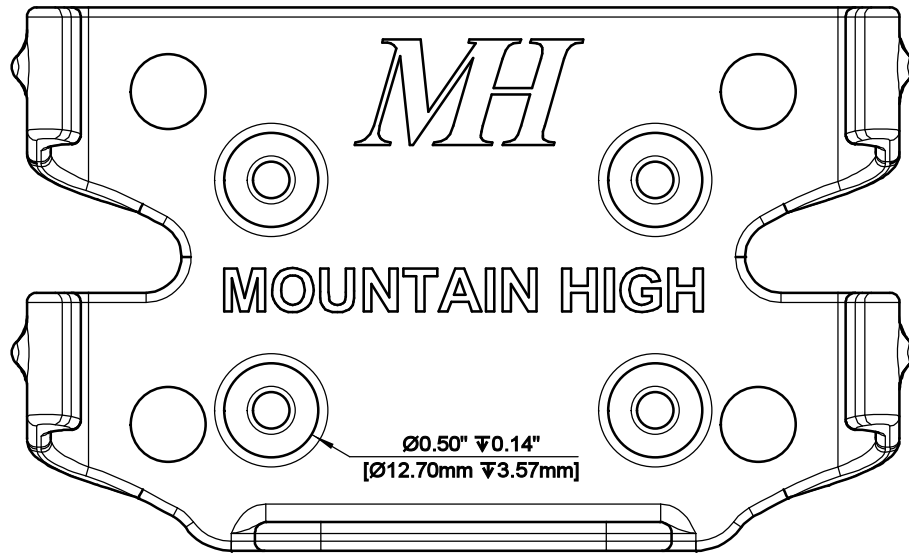
O2D2 Mounting Bracket Specifications:

The nylon plastic Slide/Snap-in bracket features four countersunk holes designed for use with #10 Machine Screws. The following dimensions may be used for drilling complimentary holes in your non-structural aircraft mounting location (Not required if using dual-lock adhesive strips or ball mount).

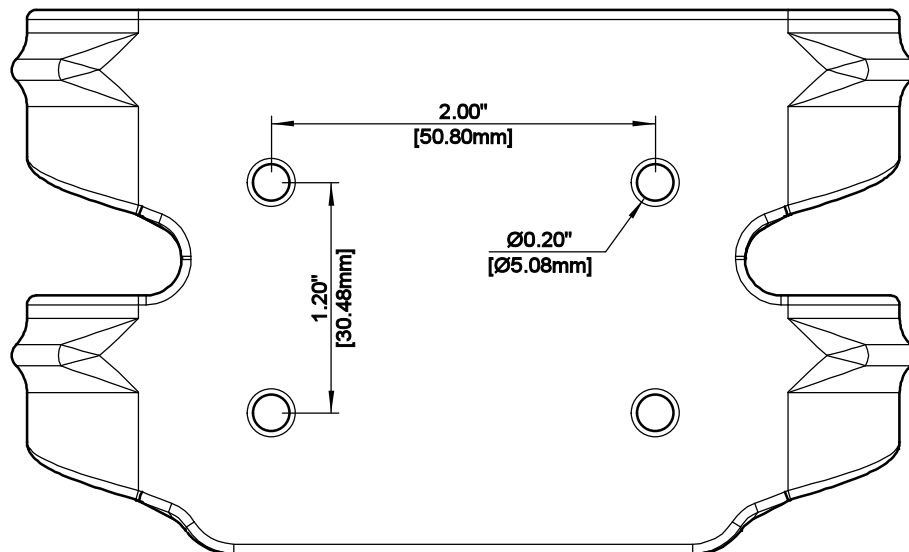
The Ø0.400 counterbores shown in the front view are designed to be used with optional Ø3/8"

self-adhesive felt or rubber pads for a more permanent and secure (service removeable) mounting solution (such as when used in aerobatic aircraft requiring withstanding high g-forces while remaining secure.)

See MH Document 5ICMB-2000-00 (Custom Mounting Bracket Insert) as well as MH Document 5SCMB-200-000 (Custom Mounting Bracket SCD) for comprehensive dimensions.



FRONT (Actual Size)



REAR (Actual Size)

FEED TUBE & DISPENSING EQUIPMENT:

WARNING – Use only MHO2 supplied feed tubes, cannulas, and face masks. Do not modify the tubing other than what is recommended in Section 4.

Feed Tube Description:

The standard 40inch feed tube is included in the O2D2 kit. The CPC end connects to the outlet port of the regulator and the red 4mm tubing end connects to the red 'Oxygen In' port of the O2D2 (See Outlet Tubing Connection on pg. 5 for connecting the feed tube to the regulator). An extended 84 inch feed tube is available (sold separately) should a longer length be needed, see section 5 for details. For the 4-place systems, a split kit tubing adapter is included. See next page and the O2D2 manual page 16 for additional details.

IMPORTANT NOTE: Ensure all the tubing is situated so it does not interfere with flight controls, disrupt the crew's ability to operate the aircraft, or impede swift egress as needed. If the feed tube is routed through an enclosed area or near a heat source, a thermal/flame shield sleeve (sold separately) should be used to protect the tubing.

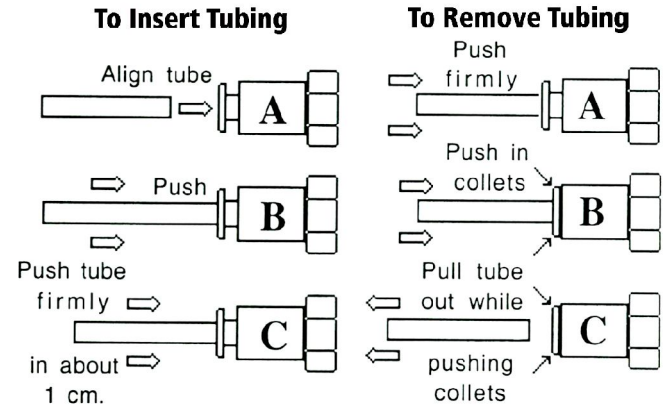
Connecting the feed tube to the O2D2:

To INSERT TUBING: push the tubing into the connector until resistance is felt, then push a little further, about 1/8 inch. Gently tug on the tubing to make sure it is captured.

To REMOVE TUBING: push the tubing in slightly, then push in the connector collar while pulling

gently on the tubing. When removing tubing, **DO NOT** pull on the tubing without pushing in the collar, as this will likely damage the connector.

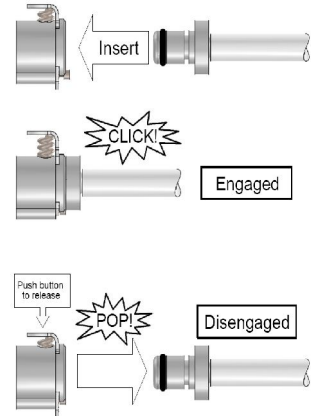
One-Touch Fitting (O2D2 connection) illustration:



Connecting the feed tube to the XCP Regulator:

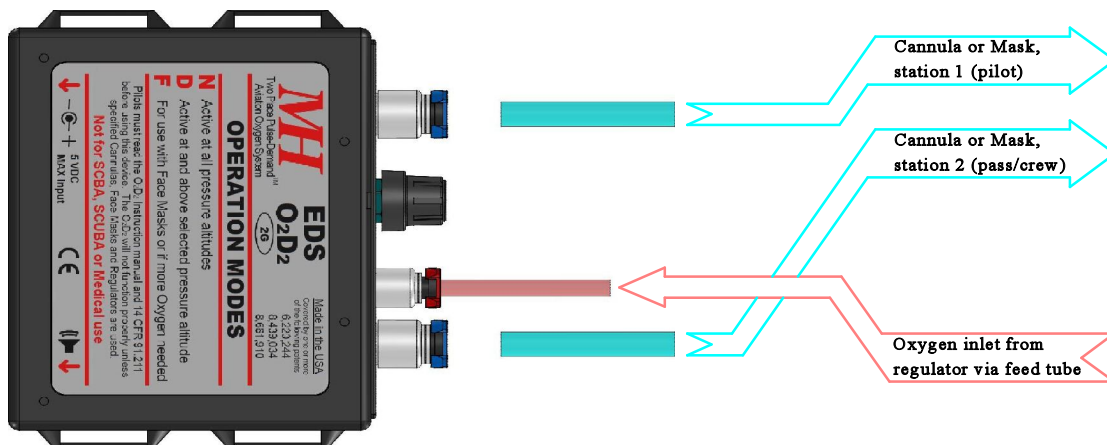
To insert:

Simply insert the male connector into the female outlet on the XCP regulator. Push in firmly until the connector engages with a "CLICK" sound. You now have a secure air-tight connection.



To remove:

Push in the side release button and the male connector will disengage with a "POP". The internal check valve will close to stop the flow of oxygen.



Two or Four Place Feed Tube Options:

2-PLACE:

A single feed tube is required to connect from the XCP regulator to the O2D2 as shown in the first illustration below.

4-PLACE:

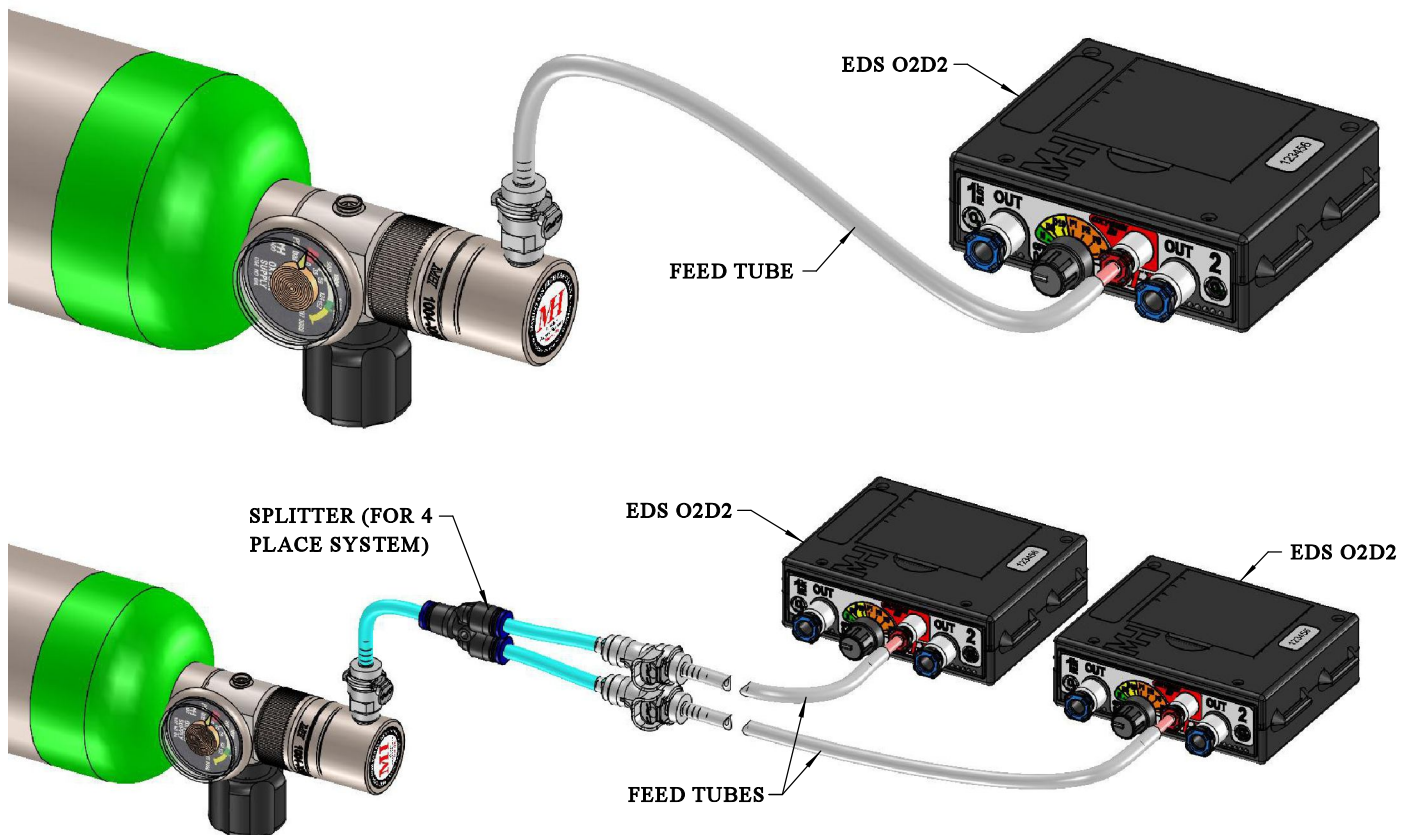
An XCP-Y split kit is provided and connects to the XCP regulator as shown in the second illustration below. Two feed tubes then connect from the splitter to two O2D2s, enabling four users to breathe from the system. The splitter features two female check-valved CPC fittings that shut off oxygen flow if a feed tube is disconnected. Therefore, the splitter may remain in the system while only one feed tube is connected for a single O2D2. Additionally, the other end of the splitter may be used to provide oxygen to a constant

flow system for passenger use, while the O2D2 is used for pilot & crew.

The split kit comes equipped with two regulator connecton ends, a straight CPC fitting end (as shown in the second illustration) and a 90° elbow CPC fitting end, to aid in routing the tubing. See page 8 and the split-kit insert for connections.

Choosing Your Dispensing Equipment

The O2D2 comes with two standard and two flare tip cannulas, and two masks. The two cannula styles are included to accomodate a user's physiological needs. The choice between the two is based on comfort and to ensure proper triggering of the pulse delivery. The mask is also available should it aid in the user's comfort or if the user is experiencing nasal congestion.



Connecting the cannulas/masks to the O2D2:

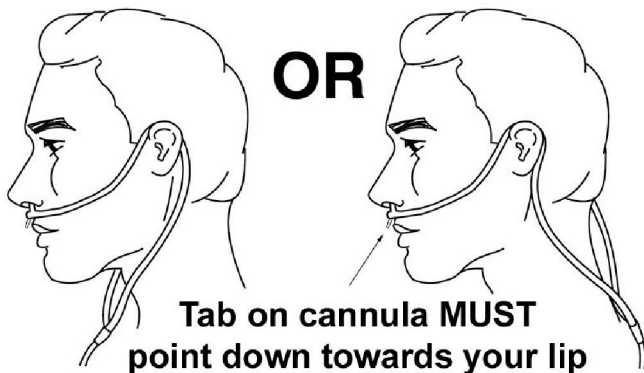
The cannulas/ masks are connected to the station "1" (pilot) and station "2" blue 6mm ports of the O2D2 via "one-touch" connectors in the same way as the feed tube. See the cannula/ mask insert and O2D2 manual pages 7 & 8 for details

Donning the Cannula:

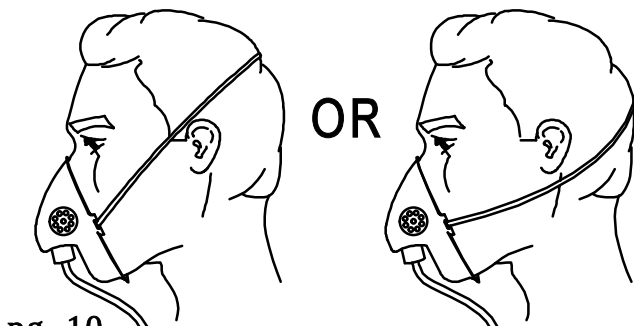
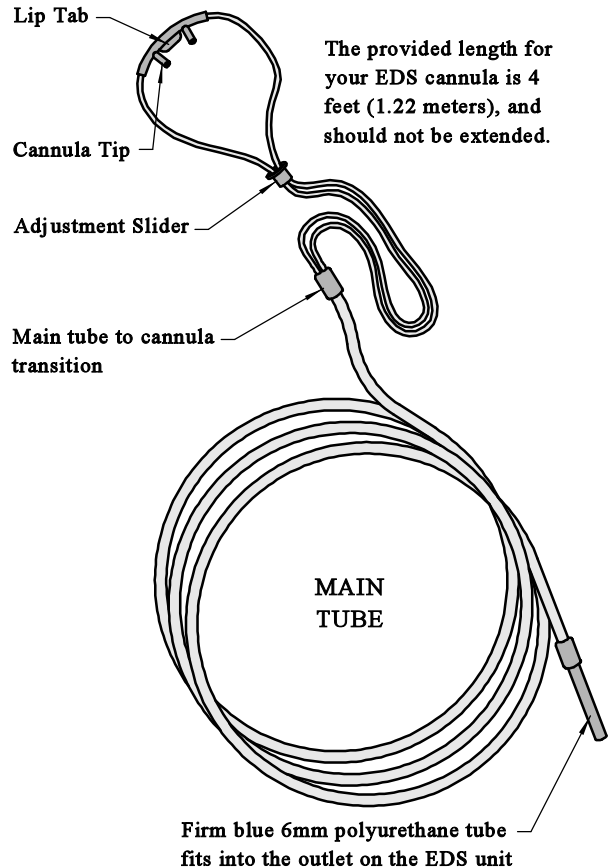
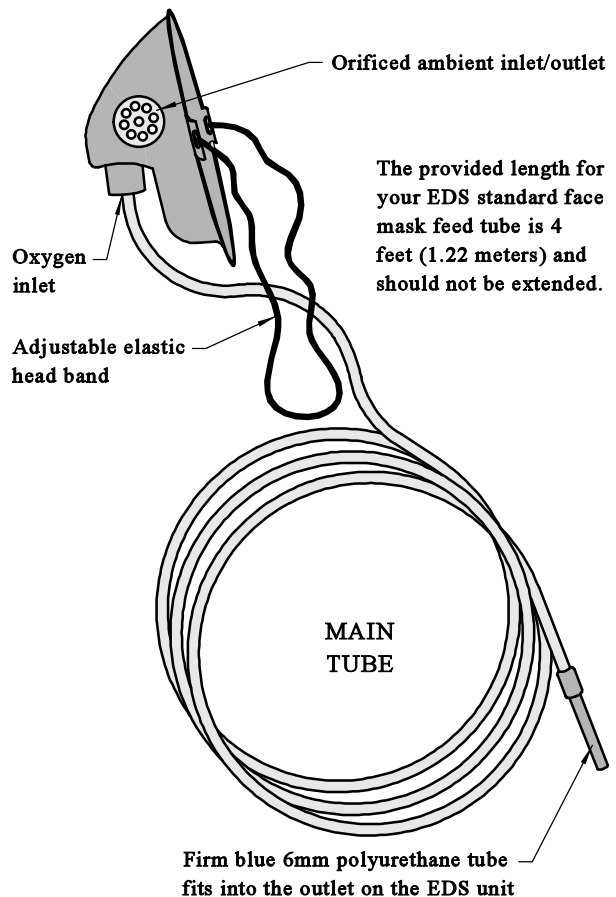
Don the cannula (with the tab pointing down so that the cannula nasal tips curve toward your head), then loop the cannula tubes over your ears as shown. Adjust the adjustment slider until a comfortable, secure fit is achieved.

OR

Loop the cannula over your head as shown so that the feed tube is behind you, then insert the cannula (with the tab pointing down so that the cannula nasal tips curve toward your head) and loop the cannula tubes back over your ears as shown. Adjust the adjustment slider until a comfortable, secure fit is achieved.

**Donning the Mask:**

Place mask over your face covering both nose and mouth area, then slip elastic band over your head. The strap may be placed above or below your ears (see illustration below). Adjust elastic band by pulling the band ends through the mask tabs until a comfortable, secure fit is achieved. Pinch noseclip to provide a seal around the nose.

**EDS STANDARD OR FLARE TIP CANNULA****EDS STANDARD FACEMASK**

EXTERNAL POWER KIT:

WARNING - The O2D2 cannot be connected directly to the electrical buss or damage will occur and it is not recommended that a different power adapter or USB cable be used. Over-voltage is not covered under warranty.

The DC power adapter is a 12-32 VDC in, 3.0A out, quick charger with digital display. It is capable of additionally charging a tablet while running aviation apps, and does not interfere with on-board radios and navigation equipment.



Connecting the DC power adapter to the O2D2:

The O2D2 external power jack is located on the back of the unit, indicated by the '+5 VDC MAX Input' arrow on the O2D2 label. The jack has a rubber dust plug that will need to be removed before connection.



Connect the power adapter to an available DC accessory socket (may not fit older cigarette lighter-only receptacles), connect the USB end of the cable into the USB-A port, and connect the 3.5 mm power plug into the external power jack on the back of the O2D2.

If a USB-A port is installed on the aircraft, the user can connect the included USB cable directly, in lieu of the power adapter, provided the port is 4.5 - 5 VDC.

If backup batteries are installed, the O2D2 will automatically and seamlessly revert to battery power if the cable is disconnected, there is a power adapter failure, or there is a loss of aircraft power. Replace the batteries if in doubt or if a LOW BATTERY Alert is received. A fresh set of spare alkaline batteries should be part of your pre-flight inventory.

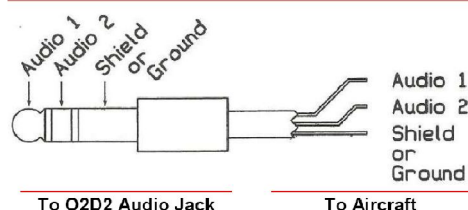
WARNING - Use only alkaline 'AA' batteries.

External Audio Out (optional):

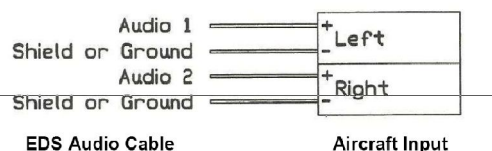
The O2D2 is equipped with an external audio output jack that is suited for most aircraft Integrated Communication Systems (ICS). If a 3.5mm audio port is incorporated into the avionics system or there is an available audio panel channel, a 3.5mm stereo cable (not provided) can be used to inject the O2D2 audio alerts/ alarms into the cabin intercom/ICS. See the O2D2 user manual page 22 for full wiring schematics, including mono and two O2D2 connections, and page 30 for specifications.

The audio output jack is located on the back of the unit, indicated by the speaker image arrow on the O2D2 label. The jack has a rubber dust plug that will need to be removed before connection.

OPTIONAL 3.5mm STEREO AUDIO PLUG AND CABLE



TYPICAL COMMUNICATIONS WIRING



SECTION 3: OPERATING INSTRUCTIONS

OVERVIEW:

The O2D2 delivery unit can operate with a single user or with two. If there is only one user on an O2D2 unit, they must be connected to the Station 1 port. The same would apply for three users in the 4-place system. The third user, using the second O2D2, would need to connect to Station 1.

Both the Station 1 (pilot) and Station 2 (crew/passenger) ports operate independently of each other, however the same dosage is given to both users based on the mode selected. The following operating instructions apply to both 2-place and 4-place systems.

Use of a pulse-oximeter is recommended (sold separately), in the event that a user's unique physiology inclines to a lower-than-normal peripheral blood oxygen saturation (SpO₂), where adjusting the settings of the O2D2 will be beneficial.

IMPORTANT: Fully read the O2D2 Manual included with the unit before using this system for the first time.

Pre-Flight:

The following procedures should be performed prior to every flight.

- **ESTIMATE OXYGEN DURATION**

Prior to flight, check the pressure gauge on your oxygen system and estimate the duration of your oxygen supply based on your anticipated flight profile (see ESTIMATING OXYGEN DURATION on pg. 14 of the EDS manual). Take into account that you or your passenger(s) may need more oxygen than "normal". Consider all the legs of your flight if you may not be able to refill your oxygen cylinder along the way.

Make sure that your estimated oxygen duration exceeds your anticipated oxygen needs. Be conservative in your estimate in order to leave some "breathing room" in the event of delays.

Cylinder pressures below 300 psi will compromise the operation of the regulator and affect the amount of oxygen delivered. Below 300 psi, you may be receiving less oxygen than prescribed, but with no indication of a problem.

- **CONNECT OXYGEN SYSTEM**

A portable oxygen system needs to be carefully configured prior to each use. Secure your oxygen cylinder as required, and connect the oxygen inlet line (see Connecting the feed tube to the O2D2 on pg. 8) and cannula/facemask outlet lines to the EDS. Verify all connections.

- **OPEN OXYGEN CYLINDER VALVE**

The oxygen cylinder valve should always be closed when not in use. Open the valve SLOWLY, a minimum of two full turns.

- **EDS BATTERY TEST**

Disconnect the external power cable from the O2D2 and turn the Mode-Selector knob to the 'N' position to POWER-UP the EDS. The Battery Monitoring function will require several seconds to properly assess the condition of the batteries. Continue to observe the unit for several seconds after POWER-UP to watch for indication of a LOW BATTERY or BAD BATTERY condition. If you receive any of these LOW BATTERY Alerts, replace the batteries IMMEDIATELY before your flight!

Test and verify battery operation even if you intend to operate the O2D2 with external power. You should always have a spare set of fresh alkaline 'AA' batteries with you if using with batteries only.

- **EDS FUNCTIONAL TEST**

Don your cannula/facemask and have your passenger(s) do the same. Familiarize your passenger(s) with the system as required. Make sure that the outlet tubing is properly connected to the EDS and not kinked or pinched. Take a breath (inhale) and verify that oxygen is being delivered (the Station LED on the EDS will flash Green, you should feel a puff of oxygen in your nostrils, and you may even hear the valve open inside the EDS unit). You have now verified that your entire oxygen system is functioning properly.

In-Flight Operation:

The Rotary Mode-Selector knob controls the operation of the MH EDS. The available options encompass three main modes of operation:

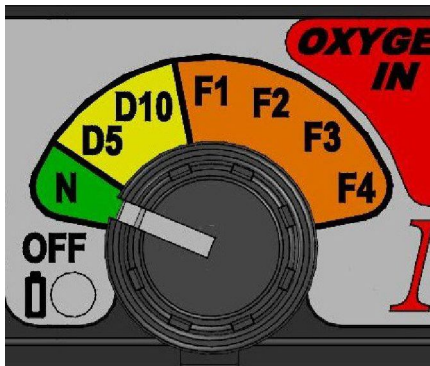
'N' Mode:	Standard Flow	Immediate Onset
'D' Modes:	Standard Flow	Delayed onset (altitude)
'F' Modes:	Enriched Flow	Immediate Onset

NOTES:

- The N and D modes are calibrated to provide the oxygen normally required by a healthy average-size person using a cannula at a given altitude. Your needs may be different.
- The F modes are provided for use with a Facemask, but may also be used with a cannula if more oxygen is required than is otherwise provided by the N or D modes.
- In all modes, the EDS delivers more oxygen as altitude increases (altitude compensating).
- Mode setting changes produce an audible "beep" and the Battery LED flashes Green.
- O2D2: The selected mode applies to both users and should be set to accommodate the user with the highest oxygen need.
- You may use a Pulse Oximeter to help monitor your blood oxygen saturation level, but keep in mind that due to certain physiological effects at higher altitudes, these devices tend to indicate a saturation level lower than actual.

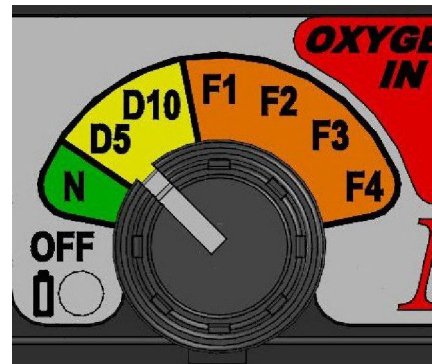
'N' Mode:

The N setting causes the MH EDS to immediately begin providing the standard oxygen flow appropriate for an average healthy person using a cannula. Operation commences (and continues) regardless of pressure altitude, so N mode assures that you will continue to receive supplemental oxygen all the way through final approach and landing. This is useful when flying at night since night vision is especially affected by hypoxia.

**'D' Modes:**

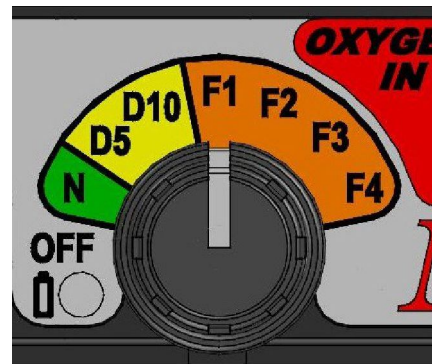
The D settings "delay" operation until a minimum pressure altitude threshold is reached: 5,000 ft. in D5 mode; 10,000 ft. in D10 mode.

NOTE: When the barometric pressure is low, operation will begin at a slightly lower flight altitude than when the barometric pressure is high.

**'F' Modes:**

The F settings are for use with a Facemask or when more oxygen is required with a cannula.

NOTE: F settings augment the amount of oxygen otherwise provided at a given pressure altitude in order to compensate for the additional plenum volume associated with a facemask. Each successive F-setting provides a progressively larger dose of oxygen.



Alerts / Alarms:

The MH EDS provides a continuous indication of operational STATUS, and also generates audible and visual ALARMS and ALERTS designed to call the user's attention to critical warnings or error conditions.

System STATUS, ALARM and ALERT conditions are conveyed by front-panel LEDs and an on-board tone generator. The pattern of flashing LEDs and tones associated with each condition is intended to be suggestive of the severity of the condition indicated and otherwise as obvious as possible. You should nevertheless familiarize yourself with the various ALARMS and ALERTS before using your EDS for the first time, and review periodically. See EDS Manual pg. 10-11 for specific STATUS, ALARM, and ALERT conditions.

Always connect to the O2D2 #1 (Pilot) station when a single user is using an O2D2, as the apnea alarm for the #1 station is always active. Station #2, if unused, will not spontaneously generate apnea alarms. The alarm is enabled only after several successive inhalations are detected (~30 sec) and will alarm when breathing stops.

Operating Recommendations:

It is recommended that you wear your cannula for the entire flight if a need for supplemental oxygen is anticipated. At the point when the onset of hypoxia is a possibility, it is better to not have to deal with the otherwise unnecessary task of donning your cannula. Facemask users may also want to consider this. If you choose to remove your cannula/facemask at any point, stow it in such a manner that the outlet tubing will not become kinked or pinched when re-donning it.

Even if you do not anticipate an immediate need for oxygen, it is recommended that the EDS be set to D5 or D10 mode as a default. This way, you will automatically begin receiving oxygen when you exceed 10,000 ft (pressure altitude). You may switch the EDS to N or F mode at any time to begin receiving oxygen "Now". If using the D Modes, it is recommended that you don your cannula or facemask before you reach the D5 or D10 preset altitude, rather than using the APNEA Alarm as a "put-on-your-cannula/facemask" reminder.

Alerts / Alarm or Malfunction Solutions:

WARNING – For any of the following, the pilot should descend if there is ANY question of, or difficulty in correcting the alarm or malfunction. Hypoxia primarily affects the brain and nervous system with a gradual loss of mental faculties and impairment of judgment and coordination, but these changes are so gradual that they are completely unnoticed by the affected individual. Further, the retina of the eye is affected by even extremely mild hypoxia, and night vision deteriorates significantly above 5,000 feet. Therefore, it is critical to descend below 8,000 feet for day flights or 5,000 feet for night flights, or as close to this as is safely possible, if a prolonged problem is experienced.

- O2D2 single red light flash at inhalation but no pulse delivered:
 - No fault, breathing event detected but no O2 is delivered as a safety feature to prevent hyperventilation.
 - User can ignore or breathe more regularly, at a rate under 30 breaths-per-minute, to receive a pulse at every inhalation.
- O2D2 apnea alarm:
 - Ensure the user is breathing regularly and intently, very soft or shallow breathing may not be detected.
 - If using a cannula, ensure the breathing is done nasally and not by mouth.
 - Ensure no kinks in cannula or mask tubing and verify that they are connected.
 - Ensure the cannula or mask is being worn properly.
 - Apnea monitoring can be reset by breathing at the affected station or cycling the O2D2 power.
- O2D2 flow fault alarm:
 - Check that the feed tube is connected and not kinked.
 - Verify the tank valve is fully opened and that there is pressure in the tank.
- Damage to the feed tube or regulator during flight:
 - Immediately close the tank valve by hand to turn off the pressure and turn off the O2D2.
 - Descend if necessary.

- O2D2 sudden onset of two quick pairs of audible chirps with red 'battery light' flashes:
 - The unit has been left on in 'D5' or 'D10' mode and no breathing event has been detected for over ~15 minutes.
 - Turn off, cycle power, or breathe on the #1 station to clear.
- Low SpO2 levels on pulse oximeter:
 - Verify tank valve is fully open and the pulse oximeter is worn correctly
 - Increase to F1 enriched flow setting on the O2D2 and monitor SpO2.
 - If SpO2 remains low, continue through F-settings to F4 as needed.
 - If at F4, SpO2 levels are still too low, descend.
- O2D2 battery alerts/ alarms (if used without external power):
 - If any battery alert/ alarm is received at pre-flight, replace batteries immediately.
 - "Low battery 1" alert – less than 4 hours remaining (w/ 2 users), replace batteries at first opportunity.
 - "Low battery 2" alarm – less than 1 hour remaining (w/ 2 users), descend at first opportunity & replace batteries.
 - "Low battery 2" and flow fault alarm – system shutdown, descend immediately;
 - "Bad battery" alarm – system shutdown, descend immediately.
- Loss of aircraft power:
 - If the battery backup option is being utilized, no O2 system action needed, system will continue to function automatically, allowing for focus towards primary system failure and safe descent.
- Misleading indications or O2D2 failure:
 - Descend.

Post-Flight:

- Turn off the EDS unit.
- Close the oxygen cylinder valve.
(leaving the regulator pressurized when not in use can shorten service life).
- Bleed the regulator and EDS inlet line.
Disconnect the XCP-to-EDS Supply Adapter tubing (Feed Tube) from the EDS device, see pg. 5.
- Stow cannulas/facemasks/tubing to prevent contamination.
(See the following STORING THE EDS)

Cylinder Refilling:

Close valve, bleed lines, remove regulator and store in closed bag to prevent contamination, remove cylinder from mounting kit and refill with Aviators breathing oxygen, either at an FBO or from a rented supply tank. Once filled, repeat in reverse, conforming to the installation instructions. Sometimes an FBO will not have the standard CGA-540 connector. Therefore you may find it useful to carry an MH Transfill Adapter (00GSE-1029-01). This accessory adapts your CGA-540 portable cylinder to the AN- 800 equipment that is commonly found at FBOs. Various transfiller and adapter options are also available for self-filling capabilities. See QR code for tutorial.



Storing the EDS O2D2 System:

- Disconnect all tubing (inlet and cannula/facemask) when the EDS unit is not being used. Do not store the EDS unit with the inlet under pressure.
- Stow oxygen tubing and cannulas/masks in a manner that ensures that they will not be contaminated with dirt or debris. The supplied tote bags or a recloseable plastic bag is a good storage container. Anytime oxygen lines are disconnected, they must be protected to prevent contamination. Improperly stowed oxygen lines can lead to problems such as moisture and/or debris entering the system (see O2D2 manual page 20).
- Remove the batteries to prevent leakage and corrosion if the unit is not going to be used for an extended period (30 days or more). When using the unit for the first time after extended storage, verify battery function via the usual POWER-UP procedure.

SECTION 4: INSTRUCTIONS FOR CONTINUED MAINTENANCE & OPERATION

WARNING – If the cylinder & valve, pressure regulator, or O2D2 is suspected of operational failure or a component is damaged, they should be sent in to the MHO2 factory for repair as soon as possible.

- Every 6 months:
Verify dispensing masks and cannulas are clean and unsoiled.
- Annually:
Inspection of cylinder mount kit; verify cylinder pressure is holding when closed; replace O2D2 batteries (if used).
- Every (2) Years:
Recommended service of O2D2 and regulator; inspection of polyurethane tubing ends for deformation and trim ~1/8" - 1/4" if needed.
- Every (5) Years:
Cylinder Hydrostatic test; recommended replacement of cannulas, masks, and regulator feed tube.
- Every (10) Years:
Recommended replacement of split kit (if used).
- Every (15) Years:
Replace composite cylinder.

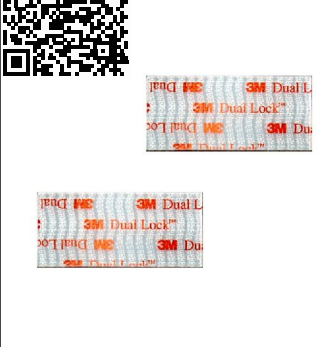
Important Note:

Ensure that no hydrocarbon oils such as hydraulic or engine oil come in contact with any component of this system. Prevent damage and contamination by keeping the system equipment clean and protected. Store the tubing and O2D2 in the provided tote bags or other recloseable bags, as applicable, when not in use. A zipped hard shell case is also available to further protect your O2D2.



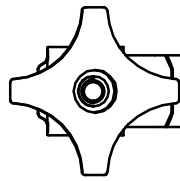
O2D2 Hard Case

SECTION 5: REPLACEMENT PARTS

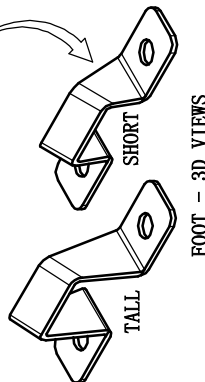
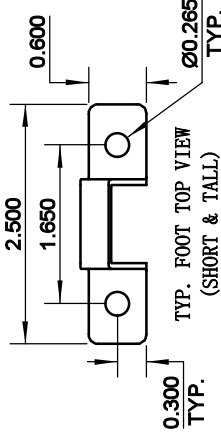
 EDS Cannula 	 EDS Mask 	 O2D2 hard Case 	 Standard 40" Feed Tube 
 XCP-Y Split Kit 	 Regulator Inlet O-Ring  O-Ring for CGA-540	 CPC Fitting O-Ring  O-Ring for CPC Fitting	 Dual Lock 
 O2D2 Mounting Bracket 	 Power Adapter 	 Power Cable 	 O2D2 Inlet Cap 
 O2D2 Outlet Cap 	 Cylinder Mounting Foot 	 Antiseptic Wipe 	 Extended Length 84" Feed Tube 

SECTION 6: SUPPLEMENTAL DRAWINGS

Schedule Of Drawings			
Drawing #	Part #	Page #	Description
5SCMK-001-000	00CMK-00xx-0x	19	Cylinder Mounting Kit Chart, SCD
5ICMK-0004-00	00CMK-003x-00	20	Cylinder Mounting Brackets, Short/Tall, SCD
5IREG-1004-01	00REG-1004-01	21	XCP Regulator Insert
5SCMB-200-000	00CBM-2000-00	22-23	O2D2 Mounting Bracket, SCD
5I930-0001-00	19600-000x-00	24	Low Pressure Polyurethane Tubing, SCD
5I930-0006-00	00HDW-004x-00	25	Low Pressure PVC Tubing, SCD



**DIAMETER DETERMINED
BY CYLINDER SIZE CHART**



FOOT - 3D VIEWS

TYP. FOOT TOP VI
 (SHORT & TALL)

0.300
TYP.

SPECIFICATIONS:

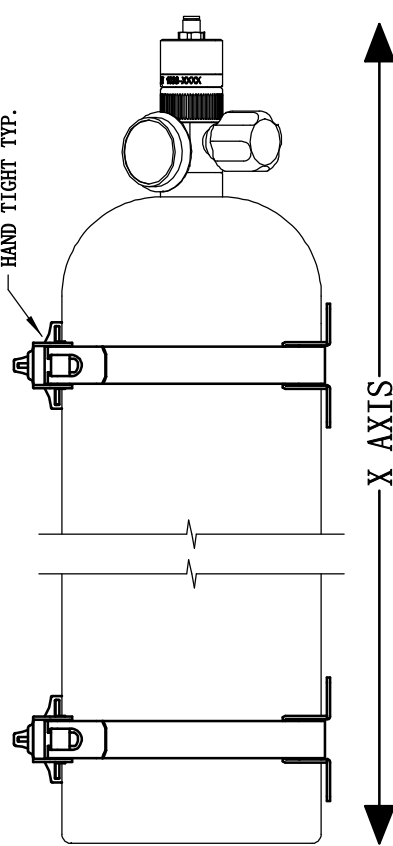
MATERIAL: STAINLESS STEEL
THICKNESS: 0.025" TYP.
T-BOLT: 1/4-28 UNJF 305 STN. STL.
GRIP KNOB: PLASTIC W/ 1/4-28 BRASS INSERT
TRIP RANGE: N/A
INSTALLATION: IAW 14 CFR part 43 & AC 43.13

REVISION HISTORY			
REV	ECO NO. YYYY-MM-DD	NAME	NOTES
A	N/A 2000-04-10	PLM	CHANGED TO NEW FORMAT & ADDRESS
B	N/A 2013-08-27	HBS/PLM	REVISED SELECTION CHART
C	2025-034 2025-01-01	QKM	RE-AUTHORED & REVISED SELECTION CHART
D	2025-045 2025-01-01	QKM	ADDED INSERT NUMBER
E	2026-008 2026-03-03	QKM	CORRECTED MOUNTING BRACKET FOOT SIZE
E1	2026-014 2026-05-07	QKM	Added NORSKE Installation Specification & Weights

NOTICE:

This "Q" type cylinder hold-down mounting kit (shown) has not been tested, but has been designed to comply or exceed to the objectives of:

Z Axis:..... Approx. 8 G. sin.
Y Axis:..... Approx. 6 G. sin.
X Axis:..... Approx. 2-4 G. sin.
(dependent upon cylinder type)



MH
MOUNTAIN HIGH E&S CO.
REDMOND, OR. USA

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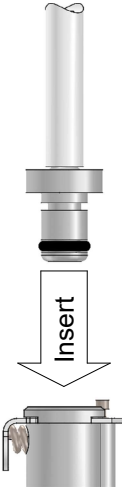
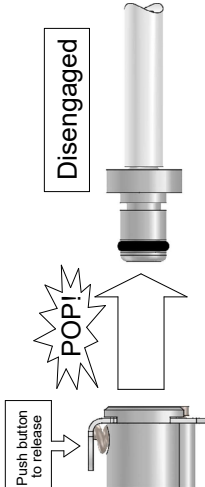
INTERPRET: G001 PER ASME 14.5		V		DOC TITLE Cylinder Mounting Kit Chart (SCD)											
THIRD ANGLE PROJECTION		DRAWN 2025-08-07		KCM 2025-08-07											
		CHECKED 2025-08-08		EAM 2025-08-08		DOC NUMBER 5SCMK-001-000				DWG REV. E1					
		ENGINEER 2025-08-08		JB 2025-08-08		SRCFILE 5SCMK-001-000\$		INV. PART NUMBER n/a		MODEL: CMK					
		APPROVED 2025-08-08		HBS 2025-08-08		DWG FORMAT: ESR-002 Rev H [27]		DWG SCALE		NTS 1 OF 1					
										DWG SHEET SIZE A 11x8 1/2					
DO NOT SCALE DRAWING															

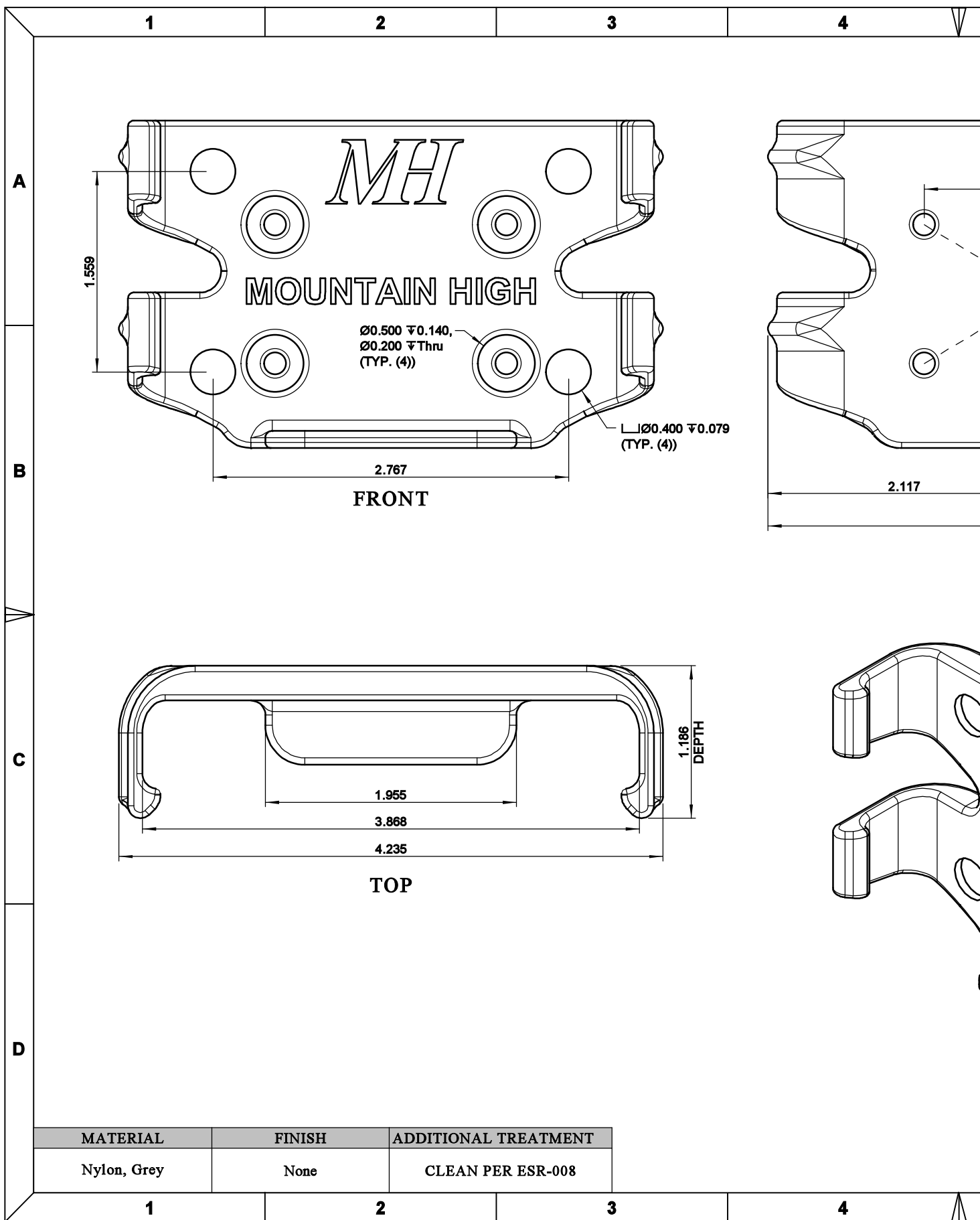
CYLINDER TYPE		BAND INSIDE D/A.	WEIGHT (lbs)	CMK NUMBER	INCLUDES CUSH BAND?	FOOT SIZE
ALUM.	AL-113, 180	3.25	0.64	00CMK-0010-02	NO	SHORT
	AL-248, 415, 682	4.5	0.69	00CMK-0016-02	NO	SHORT
	AL-647	5.25	0.72	00CMK-0004-02	NO	SHORT
COMPOSITE	CFF-480	4.75	0.73	00CMK-0022-03	YES	SHORT
	CFFC-022	5.25	0.80	00CMK-0004-03	YES	SHORT
	CFFC-048	7.12	0.94	00CMK-0006-03	YES	TALL
	KF-011	3.75	0.71	00CMK-0002-03	YES	SHORT
	KF-050	7.12	0.94	00CMK-0006-03	YES	TALL
	KF-077	7.75	0.95	00CMK-0008-03	YES	TALL
	KF-115	9.25	1.04	00CMK-0012-03	YES	TALL

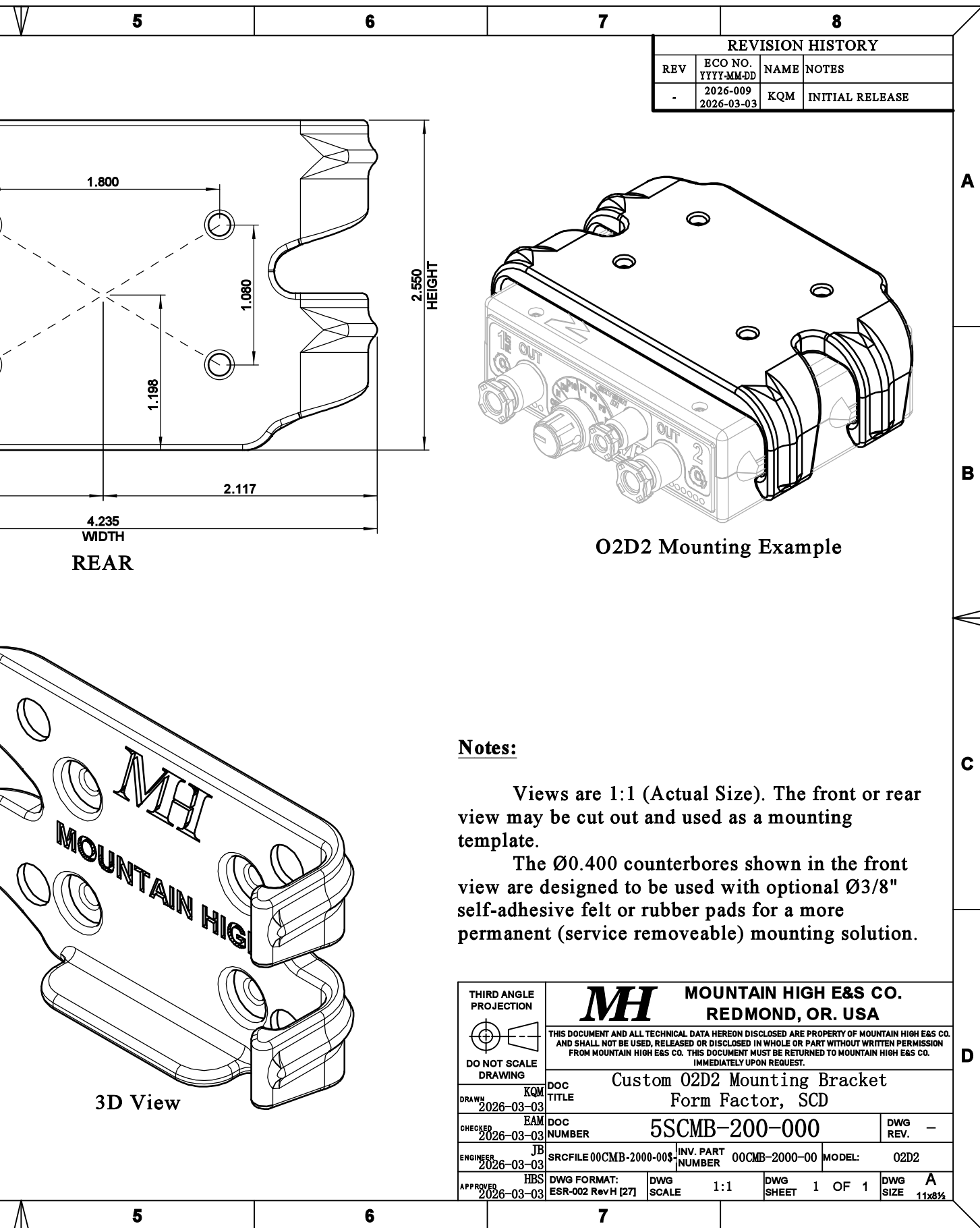
51CMK-0003-00

1		2		3		4	
REV	ECO	Release	Drawn	REVISION HISTORY			
-1	2022-012	2020-03-15	SGO	Customer Drawing			

</

1		2		3		4												
A	 Model 310-010 p/n 00REG-1004-01	GENERAL SPECIFICATIONS Inlet Pressure Rating: 3000 PSI MAX Regulated Output: 16 ± 2 PSI (Dynamic) (NOM 1 Bar) 20 ± 2 PSI (Static) Average Open Flow Rate: 50 L/min (AVG) Weight: 3.6 Oz. [102 g] Spare O-ring: MH p/n 09001-0011-90 (CGA-540 Inlet Nipple) See also: MH document 5SREG-310-xxx	Installing the Regulator Seat the inlet nipple of the regulator into the corresponding outlet socket of the cylinder valve and turn the grip nut to engage the valve threads. Complete the connection by turning the grip nut HAND TIGHT ONLY! DO NOT use a wrench or pliers. Over-tightening will damage the regulator. The integrity of the connection is provided by an o-ring seal and is not dependant on the tightness of the threaded coupling. Connect the outlet tubing and assemble the remainder of your oxygen system (EDS unit or flowmeter). Open the cylinder valve SLOWLY (~ 2 turns). Removing the Regulator DO NOT ATTEMPT TO REMOVE REGULATOR WHILE UNDER PRESSURE The regulator grip-nut will be difficult to turn while under pressure, and doing so will destroy the inlet O-ring. Bleed-off internal pressure by first closing the main cylinder valve and then: 1) If using an EDS device, disconnect the XCP-to-EDS Supply Adapter tubing from the EDS device and then insert it into the regulator XCP/FPR outlet fitting. 2) If using an MH-3 or MH-4 Flowmeter, simply connect the Flowmeter to the regulator XCP/FPR outlet and allow the remaining oxygen to bleed via the connected Flowmeter. 3) A blunt instrument (such as a pen) may be inserted into the regulator XCP/FPR outlet in order to open the internal check valve and bleed-off the remaining oxygen. The grip nut should now turn easily by hand and the regulator can be removed.	<table><tr><th>REV</th><th>ECO</th><th>Release</th><th>Drawn</th><th>REVISION HISTORY</th></tr><tr><td>-0</td><td>2022-033</td><td>2022-11-07</td><td>SGO</td><td>Customer Drawing - Insert</td></tr></table>	REV	ECO	Release	Drawn	REVISION HISTORY	-0	2022-033	2022-11-07	SGO	Customer Drawing - Insert	OUTLET TUBING CONNECTION - CPC Quick-Connect Fittings  Insert To insert: Simply insert the male connector into the female outlet on the XCP/FPR regulator. Push in firmly until the connector engages with a "CLICK" sound. You now have a secure air-tight connection.  CLICK! Engaged  POP! Disengaged To remove: Push in the side release button and the male connector will disengage with a "POP". The internal check valve will close to stop the flow of oxygen.	<table><tr><td colspan="2"> UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES. TOLERANCES ARE: XX ±0.015 ANGLES ±3° XXX ±0.010 FRACTIONS ± 1/64 CXXX ±0.005 INTERPRET GD&T PER ASME 14.5 THIRD ANGLE PROJECTION  DO NOT SCALE DRAWING DRAWN SGO 2022-09-27 CHECKED EAM 2022-11-04 ENGINEER JB SRC 00REG-310-xxx-0 APPROVED HBS 2022-11-07 ESR-002 Rev H [27] DWG TITLE MH 3G Regulator, Single-Stage, NO-Gauge, CGA-540N x Radial CPC (XCP) [Insert] DWG NUMBER 5IREG-1004-01 DWG REV. -0 DWG SHEET 1 OF 1 DWG SIZE 11x8 1/2 </td></tr></table>	UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES. TOLERANCES ARE: XX ±0.015 ANGLES ±3° XXX ±0.010 FRACTIONS ± 1/64 CXXX ±0.005 INTERPRET GD&T PER ASME 14.5 THIRD ANGLE PROJECTION  DO NOT SCALE DRAWING DRAWN SGO 2022-09-27 CHECKED EAM 2022-11-04 ENGINEER JB SRC 00REG-310-xxx-0 APPROVED HBS 2022-11-07 ESR-002 Rev H [27] DWG TITLE MH 3G Regulator, Single-Stage, NO-Gauge, CGA-540N x Radial CPC (XCP) [Insert] DWG NUMBER 5IREG-1004-01 DWG REV. -0 DWG SHEET 1 OF 1 DWG SIZE 11x8 1/2	
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-0	2022-033	2022-11-07	SGO	Customer Drawing - Insert														
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51930-0006-00

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REVISION HISTORY

REV	DA-MO-YR	E. C. O. / APPR.	NOTES
-	18-08-14	PLM	FIRST RELEASE
A	2019-12-03	SGO	Dwg# was E-930006, is 51930-0006-00. Add 02 compatibility info

General Specifications

MATERIAL: POLYVINYL-CHLORIDE

COLOR: > See Table Below

MAX. OPERATING PRESSURE: > See Chart Left

BURST PRESSURE: > See Chart Left

Outside Diameter, O.D.: > See Table Below

Inside Diameter, I.D.: > See Table Below

MIN. BENDING RADIUS: > See Table Below

TEMP RANGE: > See Chart Left

LENGTH & PACKAGE: By the Foot or 20' or 30' Roll

OXYGEN COMPATIBILITY: YES

O.D.

I.D.

Working Pressure

Burst Pressure

Relative Durometer

150

125

100

75

50

25

0

0

25

45

70

93

115

137

160

Temperature F°

-----> Nominal Operating Temp ----->

68 < Nominal Durometer

Li

MH Item Number

O.D.

I.D.

COLOR

Durometer

Min. Bend Radius

1

00HDW-0042-00

(0.281) 7.15 mm

(0.156) 3.97 mm

CLR

68 @ 70° F

(0.590) 15mm

2

00HDW-0044-00

(0.250) 6.35 mm

(0.125) 3.175 mm

CLR

68 @ 70° F

(0.590) 15mm

THIRD ANGLE PROJECTION.

UNLESS OTHERWISE SPECIFIED DIMS ARE IN INCHES. TOLERANCES ARE:

0.X ±0.015

0.XX ±0.010

0.XXX ±0.005

ANGLES ± 0.5°

FRACTIONS ± 1/64

INTERPRET GD&T DIMS AND TOLS PER ASME 14.5

63

<CR> KEY CHARACTERISTICS NO.

<MA> PER CORP. DOC: ESR-001

MOUNTAIN HIGH E&S CO.

REDMOND, OR. USA

LP PVC TUBING, SCD

DWG. #: 51930-0006-00

REV A

ISSUED: 04-26-00

DRAWN: PLM

ENGINEER: DATE

APPR: DATE

SIZE A

SHEET 1 OF 1

DO NOT SCALE DRAWING

1

2

3

4

PVC Tubing

SECTION 7: SUPPORT

Mountain High Equipment & Supply Company warrants your MH O2D2 System against defects in materials and workmanship for two (2) years from the invoiced date of purchase. This warranty is non-transferable. Should any part of the MH O2D2 system become defective within the warranty period, return the affected system component(s) with a description of the problem and we will repair or replace it, at our discretion, free of charge (you pay only shipping to MH).

Contact MH for RMA # and Return Form: service@MHoxygen.com

Return to:

Mountain High Equipment and Supply Company
Service Department
2244 SE Airport Way, Suite 100
Redmond OR 97756-7537

This warranty is only valid if Mountain High Equipment & Supply Company determines that the system and its components have not been damaged due to improper use, dismantled, submerged or otherwise abused. Mountain High Equipment & Supply Company reserves the right to determine if repairs are to be done under warranty or at a nominal charge.

To activate warranty coverage, you must complete and return your enclosed EDS Owner's Registration Card.

