



**Safe and eco-friendly:**

No danger of petrol fumes escaping while the motorist is topping up.

o ELAFLEX Gummi-Ehlers GmbH

## SAFELY INNOVATIVE

**ELAFLEX sets standards when it comes to fuel or chemical hoses. And it relies on hoses from ContiTech.**

**Hardly a filling pump** in Europe gets by these days without ELAFLEX technology. The Hamburg company's quality and innovativeness have earned it a leading market position worldwide. Of course there's more to a refuelling system than just a pump nozzle. There are also the hoses from ContiTech, for example – quality products used successfully for decades.

To ensure vapour recovery at the filling station, two hoses are hooked up to a pump valve. Via an inner hose not visible from the outside, a vacuum pump aspirates the fumes that would otherwise escape into the air when motorists top up. The developers at Elaflex and ContiTech Fluid Technology tinkered around a long time before hitting on the optimum design. It is capable of permanently withstanding the gruelling conditions without damage.



"We supply a quality that provides our customers maximum safety," notes ELAFLEX managing director Dr. Harald Falckenberg, explaining the company's recipe for success. In point of fact, DIN standards only define a minimum. "Our products top the standard. So we can issue durability guarantees that go beyond what is the norm."

Elaflex is also no. 1 in many other areas of refuelling technology. With a network of distributors and its own sales organisations, it works highly specialised niche markets – for example, with ContiTech hoses for chemicals, hoses for petroleum tank lorries or aircraft refuelling hoses. For decades now, Elaflex and ContiTech have also collaborated on the development and production of expansion joints (compensators). Compensators make it possible for lines to safely expand. They are employed, for instance, in high-rise air conditioning systems, in the petroleum industry and in shipbuilding. In the latter case they dampen vibration and noise from the ship's engines, pumps and generators and facilitate the installation of pipe components. o

o [www.elaflex.de](http://www.elaflex.de)

**Warum schalten  
Why do fuel pumps  
automatically  
shut off when the  
tank is full?**

When the tank is full, a sensing nozzle drops into the fluid, interrupting the flow of air. This immediately creates a vacuum, which, in turn, pulls up a diaphragm, triggering shut-down. About fifty years ago, ELAFLEX was on the look-out for a suitable diaphragm material for this seemingly simple principle. It found it in a Volkswagen fuel pump. The manufacturer was ContiTech in Northeim. Over the years, ContiTech Elastomer Coatings has merely had to adapt the diaphragm material to modifications in the composition of the fuel additives. Everything else has stayed the same.

