Safety Warning — LP-Gas Pressure Relief Valves

Purpose

In its continuing quest for safety, REGO® is publishing safety warning bulletins explaining the hazards associated with the use, misuse and aging of REGO® Products. LP-Gas dealer managers and service personnel must realize that the failure to exercise the utmost care and attention in the installation, inspection and maintenance of these products can result in personal injury and property damage.

The National Fire Protection Association Pamphlet #58 - 2004 Edition, "Liquified Petroleum Gas Code" states in Section 1.5 that, "persons who transfer liquid LP-Gas, who are employed to transport LP-Gas, or whose primary duties fall within the scope of this code shall be trained in proper handling procedures. Refresher training shall be provided at least every three years. The training shall be documented. REGO® Warning Bulletins are useful in training new employees and reminding older employees of potential hazards.

This Warning Bulletin should be provided to all purchasers of REGO® and all personnel using or servicing these products. Additional copies are available from REGO® and your Authorized REGO® Distributor.

WARNING

What You Must Do:

- Read This Entire Warning
- Install Properly
- Inspect Regularly

Scope

This bulletin applies to pressure relief valves installed on stationary, portable and cargo containers and piping systems utilized with these containers. This bulletin is not intended to be an exhaustive treatment of this subject and does not cover all safety practices that should be followed in the installation and maintenance of LP-Gas systems. Each LP-Gas employee should be provided with a copy of NPGA Safety Pamphlet 306 “LP-Gas Regulator and Valve Inspection and Maintenance” as well as the NPGA “LP-Gas Training Guidebooks” relating to this subject.

Warnings should be as brief as possible. If there is a simple warning, it is:

- Inspect pressure relief valves regularly. Replace unsafe or suspect valves immediately. Use common sense.
Inspect Regularly

A pressure relief valve discharges when some extraordinary circumstance causes an over pressure condition in the container. If a pressure relief valve is known to have discharged, the relief valve, as well as the entire system, should be immediately and thoroughly inspected to determine the reason for the discharge. In the case of discharge due to fire, the valve should be removed from service and replaced.

Relief valves should be inspected each time the container is filled but no less than once a year. If there is any doubt about the condition of the valve, it must be replaced.

Eye protection must be worn when performing inspection on relief valves under pressure. Never look directly into a relief valve under pressure or place any part of your body where the relief valve discharge could impact it. In some cases a flashlight and a small mirror are suggested to assist when making visual inspections.

To Properly Inspect a Pressure Relief Valve, Check For:

1. A rain cap. Check protective cap located in valve or at end of pipeaway for a secure fit. Protective caps help protect the relief valve against possible malfunction caused by rain, sleet, snow, ice, sand, dirt, pebbles, insects, other debris and contamination. REPLACE DAMAGED OR MISSING CAPS AT ONCE AND KEEP A CAP IN PLACE AT ALL TIMES.

2. Open weep holes. Dirt, ice, paint and other foreign particles can prevent proper drainage from the valve body. IF THE WEEP HOLES CANNOT BE CLEARED, REPLACE THE VALVE.

3. Deterioration and corrosion on relief valve spring. Exposure to high concentrations of water, salt, industrial pollutants, chemicals and roadway contaminants could cause metal parts to fail. IF THE COATING ON THE RELIEF VALVE SPRING IS CRACKED OR CHIPPED, REPLACE THE VALVE.

Replace Pressure Relief Valves In 10 Years Or Less

The safe useful life of pressure relief valves can vary greatly depending on the environment in which they live.

Relief valves are required to function under widely varying conditions. Corrosion, aging of the resilient seat disc and friction all proceed at different rates depending upon the nature of the specific environment and application. Gas impurities, product misuse and improper installations can shorten the safe life of a relief valve.

Predicting the safe useful life of a relief valve obviously is not an exact science. The conditions to which the valve is subjected will vary widely and will determine its useful life. In matters of this kind, only basic guidelines can be suggested. For example, the Compressed Gas Association Pamphlet S-1.1 Pressure Relief Device Standards — Cylinders, section 9.1.1 requires all cylinders used in industrial motor fuel service to have the cylinder’s pressure relief valves replaced by new or unused relief valves within twelve years of the date of manufacture of cylinder and within each ten years thereafter. The LP-Gas dealer must observe and determine the safe useful life of relief valves in his territory. The valve manufacturer can only make recommendations for the continuing safety of the industry.

4. Physical damage. Ice accumulations and improper installation could cause mechanical damage. IF THERE ARE ANY INDICATIONS OF DAMAGE, REPLACE THE VALVE.

5. Tampering or readjustment. Pressure relief valves are factory set to discharge at specified pressures. IF THERE ARE ANY INDICATIONS OF TAMPERING OR READJUSTMENT, REPLACE THE VALVE.

6. Seat leakage. Check for leaks in the seating area using a noncorrosive leak detection solution. REPLACE THE VALVE IF THERE IS ANY INDICATION OF LEAKAGE. Never force a relief valve closed and continue to leave it in service. This could result in damage to the valve and possible rupture of the container or piping on which the valve is installed.

7. Corrosion and contamination. REPLACE THE VALVE IF THERE ARE ANY SIGNS OF CORROSION OR CONTAMINATION ON THE VALVE.

8. Moisture, foreign particles or contaminants in the valve. Foreign material such as paint, tar or ice in relief valve parts can impair the proper functioning of the valves. Grease placed in the valve body may harden over time or collect contaminants, thereby impairing the proper operation of the relief valve. DO NOT PLACE GREASE IN THE VALVE BODY. REPLACE THE VALVE IF THERE ARE ANY INDICATIONS OF MOISTURE OR FOREIGN MATTER IN THE VALVE.

9. Corrosion or leakage at container connection. Check container to valve connection with a non-corrosive leak detection solution. REPLACE THE VALVE IF THERE IS ANY INDICATION OF CORROSION OR LEAKAGE AT THE CONNECTION BETWEEN THE VALVE AND CONTAINER.

CAUTION: Never plug the outlet of a pressure relief valve. Any device used to stop the flow of a properly operating pressure relief valve that is venting an overfilled or overpressurized container - raises serious safety concerns!

WARNING: Under normal conditions, the useful safe service life of a pressure relief valve is 10 years from the original date of manufacture. However, the safe useful life of the valve may be shortened and replacement required in less than 10 years depending on the environment in which the valve lives. Inspection and maintenance of pressure relief valves is very important. Failure to properly inspect and maintain pressure relief valves could result in personal injuries or property damage.

For Additional Information Read:

1. CGA Pamphlet S-1.1 Pressure Relief Standards - Cylinders, Section 9.1.1.
2. REGO® Catalog L-500.
3. REGO® Warning # 8545-500.
4. NPGA Safety Pamphlet 306 “LP-Gas Regulator and Valve Inspection and Maintenance” and “LP-Gas Training Guidebooks”.
5. NFPA # 58, “Storage and Handling of Liquefied Petroleum Gases”.
6. NFPA # 59, “LP-Gases at Utility Gas Plants”.
7. ANSI K61.1 Safety Requirements for Storage and Handling of Anhydrous Ammonia.

GAS EQUIPMENT COMPANY, Inc. 45
Requirements for Pressure Relief Valves

Every container used for storing or hauling LP-Gas and anhydrous ammonia must be protected by a pressure relief valve. These valves must guard against the development of hazardous conditions which might be created by any of the following:

- Hydrostatic pressures due to overfilling or the trapping of liquid between two points.
- High pressures resulting from exposure of the container to excessive external heat.
- High pressures due to the use of incorrect fuel.
- High pressures due to improper purging of the container.

Consult NFPA Pamphlet #58 for LP-Gas and ANSI #K61.1 for anhydrous ammonia, and/or any applicable regulations governing the application and use of pressure relief valves.

Operation of Pressure Relief Valves

Pressure relief valves are set and sealed by the manufacturer to function at a specific "start-to-discharge" pressure in accordance with regulations. This set pressure, marked on the relief valve, depends on the design requirement of the container to be protected by the relief valve. If the container pressure reaches the start-to-discharge pressure, the relief valve will open a slight amount as the seat disc begins to move slightly away from the seat. If the pressure continues to rise despite the initial discharge through the relief valve, the seat disc will move to a full open position with a sudden "pop". This sharp popping sound is from which the term "pop-action" is derived.

Whether the relief valve opens a slight amount or pops wide open, it will start to close if the pressure in the container diminishes. After the pressure has decreased sufficiently, the relief valve spring will force the seat disc against the seat tightly enough to prevent any further escape of product. The pressure at which the valve closes tightly is referred to as the "re-seal" or "blow-down" pressure. Generally, the re-seal pressure will be lower than the start-to-discharge pressure. The re-seal pressure can be, and in most cases is, adversely affected by the presence of dirt, rust, scale or other foreign particles lodging between the seat and disc. They interfere with the proper mating of the seat and disc and the pressure in the container will usually have to decrease to a lower pressure before the spring force embeds foreign particles into the resilient seat disc material and seals leak-tight. The degree by which the presence of dirt decreases the re-seal pressure, is, of course, dependent on the size of the interfering particles.

Once particles have been trapped between the disc and seat, the start-to-discharge pressure is also affected. For example, the pressure relief valve will start to discharge at some pressure lower than its original start-to-discharge pressure. Again, the pressure at which the valve will start to discharge is dependent on the size of the foreign particles.

In the case of a pressure relief valve that has opened very slightly due to a pressure beyond its start-to-discharge setting, the chances of foreign particles lodging between the seat and disc is negligible although the possibility is always present. If the relief valve continues to leak at pressures below its start-to-discharge setting it must be replaced.

Relief valves which have "popped" wide open must also be checked for foreign material lodged between the seat and disc, as well as for proper reseating of the seat and disc. Continued leakage at pressures below the start-to-discharge setting indicate the relief valve must be replaced.

The pressure at which a pressure relief valve will start to discharge should never be judged by the reading of the pressure gauge normally furnished on the container.

The reasons for this are two-fold:

If the relief valve is called upon to open, the resulting discharge produces an increased vaporization of the product in the container with the result that the liquid cools to a certain extent and the vapor pressure drops. A reading taken at this time would obviously not indicate what the pressure was when the relief valve opened.

The pressure gauges usually on most containers provide somewhat approximate readings and are not intended to provide an indication of pressure sufficiently accurate to judge the setting of the relief valve.

Repair and Testing

RegO® Pressure Relief Valves are tested and listed by Underwriters Laboratories, Inc., in accordance with NFPA Pamphlet #58. Construction and performance of RegO® Pressure Relief Valves are constantly checked at the factory by U.L. inspectors. Therefore, testing of RegO® Pressure Relief Valves in the field is not necessary.

Any pressure relief valve which shows evidence of leakage, other improper operation or is suspect as to its performance must be replaced immediately using approved procedures.

Pipe-Away Adapters

Pipe-away adapters are available for most RegO® Pressure Relief Valves, where it is required or desirable to pipe the discharge above or away from the container. Each adapter is designed to sever if excessive stress is applied to the vent piping – thus leaving the relief valve fully operative.

Weep hole deflectors are available on larger relief valves. These deflectors provide protection against flame impinging on adjacent containers which could occur from ignition of LP-Gas escaping through the relief valve drain hole when the valve is discharging.

Selection of RegO® Pressure Relief Valves For ASME Containers

The rate of discharge required for a given container is determined by the calculation of the surface area of the container as shown in “Chart A” for LP-Gas and “Chart B” for anhydrous ammonia. See page D9.

Setting - The set pressure of a pressure relief valve depends upon the design pressure of the container. Refer to NFPA Pamphlet #58 for more information.

Selection of RegO® Pressure Relief Valves for DOT Containers

To determine the proper relief valve required for a given DOT container, refer to the information shown with each pressure relief valve in the catalog. This information will give the maximum size (pounds water capacity) DOT container for which the relief valve has been approved.

Setting - The standard relief valve setting for use on DOT cylinders is 375 PSIG.
RegO® Pressure Relief Valves & Relief Valve Manifolds

Ordering RegO® Pressure Relief Valves

When ordering RegO® Pressure Relief Valves, be sure you are certain that it will sufficiently protect the container as specified in the forewording information, NFPA Pamphlet #58 and any other applicable standards or specifications.

All adapters, protective caps and deflectors must be ordered separately, unless specified otherwise.

Part Number Explanation

Products carrying an "A" or "AA" prefix contain no brass parts and are suitable for NH3. Hydrostatic relief valves carrying an "SS" prefix are of stainless steel construction and are suitable for use with NH3. The products are also suitable for use with LP-Gas service except relief valves carrying an "AA" prefix. These are of partial aluminum construction and are listed by U.L. for NH3 service only.

Safety Information - Relief Valves Don’t Last Forever

RegO® Relief Valve for lift truck containers

The internal spring is protected from external contamination but the other external parts must be protected with a cap. Circular rubber seat disc ring seats on brass shoulder approximately 3/64" wide.

Relief valves, over the years, may not function properly in several ways:

They may leak at pressures below the set pressure.

They may open and fail to properly reseat.

They may open at higher than the set pressure.

These failures to function properly are due primarily to four “environmental” conditions:

1. Corrosion of metal parts (particularly springs) which result in the component parts failing to perform.
2. Deterioration of the synthetic rubber seat disc material.
3. Clogging or “cementing” of the movable relief valve components so that their movement is restricted.
4. Debris on the valve seat after the relief valve opens, effectively preventing the valve from reseating.

Corrosion is caused by water, corrosive atmospheres of salt and industrial pollutants, chemicals, and roadway contaminants. High concentrations can attack the metal parts vigorously. No suitable metals are totally resistant to such corrosion.

Synthetic rubber and seat disc materials can also be attacked by impurities in the gas and corrosive atmospheres, particularly those with sulphur dioxide. There are no suitable rubber materials which resist all contaminants.

“Cementing” of relief valve parts has been caused by normal industrial atmospheres containing particles of dirt, iron oxide, metal chips, etc. combined with water, oil, or grease. Ice collecting in recessed valves could cause relief valves to fail to open. Paint and tar in relief valves also cause failure to function properly.
Safety Information - Relief Valves Don’t Last Forever continued

Debris on valve seats which prevents reseating can occur whenever the valve collects material in the relief valve opening which is not blown out when the relief valve opens.

**Inspection of Relief Valves**

Unfortunately many of the above problems may not be easily observed because of the compact nature of some relief valve designs.

A casual visual inspection of a relief valve may not necessarily disclose a potential hazard. On the other hand, a visual inspection will often disclose leakage, corrosion, damage, plugging and contamination.

If additional light is required, a flashlight should be used.

If there is any doubt about the condition of the valve, or if there is a suspicion that the valve has not been protected by a cap for some time, it should be replaced before refilling the container.

Eye protection must be used when examining relief valves under pressure.

**Smaller Relief Valves**

The industry’s requirement for a small full-flow safety relief valve challenged design engineers some years ago:

The valve must be leakproof before operating and must reseat leakproof each time after each operation. The only known satisfactory seat disc materials to accomplish this have been special synthetic rubber compounds.

Valve discharge settings are relatively high and require high spring loads to keep the valve closed.

Because of the small interior diameter of the valve, the round metal seating area is small.

All of these parameters may result in the development of a significant indentation in the rubber seat disc after some years. The seat disc may have a tendency to cling to the metal seat. This may result in the relief valve not opening at the set pressure as the seat disc ages.

Test have been conducted on small LP-Gas relief valves of all the U.S. valve manufacturers. Valves over 10 years old were removed from service and tested to determine at what pressure the valves discharged. In many of the valves, the pressure required to open the valve exceeded the set pressure.

Because of the critical importance of proper functioning of relief valves, common sense and basic safety practice dictate that small relief valves should be replaced in about 10 years.

Some larger relief valves on bulk storage tanks can be replaced with rebuilt valves obtained from the manufacturers. Small relief valves cannot be rebuilt economically, thus, new valves are required. Most LP-Gas dealers find it impractical and costly to test relief valves and field repairing of relief valves is not sanctioned by the manufacturers, Underwriter’s Laboratories, or ASME.

Many of the problems that cause inoperative relief valves could be prevented if proper protective caps were kept in place at all times.

Collection of debris would be prevented. Contamination caused by corrosive atmospheres would be reduced. Water collection in the valves would be eliminated. Relief valves protected with caps from the time of installation in the container would obviously have a much longer safe useful life, but they still should be replaced at some time because of the gradual deterioration of the rubber seat disc due to age alone.

NFPA 58 requires that protective caps must be kept in place as a protective cover on some relief valves. This is a mandatory requirement on several types of relief valves. The fact that use of caps may make inspection more time consuming should not be viewed as a reason for either not using the caps, or not making required periodic inspections.

In the event a relief valve has been used without the required cap, the relief valve should be thoroughly inspected and the required cap placed on the relief valve. If damage is noted to the relief valve, it should be replaced and the replacement valve should be capped. Relief valves with pipe-away adapters or deflectors used on lift truck containers have been found choked with debris. Inspection of relief valves with deflectors can only be accomplished by removing the deflector.

Similarly, larger relief valves with vent stacks have been found choked with debris and water. Valves have failed because springs rusted through. The weep hole was plugged. It was obvious that the relief valves had not been inspected in many years. These conditions must be alleviated by periodic inspections and replacement of relief valves as needed.

**Summary Recommendations**

Predicting the safe useful life of a relief valve is obviously not an exact science. The conditions to which the valve is subjected will vary widely and will largely control its life. In matters of this kind, only basic guidelines can be suggested. The LP-Gas dealer must observe and determine the safe useful life of relief valves in his territory. The valve manufacturers can only make recommendations for the continuing safety of the industry:

1. Make sure proper protective caps are in place at all times. Do not release a container for service or fill a container unless it has a protective cap in place.

2. Replace relief valves periodically, at least every 10 years. Every relief valve has the month and year of manufacture stamped on the valve. This is most particularly true of small separate relief valves.

3. Carefully inspect valves each time before the container is filled. Replace valves showing any signs of contamination, corrosion, damage, plugging, leakage, or any other problem. Eye protection must be used when examining relief valves under pressure.
### Chart A — Minimum Required Rate of Discharge for LP-Gas Pressure Relief Valves Used on ASME Containers

Minimum required rate of discharge in cubic feet per minute of air at 120% of the maximum permitted start-to-discharge pressure for pressure relief valves to be used on containers other than those constructed in accordance with Interstate Commerce Commission specification.

<table>
<thead>
<tr>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 or less</td>
<td>625</td>
<td>25</td>
<td>751</td>
<td>30</td>
<td>872</td>
<td>35</td>
<td>990</td>
<td>40</td>
<td>1100</td>
<td>45</td>
<td>1220</td>
</tr>
<tr>
<td>25</td>
<td>2050</td>
<td>150</td>
<td>3260</td>
<td>230</td>
<td>4630</td>
<td>360</td>
<td>6690</td>
<td>850</td>
<td>13540</td>
<td>1500</td>
<td>21570</td>
</tr>
<tr>
<td>30</td>
<td>3440</td>
<td>250</td>
<td>4960</td>
<td>380</td>
<td>7000</td>
<td>950</td>
<td>14830</td>
<td>1600</td>
<td>22740</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>3530</td>
<td>260</td>
<td>5130</td>
<td>390</td>
<td>7150</td>
<td>1000</td>
<td>15470</td>
<td>1650</td>
<td>23320</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>3620</td>
<td>270</td>
<td>5290</td>
<td>400</td>
<td>7300</td>
<td>1050</td>
<td>16100</td>
<td>1700</td>
<td>23900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>3700</td>
<td>280</td>
<td>5450</td>
<td>450</td>
<td>8040</td>
<td>1100</td>
<td>16720</td>
<td>1750</td>
<td>24470</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>3890</td>
<td>300</td>
<td>6230</td>
<td>700</td>
<td>11500</td>
<td>1350</td>
<td>19780</td>
<td>2000</td>
<td>27310</td>
<td></td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>4050</td>
<td>320</td>
<td>6860</td>
<td>850</td>
<td>12860</td>
<td>1430</td>
<td>21980</td>
<td>2200</td>
<td>30500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>4210</td>
<td>340</td>
<td>7500</td>
<td>1000</td>
<td>14810</td>
<td>1550</td>
<td>24580</td>
<td>2500</td>
<td>33800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>4370</td>
<td>360</td>
<td>8160</td>
<td>1150</td>
<td>17350</td>
<td>1730</td>
<td>27420</td>
<td>2800</td>
<td>37300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>4530</td>
<td>380</td>
<td>8820</td>
<td>1300</td>
<td>19180</td>
<td>1900</td>
<td>30300</td>
<td>3000</td>
<td>41100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75</td>
<td>4690</td>
<td>400</td>
<td>9480</td>
<td>1450</td>
<td>21980</td>
<td>2000</td>
<td>33400</td>
<td>3300</td>
<td>45000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>4850</td>
<td>420</td>
<td>10140</td>
<td>1600</td>
<td>25830</td>
<td>2200</td>
<td>36600</td>
<td>3600</td>
<td>49500</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Chart B — Minimum Required Rate of Discharge for Anhydrous Ammonia Pressure Relief Valves Used on ASME Containers

Minimum required rate of discharge in cubic feet per minute of air at 120% of the maximum permitted start-to-discharge pressure for pressure relief valves to be used on containers other than those constructed in accordance with United States Department of Transportation cylinder specifications.

<table>
<thead>
<tr>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
<th>Surface Area Sq. Ft.</th>
<th>Flow Rate SCFM Air</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>258</td>
<td>95</td>
<td>925</td>
<td>170</td>
<td>1500</td>
<td>290</td>
<td>2320</td>
<td>600</td>
<td>4200</td>
<td>1350</td>
<td>8160</td>
</tr>
<tr>
<td>25</td>
<td>310</td>
<td>100</td>
<td>965</td>
<td>175</td>
<td>1530</td>
<td>300</td>
<td>2380</td>
<td>650</td>
<td>4480</td>
<td>1400</td>
<td>8410</td>
</tr>
<tr>
<td>30</td>
<td>360</td>
<td>105</td>
<td>1010</td>
<td>180</td>
<td>1570</td>
<td>310</td>
<td>2450</td>
<td>700</td>
<td>4760</td>
<td>1450</td>
<td>8500</td>
</tr>
<tr>
<td>35</td>
<td>408</td>
<td>110</td>
<td>1050</td>
<td>185</td>
<td>1600</td>
<td>320</td>
<td>2510</td>
<td>750</td>
<td>5040</td>
<td>1500</td>
<td>8900</td>
</tr>
<tr>
<td>40</td>
<td>455</td>
<td>115</td>
<td>1090</td>
<td>190</td>
<td>1640</td>
<td>330</td>
<td>2570</td>
<td>800</td>
<td>5300</td>
<td>1550</td>
<td>9140</td>
</tr>
<tr>
<td>45</td>
<td>501</td>
<td>120</td>
<td>1120</td>
<td>195</td>
<td>1670</td>
<td>340</td>
<td>2640</td>
<td>850</td>
<td>5590</td>
<td>1600</td>
<td>9380</td>
</tr>
<tr>
<td>50</td>
<td>547</td>
<td>125</td>
<td>1160</td>
<td>200</td>
<td>1710</td>
<td>350</td>
<td>2700</td>
<td>900</td>
<td>5850</td>
<td>1650</td>
<td>9620</td>
</tr>
<tr>
<td>55</td>
<td>591</td>
<td>130</td>
<td>1200</td>
<td>210</td>
<td>1760</td>
<td>360</td>
<td>2760</td>
<td>950</td>
<td>6120</td>
<td>1700</td>
<td>9860</td>
</tr>
<tr>
<td>60</td>
<td>635</td>
<td>135</td>
<td>1240</td>
<td>220</td>
<td>1850</td>
<td>370</td>
<td>2830</td>
<td>1000</td>
<td>6380</td>
<td>1750</td>
<td>10090</td>
</tr>
<tr>
<td>65</td>
<td>678</td>
<td>140</td>
<td>1280</td>
<td>230</td>
<td>1920</td>
<td>380</td>
<td>2890</td>
<td>1050</td>
<td>6640</td>
<td>1800</td>
<td>10330</td>
</tr>
<tr>
<td>70</td>
<td>720</td>
<td>145</td>
<td>1310</td>
<td>240</td>
<td>1980</td>
<td>390</td>
<td>2950</td>
<td>1100</td>
<td>6900</td>
<td>1850</td>
<td>10560</td>
</tr>
<tr>
<td>75</td>
<td>762</td>
<td>150</td>
<td>1350</td>
<td>250</td>
<td>2050</td>
<td>400</td>
<td>3010</td>
<td>1150</td>
<td>7160</td>
<td>1900</td>
<td>10800</td>
</tr>
<tr>
<td>80</td>
<td>804</td>
<td>155</td>
<td>1390</td>
<td>260</td>
<td>2120</td>
<td>450</td>
<td>3320</td>
<td>1200</td>
<td>7410</td>
<td>1950</td>
<td>11030</td>
</tr>
<tr>
<td>85</td>
<td>845</td>
<td>160</td>
<td>1420</td>
<td>270</td>
<td>2180</td>
<td>500</td>
<td>3620</td>
<td>1250</td>
<td>7660</td>
<td>2000</td>
<td>11260</td>
</tr>
<tr>
<td>90</td>
<td>885</td>
<td>165</td>
<td>1460</td>
<td>280</td>
<td>2250</td>
<td>550</td>
<td>3910</td>
<td>1300</td>
<td>7910</td>
<td>2050</td>
<td>11490</td>
</tr>
</tbody>
</table>

**Surface area** = Total outside surface area of container in square feet.

When the surface area is not stamped on the name plate or when the marking is not legible, the area can be calculated by using one of the following formulas:

1. Cylindrical container with hemispherical heads. Area (in sq. ft.) = overall length (ft.) x outside diameter (ft.) x 3.146.
2. Cylindrical container with other than hemispherical heads. Area (in sq. ft.) = overall length (ft.) + 0.3 x outside diameter (ft.) x outside diameter (ft.) x 3.146.
3. Spherical container. Area (in sq. ft.) = outside diameter (ft.) squared x 3.146.

**Flow Rate SCFM Air** = Required flow capacity in cubic feet per minute of air at standard conditions, 60°F, and atmospheric pressure (14.7 psia).

The rate of discharge may be interpolated for intermediate values of surface area. For containers with total outside surface area greater than 2,500 square feet, the required flow rate can be calculated using the formula, Flow Rate—SCFM Air = 22.11 A 0.82 where A = total outside surface area of the container in square feet.

**Conversion Factor**

\[
\text{ft}^2 \times 0.00823 = \text{m}^2 \\
\text{SCFM} \times 0.028317 = \text{m}^3/\text{min}
\]

GAS EQUIPMENT COMPANY, Inc.
“Pop-Action” Pressure Relief Valves

General Information
The “Pop-Action” design permits the RegO® Pressure Relief Valve to open slightly to relieve moderately excessive pressure in the container. When pressure increases beyond a predetermined point, the valve is designed to “pop” open to its full discharge capacity, reducing excess pressure quickly. This is a distinct advantage over ordinary valves which open gradually over their entire range, allowing excessive pressure to develop before the relief valve is fully open. All RegO® internal, semiinternal, and external relief valves incorporate this “Pop-Action” design.

Fully Internal “Pop-Action” Pressure Relief Valves for Transports and Delivery Trucks

Designed specifically for use as a primary relief valve in ASME transports and delivery trucks with 2” and 3” NPT couplings.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Start To Discharge Setting PSIG</th>
<th>Container Connection</th>
<th>Overall Height (Approx.)</th>
<th>Height Above Coupling (Approx.)</th>
<th>UL (At 120% of Set Pressure)</th>
<th>ASME (At 120% of Set Pressure)</th>
<th>Suitable for Tanks with Surface Area Up To:*</th>
<th>Protective Cap (Included)</th>
<th>Overall Height Above Coupling (Approx.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A8434N</td>
<td>265</td>
<td>2&quot; M. NPT</td>
<td>9 1/4&quot;</td>
<td>1/2&quot;</td>
<td>3700</td>
<td>3659</td>
<td>175 Sq. Ft.</td>
<td>A8434-11B</td>
<td></td>
</tr>
<tr>
<td>A8434G</td>
<td>250</td>
<td>3&quot; M. NPT</td>
<td>17 3/4&quot;</td>
<td>¾&quot;</td>
<td>10210</td>
<td>9839</td>
<td>602 Sq. Ft.</td>
<td>A8436-11B</td>
<td></td>
</tr>
</tbody>
</table>

* Per NFPA Pamphlet #58, Appendix D. Area shown is for UL or ASME flow rating—whichever is larger.

Fully Internal “Pop-Action” Pressure Relief Valves for Motor Fuel Containers

8543 Series relief valves are designed for use as a primary relief valve in larger ASME motor fuel containers such as on buses, trucks and construction equipment.

8544 Series relief valves are designed for use as a primary relief valve in smaller ASME and DOT motor fuel containers such as on tractors, lift trucks, cars and taxicabs.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Container Type</th>
<th>Start To Discharge Setting PSIG</th>
<th>Container Connection M. NPT</th>
<th>Overall Height (Approx.)</th>
<th>Height Above Coupling (Approx.)</th>
<th>Hex Wrenching Section</th>
<th>Flow Capacity SCFM/Air****</th>
<th>Protective Cap (Included)</th>
<th>Accessories</th>
<th>Pipeway Adapter</th>
</tr>
</thead>
<tbody>
<tr>
<td>8544G</td>
<td>ASME</td>
<td>250</td>
<td>1&quot;</td>
<td>5 1/4&quot;</td>
<td>1/4&quot;</td>
<td>11/16</td>
<td>1020</td>
<td>936</td>
<td>7544-41G</td>
<td>7544-11A*</td>
</tr>
<tr>
<td>8543G</td>
<td>ASME</td>
<td>312</td>
<td>1 1/4&quot;</td>
<td>1&quot;</td>
<td>1 1/4&quot;</td>
<td>11/16</td>
<td>1465</td>
<td>1400</td>
<td>7543-40C</td>
<td>7543-10**</td>
</tr>
<tr>
<td>8543T</td>
<td>DOT/ASME</td>
<td>375</td>
<td>1&quot;</td>
<td>1 1/4&quot;</td>
<td>1&quot;</td>
<td>11/16</td>
<td>1990</td>
<td>1731</td>
<td>7543-40C</td>
<td>7543-10**</td>
</tr>
<tr>
<td>8544T</td>
<td>DOT/ASME</td>
<td>375</td>
<td>1&quot;</td>
<td>1 1/4&quot;</td>
<td>1 1/4&quot;</td>
<td>1 1/4&quot;</td>
<td>1545**</td>
<td>-</td>
<td>7544-41L</td>
<td>7544-11A</td>
</tr>
</tbody>
</table>

* 1" M. NPT outlet connection.
** 1 1/4" M. NPT outlet connection.
*** Rating also applies to DOT requirements.
**** Flow rates shown are for bare relief valves. Adapters and pipeway will reduce flow as discussed in forewording information.
Fully Internal “Pop-Action” Pressure Relief Valve for DOT Fork Lift Cylinders

Designed specifically for use as a primary relief valve on forklift cylinders, the 8545AK reduces the possibility of improper functioning of the relief mechanism due to foreign material build up. All guides, springs, stem and adjusting components are located inside the cylinder - removed from the direct exposure of foreign materials and debris from the atmosphere.

NFPA Pamphlet #58 requires that:
“All containers used in industrial truck (including forklift truck cylinders) service shall have the container pressure relief valve replaced by a new or unused valve within 12 years of the date of manufacture of the container and each 10 years thereafter."

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Container Type</th>
<th>Start To Discharge Setting PSIG</th>
<th>Container Connection M. NPT</th>
<th>Flow Capacity SCFM/Air**</th>
<th>Protective Cap</th>
<th>Deflectors***</th>
</tr>
</thead>
<tbody>
<tr>
<td>8545AK</td>
<td>Dot</td>
<td>375</td>
<td>¼”</td>
<td>400*</td>
<td>7545-40 or F31638</td>
<td>7545-14</td>
</tr>
</tbody>
</table>

* Classified by U.L. in accordance with Compressed Gas Association Pamphlet S-1.1 Pressure Device Standards for Cylinders.
** Meets requirements for use on DOT containers with 282 pounds or less weight of water or 109 pounds or less of LP-Gas.
*** Flow rates are shown for bare relief valves. Adapters and pipeways will reduce flow as discussed in forewording information.

Semi-Internal “Pop-Action” Pressure Relief Valves for ASME Containers

Designed for use as a primary relief valve on ASME containers such as 250, 500 and 1,000 gallon tanks. Underwriters’ Laboratories lists containers systems on which these types of valves are mounted outside the hood without additional protection, if mounted near the hood and fitted with a protective cap.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Start To Discharge Setting PSIG</th>
<th>Container Connection</th>
<th>Overall Height (Approx.)</th>
<th>Height Above Coupling (Approx.)</th>
<th>Wrench Hex Section</th>
<th>Flow Capacity SCFM/Air UL (At 120% of Set Pressure)</th>
<th>ASME (At 120% of Set Pressure)</th>
<th>Suitable for Tanks w/Surface Area Up To:*</th>
<th>Protective Cap (Included)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7583G</td>
<td>250</td>
<td>¼” M.NPT</td>
<td>8⅛”</td>
<td>1⅛”</td>
<td>1⅛”</td>
<td>1980</td>
<td>1806</td>
<td>80 Sq. Ft.</td>
<td>7583-40X</td>
</tr>
<tr>
<td>8684G</td>
<td></td>
<td>1” M.NPT</td>
<td>9⅜”</td>
<td>1⅛”</td>
<td>1⅛”</td>
<td>2620</td>
<td>2565</td>
<td>113 Sq. Ft.</td>
<td>8684-40</td>
</tr>
<tr>
<td>8684ZTG</td>
<td></td>
<td>1⅝” M.NPS</td>
<td>11⅜”</td>
<td>1⅛”</td>
<td>2⅛”</td>
<td>4385</td>
<td>4035</td>
<td>212 Sq. Ft.</td>
<td>7585-40X</td>
</tr>
</tbody>
</table>

* Per NFPA Pamphlet #58, Appendix D. Area shown is for UL or ASME flow rating— whichever is larger.
NOTE: NPS (National Pipe Straight) threads.

Rain Cap

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>85A</td>
<td>Universal Rain Cap</td>
</tr>
</tbody>
</table>
Semi-Internal “Pop-Action” Pressure Relief Valves for Large Storage Containers

Designed especially for use as a primary relief valve on large stationary storage containers, these low profile relief valves are generally mounted in half couplings. However, they are designed so that the inlet ports clear the bottom of a full 2" coupling. This assures that the relief valve should always be capable of maximum flow under emergency conditions.

External “Pop-Action” Pressure Relief Valves for ASME Containers and Bulk Plant Installations

Designed for use as a primary relief valve on ASME above ground and underground containers, bulk plant installations and skid tanks. The 3131 Series may also be used as a primary or secondary relief valve on DOT cylinders, or as a hydrostatic relief valve. All working components of these relief valves are outside the container connection, so the valves must be protected from physical damage.

Relief Valve Exchange Program*
for Model A3149 only.
Call for Price and Availability.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Start To Discharge Setting PSIG</th>
<th>Container Connection M. NPT</th>
<th>Overall Height (Approx.)</th>
<th>Flow Capacity SCFM/Air (a)</th>
<th>Suitable for Tanks w/Surface Area Up To: (e)</th>
<th>Accessories</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>UL (At 120% of Set Pressure)</td>
<td>ASME (At 120% of Set Pressure)</td>
<td>Protective Cap</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(b)</td>
<td>(c)</td>
<td>7534-40</td>
</tr>
<tr>
<td>7534B</td>
<td>125</td>
<td>2&quot;</td>
<td>4 5/8&quot;</td>
<td>6,025</td>
<td>-</td>
<td>319 Sq. Ft.</td>
</tr>
<tr>
<td>7534G</td>
<td>250</td>
<td>4 5/8&quot;</td>
<td>8 1/2&quot;</td>
<td>11,675</td>
<td>10,422</td>
<td>708 Sq. Ft.</td>
</tr>
</tbody>
</table>

* Flow rates shown are for bare relief valves. Adapters and pipeaways will reduce flow as discussed in the forewording information.
** Per NFPA Pamphlet #58, Appendix D. Area shown is for UL or ASME—whichever is larger.
*** 3" F. NPT outlet connection.

(a) Flow rates shown are for bare relief valves. Adapters and pipeaways will reduce flow as discussed in forewording information.
(b) Not UL or ASME rated. 0.059 square inch effective area.
(c) Not UL or ASME rated. REGO® rated at 120% of set pressure.
(d) Per NFPA Pamphlet #58, Appendix D. Area shown is for UL or ASME flow rating—whichever is larger.
(e) Per ANSI K61.1-1972, Appendix A. (g) Outlet 3/4"N (F) thread, will accept 3" M. NPT pipe thread.
(f) Weep hole deflector is Part No. A3134-11B.
### External “Pop-Action” Supplementary Pressure Relief Valves for Small ASME Containers and DOT Cylinders

Designed for use as a supplementary relief valve on small ASME above ground and underground containers. They may also be used as a primary or secondary relief device on DOT cylinders, or as hydrostatic relief valves.

All working components of these relief valves are outside the container connection, so the valves must be protected from physical damage.

### External Hydrostatic Relief Valves

Designed especially for the protection of piping and shut-off valves where there is a possibility of trapping liquid LP-Gas or anhydrous ammonia. They may be installed in pipelines and hoses located between shut-off valves or in the side boss of RegO® shut-off valves.

---

### Table 1: External Pressure Relief Valves

| Part Number | Start To Discharge Setting PSIG | Valve Body Material | Container Connection M. NPT | Overall Height (Approx.) | Flow Capacity SCFM/Air UL (At 120% of Set Pressure) | Suitable for Tanks w/ Surface Area Up To*** | Accessories
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3129G</td>
<td>DOT 375</td>
<td>Brass</td>
<td>¾” 2 1/8” 1”</td>
<td>465</td>
<td>450</td>
<td>100 lbs./Propane</td>
<td>3129-10  ¾” F. NPT</td>
</tr>
<tr>
<td>3127G</td>
<td>DOT 375</td>
<td>Stainless Steel</td>
<td>1/2” 1 3/8” ½”</td>
<td>295</td>
<td>-</td>
<td>-</td>
<td>3129-10  ½” F. NPT</td>
</tr>
</tbody>
</table>

---

### Table 2: External Hydrostatic Relief Valves

| Part Number | Start To Discharge Setting PSIG | Valve Body Material | Container Connection M. NPT | Overall Height (Approx.) | Flow Capacity SCFM/Air UL (At 120% of Set Pressure) | Suitable for Tanks w/ Surface Area Up To*** | Accessories
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3129G</td>
<td>DOT 375</td>
<td>Stainless Steel</td>
<td>1/2” 2 1/8” 1”</td>
<td>7545-40</td>
<td>1/8” 200 lbs./Propane</td>
<td>3129-10 ¾” NPSM Thds</td>
<td>3129-10  ½” F. NPT</td>
</tr>
</tbody>
</table>

---

* Flow rates shown are for bare relief valves. Adapters and pipeways will reduce flow as discussed in forewording information.

** Not UL or ASME rated. REGO® rated at 480 PSIG.

*** Meets DOT requirements.

---

* ½” F. NPT outlet connection.
**DuoPort® Pressure Relief Valve Manifolds for Small Storage Containers**

Designed especially for use as a primary relief device on smaller stationary storage containers, with 2” NPT threaded couplings. These manifolds allow servicing or replacement of either of the two relief valves without evacuating the container or loss of service. The operating lever selectively closes off the entrance port to the relief valve being removed while the remaining valve provides protection for the container and its contents. The rating of each manifold is based on actual flow through the manifold and a single pressure relief valve, taking friction loss into account. It is not merely the rating of the relief valve alone.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Start to Discharge Setting PSIG</th>
<th>Application</th>
<th>Container Connection M. NPT</th>
<th>Relief Valve Included</th>
<th>Flow Capacity SCFM/Air** (at 120% of set pressure)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RegO ® Pressure Relief Valves &amp; Relief Valve Manifolds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DuoPort ® Pressure Relief Valve Manifolds</strong></td>
<td>for Small Storage Containers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Multiport™ Pressure Relief Valve Manifold Assemblies for Large Storage Containers**

Designed especially for use as a primary relief device on large stationary pressurized storage containers with flanged openings. These manifolds incorporate an additional relief valve, not included in the flow rating, allowing for servicing or replacement of any one of the relief valves without evacuating the container. The handwheel on the manifold selectively closes off the entrance port to the relief valve being removed while the remaining relief valves provide protection for the container and its contents. All manifold flow ratings are based on flow through the relief valves after one has been removed for service or replacement.

**Bolt Stud and Nut Assemblies**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Consists of</th>
<th>For Use With:</th>
<th>For Connection To:</th>
<th>Number Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>7560-55</td>
<td>1-Bolt Stud and Nut</td>
<td>All RegO Multiports™</td>
<td>Modified 3”-300# and 4”-ASA 100# Welding Neck Flange</td>
<td>8</td>
</tr>
<tr>
<td>7560-56</td>
<td></td>
<td></td>
<td>Manifold Cover Plate</td>
<td></td>
</tr>
</tbody>
</table>

**Flange Dimensions**

<table>
<thead>
<tr>
<th>Manifold Series</th>
<th>Flange Size</th>
<th>Flange Drilling</th>
<th>Port Diameter</th>
<th>Flange Gasket</th>
</tr>
</thead>
<tbody>
<tr>
<td>A8560</td>
<td>Modified 3”-300# (4” Port Dia)</td>
<td>(8) “ Bolt Holes on a 6” Bolt Circle Diameter Flat Faced.</td>
<td>4”</td>
<td>3” 7656-48</td>
</tr>
<tr>
<td>A8570 AA8570</td>
<td>4” ASA 300#</td>
<td>(8) “ Bolt Holes on a 7” Bolt Circle Diameter ¼” Raised Faced.</td>
<td>4”</td>
<td>4” 7656-48</td>
</tr>
</tbody>
</table>

**RegO® Pressure Relief Valves & Relief Valve Manifolds**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Start to Discharge Setting PSIG</th>
<th>Application</th>
<th>Container Flange Connection</th>
<th>Relief Valve</th>
<th>Flow Capacity SCFM/Air** At 120% of Set Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>A8563G</td>
<td>250 Yes</td>
<td>Yes</td>
<td>3”-300#</td>
<td>3</td>
<td>A3149MG</td>
</tr>
<tr>
<td>A8564G</td>
<td></td>
<td></td>
<td>4”-300#</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>A8573G</td>
<td></td>
<td></td>
<td>3”-300#</td>
<td>3</td>
<td>A3149G</td>
</tr>
<tr>
<td>A8574G</td>
<td></td>
<td></td>
<td>4”-300#</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>A8563AG</td>
<td></td>
<td></td>
<td>3”-300#</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>A8564AG</td>
<td></td>
<td></td>
<td>4”-300#</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>A8573AG</td>
<td></td>
<td></td>
<td>3”-300#</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>A8574AG</td>
<td></td>
<td></td>
<td>4”-300#</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

* For use with modified 300# ANSI flange with 4” port.
** Flow rating based on number of relief valves indicated in parenthesis ( ). Flow rates shown are for bare relief valves. Adapters and pipeaways will reduce flow rates as discussed in forewording information.
**RegO® Pressure Relief Valves & Relief Valve Manifolds**

**Typical RegO Multiport™ Pressure Relief Valve Manifold**

- **RegO® Pressure Relief Valve**
  - “Pop-action” insures maximum protection with only minimum fluid loss at moderately excessive pressures.

- **Weep Hole Deflector**
  - Port design of deflector prevents any ignited fluid ejected from the weep hole, while the relief valve is functioning, from impinging on the storage container or adjacent piping and equipment.

- **Resilient Seat Disc**
  - Assures positive shut-off.

- **Manifold Seat Ring**
  - Has integral teflon seat ring for positive shutoff of valve port by clapper disc.

- **Instruction Plate**
  - For relief valve replacement.

- **Plug Assembly**
  - Protects manifold outlet threads and keeps foreign material out of manifold when relief valve is removed for retest.

- **Safety Groove**
  - Excessive stress on vent piping attached to relief valve will break valve body at this point, leaving valve fully operative.

- **Handwheel**
  - Large, heavy duty handwheel has raised port numbers for selective positioning of clapper disc. Raised “arrow” below handwheel indicates exact position of clapper disc at all times.

- **Clapper Disc**
  - Shown in position to remove relief valve. Normally, clapper disc is positioned between any two relief valves.

- **Bleeder Valve**
  - Shown in “closed” position to bleed off pressure trapped between relief valve and clapper disc prior to removal of relief valve.

- **Ductile Iron Body**
  - Rugged. Has corrosion resistant lacquered finish.

- **Flanged Tank Connection**
  - Available with either a modified ASA 3” (4” port opening) or a 4” ASA 300# flanged connection. Mates respectively with modified ASA 3”. 300 lb. flat face steel flange and ASA 4” 300 lb. 1/16” raised face steel flange.

- **Spacious Manifold Port**
  - Passages large unobstructed throat assures minimum capacity loss. Manifold is bolted directly to storage container opening, eliminating any restrictions.

- **Gasket**
  - Johns-Manville Spirotallic flange gasket furnished with each manifold assembly.
Warning Notice

The following warning information, Part Number 8545-500, is included with each shipment of pressure relief valves and relief valve manifolds to the first purchaser of the product from the factory.

This information is intended to be forwarded throughout the product distribution chain. Additional copies are available from REGO® and Authorized Product Distributors.

---

**DANGER**

LP-Gas is extremely flammable and explosive.

Avoid serious injury and property damage. If you see, smell or hear escaping gas, evacuate area immediately! Call your local fire department. Do not attempt to repair. Do not store in building or enclosed area. Do not use on hot air balloons or aircraft.

Make sure you are thoroughly trained before you attempt any pressure relief installation or maintenance. Improper conditions or procedures can cause accidents resulting in property damage and personnel injury.

Become thoroughly familiar with NFPA Safety Pamphlet 361 "LP-Gas Regulator and Valve Inspections & Maintenance" and ECRI "Safety Warning Pressure Relief Valves" found in the relief valve section of the L-100 & L-102 Catalogs. Follow its recommendations.

Know and understand NFPA Pamphlet 58 "Liquefied Petroleum Gas Code", which is the law in many states. This publication is available from NFPA, Batterymarch Park, Quincy, MA 02269. Following its requirements is essential in the safe use of LP-Gas. Section 6.4 states: persons who transfer liquid LP-Gas, who are employed to transport LP-Gas, or whose primary duties fall within the scope of this code shall be trained in proper handling procedures. Refresher training shall be provided at least every three years and shall be documented.

Make sure the valve is the proper one for this installation. Avoid missizing LP-Gas equipment. Flow rates in the charts are for bare relief valves found in the relief valve section of the L-100 & L-102 Catalogs. The addition of deflection, piggyback adapters and piping will restrict the flow. To properly protect any container, the total system flow must be sufficient to relieve pressure at the pressure setting of the relief valve in accordance with all applicable codes.

Use only ECRI "(Reg)" adapters on ECRI "(Reg)" relief valves. Adapters not designed specifically for piping away ECRI "(Reg)" relief valves, such as those with 90° turns or reduced internal diameter, will decrease flow dramatically. These should never be used as they can cause the relief valve to chatter and eventually destroy itself.

Apply thread joint compound compatible with LP-Gas on valve external threads only. Make sure compound never comes into contact with other parts of the valve.

Install valves by applying force to wrenching flats only.

Tighten pipe threads approximately 1 to 1 1/2 turns beyond the hand-tight insertion point using a wrench which avoids damage to other valve parts.

Check for damage after valve installation. Check that the pressure relief valve is clean and free of foreign material. Make sure protective cap is properly in place.

Check that there are no leaks with a non-corrosive leak detection solution before filling with LP-Gas.

Purge container before filling with LP-Gas (refer to the ECRI "LP-Gas Serviceman's Manual for recommended procedures.

In selecting a label for posting at the installation site, consider ECRI " part number 901-000 along with your own, NFPA's and others.

Remember to instruct the owner/user/customer in safety matters concerning LP-Gas and this equipment. See ECRI "Safety Warning Pressure Relief Valves" found in the relief valve section of the L-100 & L-102 Catalogs.

Engineered Controls International Inc., "ECRI requests that this information be forwarded to your customers. Additional copies are available from ECRI " and your authorized ECRI " Product Distributor.

Printed in USA 06-2021-0681
Part number 8545-500

100 Re-gas Drive, PO Box 247, Elkin, NC 27015, USA Phone (336) 469-7797 Fax (336) 469-3568 www.regoproducts.com