C E R T I F I C A T E

This certifies, that the company

Omal S.p.A.
Via Ponte Nuovo 11
25020 Rodengo Saiano (BS)
Italy

Is authorized to provide the product mentioned below

Description of product: **2-ways split body trunnion mounted ball valve series Supreme**

In accordance with: **EN 61508:2010 Parts 1, 2, 4, 5, 6, 7**
The product meets also the requirements of standard EN 17955:2024

Inspection & Certification Services
TÜV
TÜV NORD Italia S.r.l.

Registration No 20 20534 01
Test Report No PS-28648-26-M-05
File reference 28648-05

Validity
from 2026-10-21
until 2029-10-21

Marina Guido

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Cerro Maggiore, 2026-10-21
prodotto@tuev-nord.it

Please also pay attention to the information stated overleaf

ANNEX

To Certificate-Nr. 20 20534 01

Type	A
HFT	0
Safety functions	1. Close / Open upon the demand of the actuation system 2. Close upon the demand of the actuation system, with inline tightness when in closed position
Mode of operation	Low Demand Mode

Random failure rates				
Configuration	**Safety function**	**λ_{DU} [1/h]**	**λ_{DD} [1/h]**	**λ_{S} [1/h]**
Self-relieving / Double piston effect - No PST	1	4,74E-08	0,00E+00	0,00E+00
Self-relieving / Double piston effect - With PST	1	4,27E-09	4,32E-08	0,00E+00
Self-relieving - No PST	2	6,08E-08	0,00E+00	0,00E+00
Self-relieving - With PST	2	1,77E-08	4,32E-08	0,00E+00
Double piston effect - No PST	2	5,43E-08	0,00E+00	0,00E+00
Double piston effect - With PST	2	1,11E-08	4,32E-08	0,00E+00

Systematic capability	**3** (Route 1_S applied)			
Architectural constraints	**Route 1_H:**	Applied	**Route 2_H:**	Applied

	The product can be used in:
	• single channel configuration:
	  ○ up to SIL 2 without external diagnostic tests
	  ○ up to SIL 3 considering external diagnostic tests (only for Safety Function 1)
	• double channel configuration: up to SIL 3			

Remarks:	• Self-relieving configuration: both upstream and downstream seats shall be of self-relieving type (i.e. single barrier in the flow direction) • Double piston effect configuration: at least downstream seat shall be of double piston effect type (i.e. double barrier in the flow direction) • For further details, including environmental conditions, limitations of use, lifetime, failure rates traceability, mean repair times, common cause factors and systematic capability constraints, make reference to Safety Manual SMA201703 Rev. 1.3			

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