

"H" Series Relief Valves Instruction Manual



WARNING

Failure to follow these instructions or to properly install and maintain this equipment could result in an explosion and/or fire causing property damage and personal injury or death.

Fisher equipment must be installed, operated, and maintained in accordance with federal, state, and local codes and Fisher instructions. In addition, in most states the installation must also comply with NFPA No. 58, and ANSI K61.1 standards.

Only personnel trained in the proper procedures, codes, standards, and regulations of the LP-gas industry should install and inspect this equipment.

A person should *NEVER* stand directly over or in front of, or look directly into a relief valve when the tank is pressurized. The relief valve could suddenly "pop" open blowing gas, dirt, and other debris into the person's face and eyes.

Introduction

Scope of Manual

This manual covers instructions for the "H" series relief valves which can be used in various vapor and liquid applications. Most "H" series relief valves must be used on vapor service only. Use only advertised hydrostatic relief valves for liquid applications. The valves are typically installed in ASME tanks, DOT cylinders, and piping applications.

Things To Tell The Gas Customer

1. The purpose of a relief valve is to keep the tank from rupturing from excessive tank pressure by

venting gas to the atmosphere until the tank pressure drops. Excessive tank pressure can be caused by the following:

- a. Exposure to fire or radiant heat including hot summer days.
 - b. New or refilled tanks not fully purged of air.
 - c. Tank colors (other than white) increase the heat absorption of the tank raising the pressure in the tank.
 - d. Propane with "vapor pressures" out of specification, i.e., "Hot Gas."
 - e. Overfilling the tank.
2. Do not beat, pound, or hit the relief valve with hammers or other tools or attempt to force the valve closed as this will not stop gas discharge and could damage relief valve parts or rupture the tank.
 3. Call your gas dealer if the relief valve discharges gas.

Specifications



CAUTION

If the valve is to be for service other than LP-gas, anhydrous ammonia, or air; contact the factory to determine if the valve materials are suitable for the particular service.

Valves with brass materials must not be used on anhydrous ammonia service.

"H" Series relief valves range in size from 1/4 to 3-inch NPT inlet connections. Set pressures and flow capacities vary by size and application. Materials of construction are typically brass, steel, and stainless steel with nitrile discs. Consult your Fisher Catalog for size, set pressure and flow capacity combinations.



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"H" Series Relief Valves

Underwriters Laboratories listed valves are required by most states, although some states require ASME capacity rated valves. Be sure the valve is rated and stamped to meet the requirements of the state where it will be used. The valve should also have sufficient capacity for the container size where it is used. Required relief valve capacity is a function of the container surface area. Consult NFPA #58 or other appropriate product standards.

The start-to-discharge pressure stamped on the valve must be correct for the design pressure of the container. **Do not use a valve with a start-to-discharge pressure higher than the design pressure of the container.**

When a valve has an inlet dip tube (such as used in motor fuel applications) or an outlet pipeaway stack (such as used in motor fuel and bulk storage applications), a restriction may result that reduces valve capacity below that stamped on the valve. In these cases, the total system capacity must be sufficient to meet the sizing requirements for the container being used.

Installation



WARNING

Vapor relief valves must be installed only in the vapor space to provide relief capacity for the tank.

Installed vapor relief valves must have direct contact with the vapor space of the containers.

Hydrostatic relief valves are required on liquid lines to provide relief protection for the liquid line between two shut off valves. Hydrostatic relief valves must be installed in the liquid space.

Install the valve so that flow is unobstructed. Be certain that any discharge from the valve will not impinge on the container, adjacent containers, or any source of ignition.

Principle of Operation

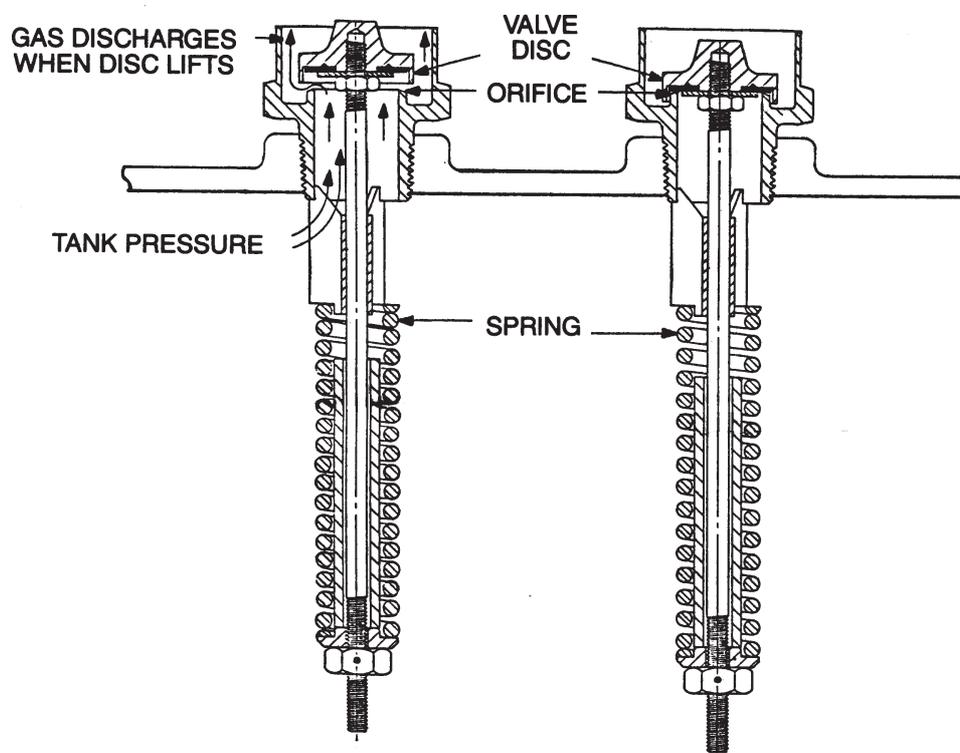


Figure 1. Principle of Operation

Each application will dictate whether discharge stacks or deflectors are required. Deflectors and adaptors are separate devices mounted to the outlet of the valve to control discharge direction. Consult the applicable standard to determine if these additional devices are required.

Coat the male threads of the valve with an Underwriters Laboratories listed sealing compound. Do not allow excess compound to drip into the container or flow around the bottom edge of the pipe threads.

Pull the valve into the coupling hand tight, and then wrench tighten it for approximately two additional turns. Do not install the valve with such extreme torque that the coupling can cut threads into the valve. This could cause valve distortion and affect the internal working parts. Larger size valves (especially if of steel construction) may require an additional amount of torque to obtain a leak-free connection.

Raincaps are required on all valves. The raincap should be kept in place; an out-of-place raincap indicates the valve may have opened to relieve over-pressure. Most relief valves have a drain hole in the body which must remain open at all times.

Relief valves on bobtails, transports, and motor fuel applications must be protected as specified by DOT, NFPA #58, and other applicable laws, codes, and standards.

New containers must be purged to remove air from the container. Failure to properly purge may result in excessive pressure and the possibility of "popping" the relief valve when the container is filled. Follow NFPA #58 and NLPGA Pamphlet 133-80 guidelines for purging containers.

Principle Of Operation

The relief valve (refer to Figure 1) is held closed by the spring force seating the rubber valve disc against the orifice.

When the tank pressure exceeds the spring force, the valve disc lifts off the orifice allowing gas to discharge through the valve to the air.

Gas discharge initially may be small producing only seepage and a light "hissing" sound. As pressure increases and gas volume discharge continues, a "popping" condition occurs with large volumes of gas discharging and a loud "hissing or roaring" sound.

When the tank pressure decreases enough, the spring force closes the valve disc back against the orifice stopping further discharge.

Maintenance and Replacement

Safety relief valves are nonrepairable valves and cannot be adjusted in the field.



WARNING

Any valve that has fully opened (popped) should be tested to see if it is within the allowable start-to-discharge pressure setting. If it is not within the correct range, it *must be replaced*. Relief valve start-to-discharge and reseal pressures may be lower if the valve has fully opened (popped).

Some relief valve installations require periodic testing or replacement, such as those required by DOT, NFPA #58, NFPA Pamphlet 59 (LP-Gas Utility Gas Plants) and ANSI K61.1. It is recommended that all relief valves be regularly inspected for visible damage, dirt, corrosion, missing raincaps, paint inside outlet, tampering, etc. If any of the preceding is evident or questionable, the valve should be retested or replaced immediately.

The discharge side of the relief valve body must be kept free of dirt, water, and other foreign matter which can damage the valve seat or "weld" some "wing style" poppets to the valve body. This can prevent the valve from opening. Replace valves when this occurs.

Relief valves are precisely set by the manufacturer for the correct start-to-discharge setting, and field repair should never be attempted. Since the disc in a relief valve is subject to normal deterioration, Fisher recommends that a relief valve not be used for longer than 15 years. (All Fisher valves carry the date of manufacture.) Earlier replacement may be required due to severe service conditions or code requirements.

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Emerson Process Management

Fisher Controls International, LLC

P.O. Box 8004

McKinney, Texas 75070, USA

Telephone: 1 (800) 432-8711

Telephone: 1 (972) 542-5512

www.FISHERregulators.com/lp



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