



LP-Gas & Anhydrous Ammonia Equipment

ECI *Engineered Controls
International, Inc.*

Section G Internal Valves and Accessories

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Limited Warranty and Limitation of Liability

LIMITED 10 YEAR WARRANTY AND LIMITATION OF LIABILITY

LIMITED 10 YEAR WARRANTY

Engineered Controls International, Inc. ("ECII") warrants to the original purchasers the products and repair kits manufactured by it to be free from defects in materials and workmanship under normal use and service for a period of 10 years from the date of manufacture. If within thirty days after buyer's discovery of what buyer believes is a defect, buyer notifies in writing and ships the product to ECII at 100 Rego Drive, Elon, NC 27244, ECII, at its option, and within forty-five days of receipt, will repair, replace F.O.B. point of manufacture, or refund the purchase price of that part or product found by ECII to be defective. Failure of buyer to give such written notice and ship the product within thirty days shall be deemed an absolute and unconditional waiver of any and all claims of buyer arising out of such defect.

This warranty does not extend to any product or part that is not installed and used continuously after installation in accordance with ECII's printed instructions, all applicable state and local regulations, and all applicable national standards, such as those promulgated by NFPA, DOT and ANSI. This warranty does not extend to any product or part that has been damaged by accident, misuse, abuse, failure to maintain, or neglect, nor does it extend to any product or part which has been modified, altered, disassembled, or repaired in the field. This warranty does not cover any cosmetic issues, such as scratches, dents, marring, fading of colors or discoloration.

Except as expressly set forth above, and subject to the limitation of liability below, ECII MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, with respect to its products and parts, whether used alone or in combination with others. ECII disclaims all warranties not stated herein.

LIMITATION OF LIABILITY

ECII's total liability for any and all losses and damages arising out of any cause whatsoever shall in no event exceed the purchase price of the products or parts in respect of which such cause arises, whether such cause be based on theories of contract, negligence, strict liability, tort or otherwise.

ECII shall not be liable for incidental, consequential or punitive damages or other losses. ECII shall not be liable for, and buyer assumes any liability for, all personal injury and property damage connected with the handling, transportation, possession, further manufacture, other use or resale of products, whether used alone or in combination with any other products or materials.

From time to time buyers might call to ask ECII for technical advice based upon limited facts disclosed to ECII. If ECII furnishes technical advice to buyer, whether or not at buyer's request, with respect to application, further manufacture or other use of the products and parts, ECII shall not be liable for such technical advice or any such advice provided to buyer by any third party and buyer assumes all risks of such advice and the results thereof.

NOTE: Some states do not allow the exclusion or limitation of incidental, consequential or punitive damages, so the above limitation or exclusion may not apply to you. The warranty gives you specific legal rights, and you may have other rights that vary from State to State. The portions of this limited warranty and limitation of liability shall be considered severable and all portions which are not disallowed by applicable law shall remain in full force and effect.

NOTICE TO USERS OF PRODUCTS

The Limited Warranty stated above is a factory warranty to the first purchasers of ECII products. Since most users have purchased these products from ECII distributors, the user must within thirty (30) days after the user's discovery of what user believes is a defect, notify in writing and return the product to the distributor from whom he purchased the product/part. The distributor may or may not at the distributor's option choose to submit the product/parts to ECII, pursuant to this Limited Warranty. Failure by buyer to give such written notice within thirty (30) days shall be deemed an absolute and unconditional waiver of buyer's claim for such defects. Acceptance of any alleged defective product/parts by ECII's distributor for replacement or repairs under the terms of ECII's Limited Warranty in no way determines ECII's obligations under this Limited Warranty.

Because of a policy of continuous product improvement, ECII reserves the right to change designs, materials or specifications without notice.

Foreword

This catalog describes a complete line of equipment available from Engineered Controls International, Inc. for use with LP-Gas and anhydrous ammonia (NH₃). The following points are important to know for proper use of the catalog:

1. Illustrations and drawings of individual products are representative of "product groups" and all products within a product group are similar in construction.
2. Materials used for construction of products in this catalog are suitable for rated service pressure at temperatures of -40° F. to +165° F., unless otherwise specified.
3. Products in this catalog are only intended for use in LP-Gas and/or anhydrous ammonia service as follows.
 - a. "A" or "AA" prefix — Products with this prefix are suitable for NH₃ service (i.e., contain no brass parts).
 - b. "AA" prefix on relief valves — These valves are NOT suitable for use with LP-Gas service. These are of partial aluminum materials and are listed by Underwriters Laboratories (UL) for NH₃ service only.
 - c. All other products are suitable for use with LP-Gas service.
 - d. "SS" prefix—Hydrostatic relief valve with this prefix are suitable for NH₃ service (i.e., they have stainless steel materials).

Caution

Do not use any product contained in this catalog with any service commodity other than LP-Gas or NH₃. If you have a need for use of another application, contact Engineered Controls International, Inc., 100 RegO Drive, Elon, NC 27244, (336) 449-7707 before proceeding.

Proper application, installation and maintenance of products in this catalog are essential. Users of these products should obtain further information if there are any doubts or questions.

Warning

All ECII® products are mechanical devices that will eventually become inoperative due to wear, corrosion and aging of components made of materials such as rubber. The environment and conditions of use will determine the safe service life of these products. Periodic inspection and maintenance are essential to avoid serious injury and property damage.

Many ECII® products are manufactured for storage, transport, transfer and use of toxic flammable and dangerous liquids and gases. Such substances should be handled by experienced and trained personnel only, using accepted governmental and industrial safety procedures. Never vent LP-Gas near any possible source of ignition.

Notice

Installation, usage, and maintenance of all ECII® products must be in compliance with all Engineered Controls International, Inc. instructions as well as requirements and provisions of NFPA #54, NFPA#58, DOT, ANSI, and all applicable federal, state, provincial and local standards, codes, regulations, and laws.

Inspection and maintenance on a periodic basis is essential. Installation and maintenance should be performed only by qualified personnel.

Be sure all instructions are read and understood before installation, operation and service.

Filters

ECII® LP-Gas equipment is designed to operate in a system free from contamination. A variety of in-line filters are commercially available to the LP-Gas industry for installation in domestic systems.

The use of an in-line filter should be considered when other system components may be unclean and the system contaminated by rust, scale, dirt, debris or other foreign material.

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Warnings



Purpose

In its continuing quest for safety, Engineered Controls International, Inc. publishes a series of bulletins explaining the hazards associated with the use, misuse, and aging of LP-Gas valves and regulators. It is hoped that these factual bulletins will make clear to LP-Gas dealer managers and service personnel, that the utmost care and attention must be used in the installation, inspection, and maintenance of these products, or problems could occur which would result in injuries and property damage.

The National Fire Protection Association Pamphlet #58, "Storage and Handling of Liquefied Petroleum Gases" states in section 1-6 that "In the interest of safety, all persons employed in handling LP-Gases shall be trained in proper handling and operating procedures". These "ECII® Safety Warnings" may be useful in training new employees and reminding older employees of hazards that can occur.

It is recommended that all employees be furnished with a copy of NPGA Safety Pamphlet 306-88 "LP-Gas Regulator and Valve Inspection and Maintenance, 111-81 Limitations of Excess Flow Check Valves for LP-Gas, and 113-78 Safety Considerations in Bobtail Deliveries."

Nature of Warnings

It is recognized that warnings should be as brief as possible, but the factors involved in internal valve and excess flow valve failures to perform are not simple. They need to be fully understood. If there is a simple

Make sure that the internal valve's excess flow feature really closes when the flow exceeds rated closing flow, and that the valve will shut-off.

This bulletin is not intended to be an exhaustive treatment of internal valves, and certainly does not cover all safety practices that should be followed in installation, operation and maintenance of LP-Gas systems, which include internal valves.

Internal valves must be closed on Cargo Vehicles when traveling on public roads and highways. The valve should only be open when pumping. Per MC 330 or 331, internal valves must also be equipped with remote closure system, when used on transports or bobtails.

There are two types of internal valves being used on storage tanks, transports and bobtails — spring loaded internal valves and differential pressure internal valves. They both provide positive shut-off when product is not being withdrawn and may include excess flow protection for the system during transfer operations.

Spring Loaded Internal Valves

Spring loaded internal valves are manually opened by levers, by means of fuse linked cable mechanisms or pneumatic or hydraulic actuators. They incorporate an excess flow feature that will close the valve when the flow through the valve exceeds its rate of flow. These valves should never be locked open by means of wires, chains, pegs or other devices.

Testing

Testing should be completed on a periodic basis.

1. To check operation of a spring loaded valve, activate the remote control to close the valve while unit is pumping. If the meter indicator flow continues, the valve should be repaired immediately.

2. Testing excess flow feature.

The National Propane Gas Association Safety Bulletin #113-78 states: "In order to test an excess flow valve in a piping system, the flow through the valve must be made to exceed the valve's closing rating."

This testing should only be attempted by trained personnel familiar with the process. If no one at the facility has experience in proper testing, outside expert help should be obtained.



The exact procedure used may vary with the installation, advisability of gas discharge and availability of equipment.

In general, most testing makes use of the fact that the excess flow valves are "surge sensitive" and will close quicker under a sudden flow surge than under steady flow. A sufficient surge can often be created by using a quick open/close valve to control sudden, momentary flow into a tank or piping section containing very low pressure. An audible click from the excess flow valve (and corresponding stoppage of flow) indicates its closure.

A test involving venting gas to the atmosphere is hazardous and may be impractical, or illegal.

Any test of any excess flow valve will not prove that the valve will close in an emergency situation, due to reasons cited before. This test will only check the valves condition, and the flow rate sizing for those test conditions.

3. Tight Shut-Off — A test should be made to insure the internal valve will give a gas tight seal when the valve is in the closed position. This will require removal of all product downstream from the internal valve, to insure the valve will give 100% seal when in the closed position. If the internal valve does not give 100% seal the valve should be repaired immediately.

Pressure Differential Internal Valves (Flomatics)

Pressure differential valves (Flomatics) open by pump pressure and close when the pump stops.

These valves must never be locked open by means of wires, chains, pegs or other devices.

Testing

Testing should be completed on a periodic basis.

1. To check operation of a differential pressure internal valve activate the remote control shut-off valve while the unit is pumping. If the meter indicates that flow continues the valve should be repaired immediately.

2. Since the differential pressure internal valve requires at least 18 psi to open and 8 psi over container pressure to keep open, a test may be performed to check for closure. With the PTO disengaged, connect delivery hose to a container with very low pressure. Then with hose end valve open, engage PTO. The internal valve should remain closed, no flow should be detected through the meter. If flow continues through the meter the valve should be repaired immediately.

3. Tight Shut-Off — A test should be made to insure the internal valve will give a gas tight seal when the valve is in the closed position. First insure the pump prime valve is closed by turning clockwise until it seats. Then with the valve closed (PTO disengaged) the product downstream from the internal valve will have to be safely removed. If the internal valve does not give 100% seal, the valve should be repaired immediately.

General Warning

All ECII® Products are mechanical devices that will eventually become inoperative due to wear, contaminants, corrosion and aging of components made of materials such as metal and rubber.

The environment and conditions of use will determine the safe service life of these products. Periodic testing at least once a year when tank pressures are low and maintenance, as required, are essential.

Because ECII® products have a long and proven record of quality and service, LP-Gas dealers may forget the hazards that can occur because an excess flow valve is used beyond its safe service life. Life of an excess flow valve is determined by the environment in which it "lives". The LP-Gas dealer knows better than anyone what this environment is.

NOTE: There is a developing trend in state legislation and in proposed national legislation to make the owners of products responsible for replacing products before they reach the end of their safe useful life. LP-Gas dealers should be aware of legislation which could effect them.



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Manual Internal Valves

A3200 Series

General Information

Manual Internal Valves are designed for a variety of uses in LP-Gas and anhydrous ammonia service. In addition, accessories allow most of them to be actuated manually, by cable or with air.

Installation, usage and maintenance of this product must be in compliance with all Engineered Controls International, Inc. instructions, as well as requirements and provisions of NFPA # 58, DOT, ANSI, and all applicable federal, state, provincial, and local standards, codes, regulations and laws.

How The Valves Work

Refer to the drawings. View "A" shows the valve held closed without leakage by tank pressure and the valve's closing spring. Actuation of the operating handle alone does not open the valve, it only allows pressure to equalize between the inlet and outlet of the valve by rapid bleeding of the product downstream. This equalized pressure then allows the valve to open via the internal spring.

The valve opens by moving the handle to mid-point, see view "B". This position allows the actuator to put the equalizing portion of the valve stem in the pilot opening, allowing more product to bleed downstream than if the handle was fully open.

In a few seconds, the tank and downstream pressure will be nearly equal. The excess flow spring will push the main poppet to the open position, see view "C", the handle should then be moved to the fully open position.

If at first, the handle is quickly moved to the fully opened position, the pilot valve allows a small amount of bleed downstream, but much less than during rapid bleed (view "B"). This results in a longer pressure equalizing time before the main valve can open.

NOTE: The main poppet will not open until outlet pressure approximates tank pressure!

Once the main poppet is open, flow greater than the excess flow rating, or a sufficient surge in flow, forces the main poppet closed against the excess flow spring, as seen in view "D". The pilot valve in this position is open and allows a small amount of bleed downstream, but much less than during rapid bleed (view "B").

When the operating handle is moved to the closed position, the valve closes and a leak-tight seal is re-established as seen in view "A".

NOTE: To provide excess flow protection, the flow rating of the pump, piping, valves, fittings, and hose on the inlet and outlet sides of the valve must be greater than the flow rating of the valve. Any restrictions that reduce the flow to less than the excess flow valve rating will result in the excess flow valve not operating when required.

Valve Operation and Precautions

1. Valve must be opened before starting pump, and before opening valve on pump outlet.
2. Leave pumping system "wet" to avoid drying of seals and to reduce time involved in opening valve. Drain piping only when required by codes or safe operating practices.
3. When piping is dry or at lower pressure than the tank, open valve half-way for a few seconds to allow line pressure to equalize before fully opening the valve handle. The main poppet may not open immediately if the handle is placed in the open position too quickly.
4. Flow surges may close the built-in excess flow valve and should be avoided. If the valve slams shut, immediately stop the pump, close the nearest downstream valve, and move handle to midpoint position to equalize pressure until valve reopens with a click, then restart pump and open downstream valve slowly.

These valves must remain in the closed position except during product transfer. A line break downstream of the pump may fail to actuate the excess flow valve as the pump may limit flow. If break occurs in the system, or the excess flow closes, immediately shut down the system.

Inspection and maintenance on a periodic basis is essential. Installation and maintenance must be performed only by qualified personnel.

Be sure all instructions are read and understood before installation and operation of these valves.

5. Always keep valve closed except during product transfer.

6. Completely open all valves during pumping. Partially closed or throttle type valves may prevent excess flow valve from closing when required, even in a properly designed piping system.

7. All personnel must be aware of remote closure locations and their operation in case of emergency. They must also be aware of the equalizing opening through which bleeding can occur after the excess flow valve closes. If this bleed is not stopped by closing a downstream valve, a hazard may occur.

8. Never, under any circumstances, permanently wire open the operating handle of the internal valve.

Cable Control System

The cable control system employed must meet the requirements and be in accordance with the provisions of NFPA #58, DOT, ANSI, and all applicable federal, state, provincial and local codes.

Troubleshooting

- 1. Internal Valve Will Not Open.** Causes may be excess leakage downstream, pump engaged too quickly, excessive wear of valve, or ice freezing of poppet.

When there is excessive volume downstream, a greater amount of time is required to equalize tank and downstream pressure.

To determine if the pilot seat is opening, install a pressure gauge downstream of valve outlet, open any hand valves between valve and pressure gauge, and open valve. Pilot seat is not opening if pressure does not build up to tank pressure. Perform this test with pump off. A broken internal part may cause pilot seat not to open.

If operating handle rotates past the full open position, there is internal malfunctioning, and the valve must be disassembled and repaired.

- 2. Premature Valve Closure.**

First, check to see that operating lever is properly connected and fully opens valve. Premature closure may also be a result of engaging pump too quickly, sudden line surges, an underrated excess flow spring or an obstructed inlet port.

- 3. Valve Will Not Close.**

Usually a result of faulty or sticking actuator. First, check the actuator to see that it works freely by disconnecting it from valve handle and cycling it several times. Also, operate valve handle manually. If it sticks in the open position, replace the packing and bushings. This should free the operating mechanism providing the valve has no internal damage.

- 4. Low Flow Capacity**

Downstream piping may be too small and/or long, screen or strainer may be plugged, possible restriction downstream, or a bypass valve stuck in the open position are causes of low flow. Also, the bypass valve may be set too low and prematurely opening. Check for high differential pressure across the bypass valve. If bypass valve is open, the differential across the valve should not exceed 5 to 6 psig.

Maintenance

Potential problems may be eliminated with preventive internal valve maintenance. Perform the following steps once a month:

1. Check to see that the operating lever moves freely and smoothly. There should be no leakage around the lower stem or seal housing. Leakage requires replacement of the seal housing packing. A sticking lever indicates trapped foreign material or mechanism wear.

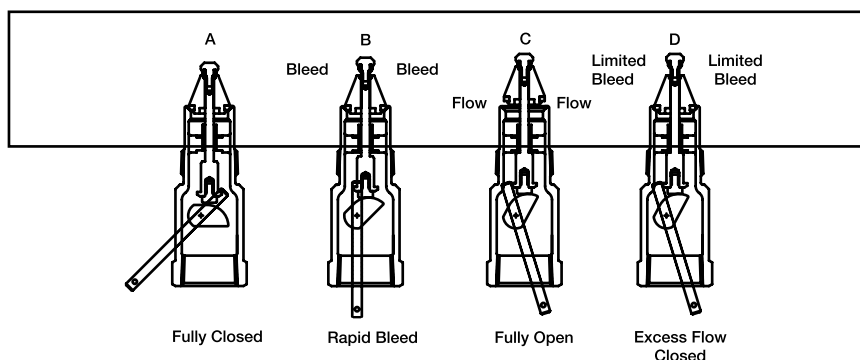
2. Check both seat discs for tight closure. Close valve and exhaust downstream pressure. Be sure piping is warmed to an ambient temperature. Close the first downstream valve and note pressure buildup between the closed valves with a pressure gauge. If leakage occurs, replace both seat discs.

3. Inspect, clean and oil all operating controls. Check controls to see that they open fully, but do not overtravel the valve operating lever. See that they work freely to close the valve. Worn parts should be replaced.

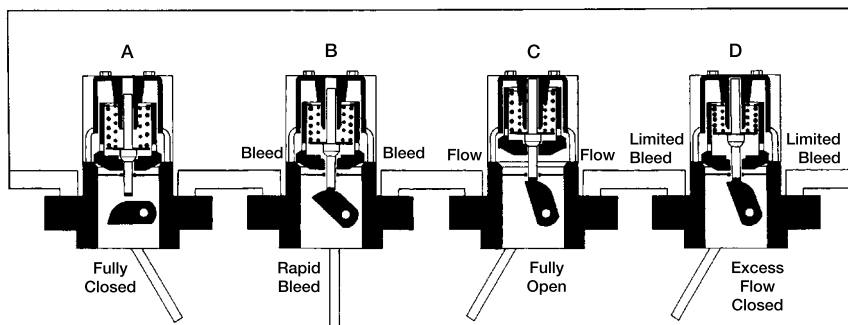
4. Remove valve if the tank is to be steam cleaned. Heat may damage the valve's seals.

5. Valve is not designed for water service. After tank is hydrostatically tested, immediately remove all water and allow tank to thoroughly dry out before installing valve.

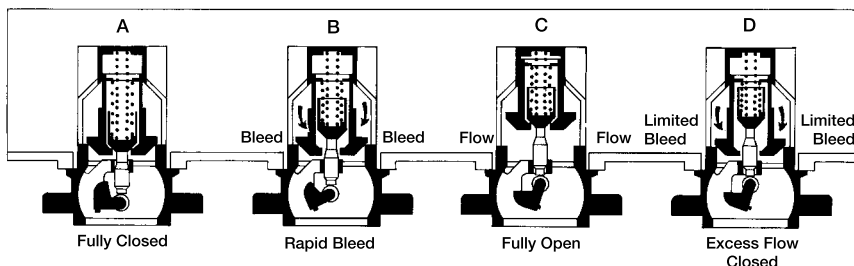
A3209R Series, 1 1/4" Straight
A3212R Series, 2" Straight
A3212RT Series 2" Tee Body
A3213A Series, 3" Straight
A3213T Series 3" Tee Body



A3217F Series, 3" Flanged
A3217DF Series, 3" Double Flanged



A3219F Series, 4" Flanged



1 1/4" Threaded Internal Valve for Small Capacity Pumping Systems and Bobtail Vapor Equalization A3209D & A3209DT Series

Application

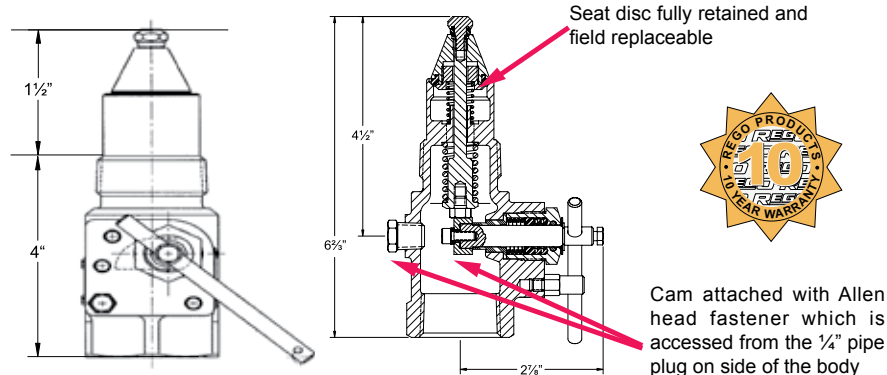
Designed primarily for use with LP-Gas and anhydrous ammonia as a main valve on small capacity pumping systems, NH3 nurse tanks and in-line installations. It may also be installed in the vapor equalizing opening on bobtail delivery trucks. Installation is quick and easy, and it fits in both full and half couplings, as well as, in-line applications. The valve may be actuated manually by hand or cable.

Features

- Valve is compact, with one piece body construction.
- Spring loaded V-packing with heavy duty wiper ring on operating shaft for dependable leak-free construction.
- Nylon bearing supported operating shaft provides smooth, easy operation.
- Simple operating lever allows for easy connection of cable controls.
- Built in excess flow valve
- Return spring forces the valve to the closed position when the lever is released.
- All critical operating components are located in the valve body and inside the container coupling for maximum protection against damage.
- Midway stem position allows for quick pressure equalization.
- Equipped with 212° F, UL listed fuse link for thermal protection.

Materials

Body Ductile Iron
Operating Lever..... Cadmium Plated Carbon Steel
Stem Stainless Steel
Springs Stainless Steel
Seat Disc Resilient Synthetic Rubber
Shaft Bearing..... Nylon



Ordering Information

Part Number	Inlet Connection M. NPT	Outlet Connection F. NPT	Closing Flow		LP-Gas Vapor Capacity** (SCFH/Propane)		Accessories	
			LP-Gas	NH3	25 PSIG	100 PSIG	Thermal Latch	Pneumatic Actuators
A3209D050	1 1/4"	1 1/4"	50	45	13,300	22,900	A3209TL	A3209PA A3209PAF
A3209D080	1 1/4"	1 1/4"	80	72	15,700	26,700		
A3209DT050	1 1/4"	1 1/4"	50	45	13,300	22,900		
A3209DT080	1 1/4"	1 1/4"	80	72	15,700	26,700		

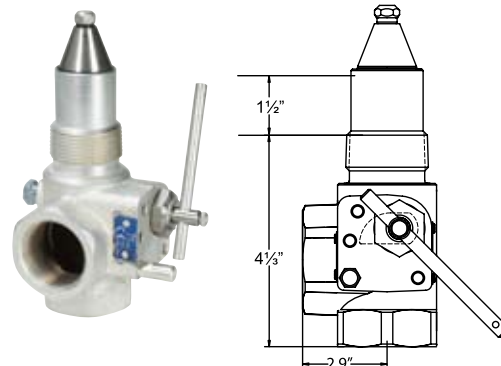
We have redesigned our A3209R Series internal valves; the new part number will be A3209D Series the list price will not change.

Your orders for the A3209R050 and A3209R080 will be changed to the new part number for orders scheduled as follows:

A3209R050 to A3209D050: your orders scheduled for delivery after June 2007.

A3209R080 to A3209D080: your orders scheduled for delivery after February 2007.

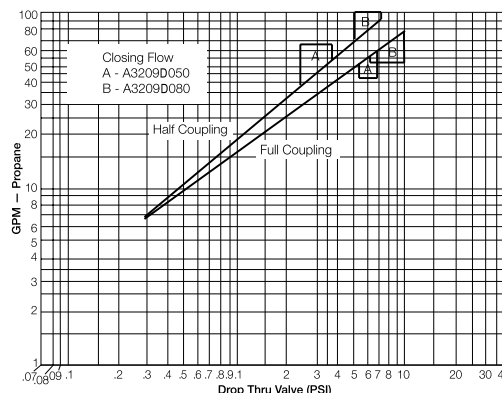
We have developed a new Tee style A3209DT050 and A3209DT080 that will replace the A3210A065. **The List price for this valve is: \$ 417.30**



A3209DT



A3209D



NOTE: Multiply flow rate by .94 to determine liquid butane flow and by .90 to determine liquid anhydrous ammonia flow.

3" Flanged Internal Valve for Bobtail Delivery Trucks, Transports, and Large Stationary Storage Tanks A3217 Series

Application

Designed primarily for LP-Gas and anhydrous ammonia filling and/or withdrawal on MC331 bobtail delivery trucks, transports and stationary storage tanks with flanged pumps or piping. Installation is quick and easy, and the valve may be operated manually by cable or pneumatically.

Lever available on right or left side to allow for installation without the use of an extra pulley.



Features

Provides More Efficient Operation

- Flow passages designed to allow substantially higher flow without cavitation or loss of efficiency--saving time and money.
- Simple operating lever facilitates easy adaptation of all cable controls.
- Lever available on right or left side to allow for installation without the use of an extra pulley.
- Nylon bearing supported operating shaft provides smooth, easy operation.

Less Frequent-Easier Maintenance

- Easily replaceable nickel chrome plated seat insert eliminates need for expensive remachining of valve body when overhauled.
- Stainless steel screws resist rusting and are easily removed during valve disassembly.
- Strainer sits on the top flange of the valve's seat insert, making removal of the valve easier. It completely covers the top of the valve to help keep out sediment and foreign material.
- Heavy duty rod wiper helps minimize dirt and foreign material from entering operating shaft and hampering operation.

Durable Construction

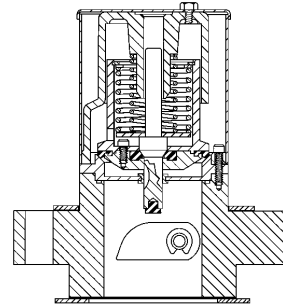
- Cadmium plating helps resist corrosion during storage and use.
- Main disc retaining screws are installed from the top down to help minimize the chance of loose screws entering and damaging the pump.
- All ferrous materials with a temperature range of -40° F. to +130° F. and a pressure rating of 400 psi w.o.g.
- Sturdy retaining ring secures operating cam to provide for more durable, slack-free operation.
- Built-in excess flow valve.
- Specify RegO® Internal Valves on your next new tank body or when your tank is rebuilt.



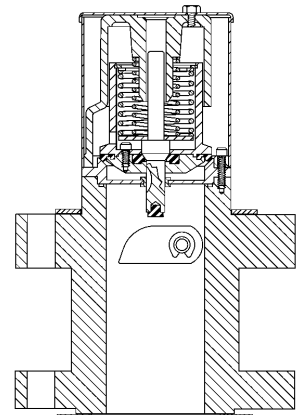
A3217 FR Series



A3217FPA on A3217FR Single Flange Valve



A3217FR & FL Series Single Flange



A3217DFR & DFL Series Double Flange



Ordering Information

Part Number		Operating Lever Position	Inlet Connection	Outlet Connection	Closing Flow GPM		Accessories
Single Flange Body	Double Flange Body				LP-Gas	NH3	Pneumatic Actuator
A3217FR160	A3217DFR160	Right Side	3" 300# ANSI RF Modified Flange**	3" 300# ANSI RF Flange	160	145	A3217FPA
A3217FL160	A3217DFL160	Left Side					A3217FLPA
A3217FR210	A3217DFR210	Right Side			210	190	A3217FPA
A3217FL210	A3217DFL210	Left Side					A3217FLPA
A3217FR260	A3217DFR260	Right Side			260	236	A3217FPA
A3217FL260	A3217DFL260	Left Side					A3217FLPA
A3217FR410	A3217DFR410	Right Side			410	372	A3217FPA
A3217FL410	A3217DFL410	Left Side					A3217FLPA

* Valve supplied with 16 nuts and 8 studs for mounting.

**Modified bore = 4 1/8" diameter with 5 1/8" diameter raised face.



3" Flanged Internal Valves for Bobtail Delivery Trucks, Transports, and Large Stationary Storage Tanks

A3217FPA and A3217FLPA Pneumatic Actuators

These Pneumatic Actuators are designed specifically for use with the A3217 Series 3" Internal Valves. The diaphragm design provides a convenient means of opening and closing the valve from a remote location, using either air or nitrogen.

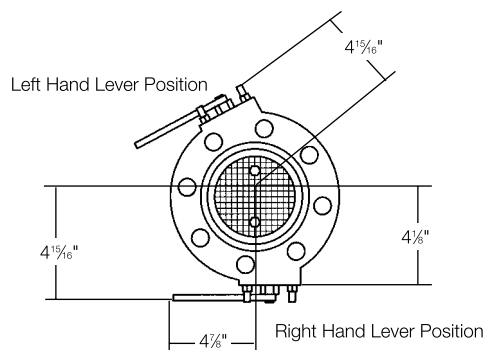
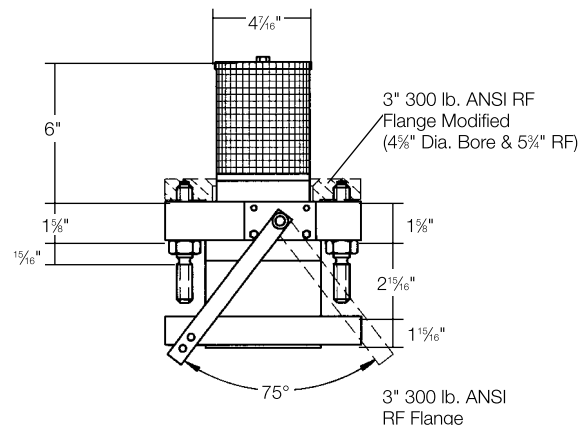


Features

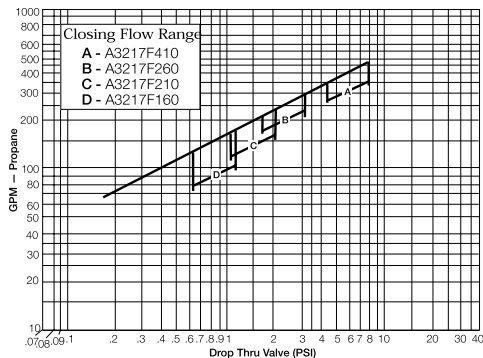
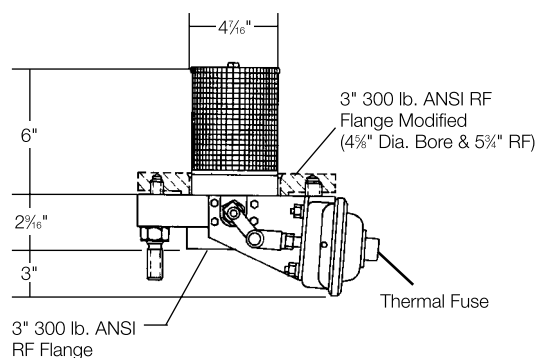
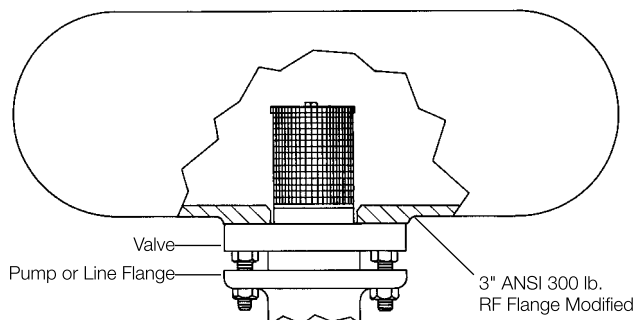
- Diaphragm type—no seals to leak.
- Easily installed on internal valve "in-line."
- Utilizes standard air brake chamber with proven performance over many years of heavy-duty truck/trailer applications.
- Compatible with existing air interlock systems.
- Operates with pressures of 50-150 psig.
- Thermal Fuse installed complies with DOT thermal protection requirements.

Materials

Body and Valve Cage	Cadmium Plated Ductile Iron
Seat	Nickel Chrome Plated Steel
Strainer	Stainless Steel
Shaft	Stainless Steel
Pilot Valve Stem	Stainless Steel
Springs	Stainless Steel
Actuator Cam	Stainless Steel
Lever	Cadmium Plated Carbon Steel
Seat Disc	Resilient Synthetic Rubber



Typical Valve Installation



NOTE: Multiply flow rate by .94 to determine liquid butane flow and by .90 to determine liquid anhydrous ammonia flow.

4" Flanged Internal Valve for Transports and Large Stationary Storage Tanks A3219 Series

Application

Designed primarily for LP-Gas and anhydrous ammonia service on MC331 transport pressure vessels and large stationary storage tanks. Installation is quick and easy, and it fits in most existing tank flanges. The valve may be actuated manually or pneumatically.

Use of the A3219RT Remote Thermal Release with this valve is suggested to provide a remote means of mechanical closure along with thermal protection, as required by DOT.



Features

Provides More Efficient Operation

- Flow passages designed to allow higher pumping rates without cavitation or loss of efficiency—saves time and money.
- One piece, stainless steel pilot valve provides more accurate alignment for dependable operation.
- Remote release lever allows cables to run directly to opposite ends of vessel without pulleys or tubing.

Protects Your Pump

- Main disc retaining screws are installed from the top down to help minimize loose screws from entering and damaging the pump.
- Back-up cotter pin is designed to minimize the chance of a loosened actuator nut and washer from entering and damaging the pump.

Less Frequent-Easier Maintenance

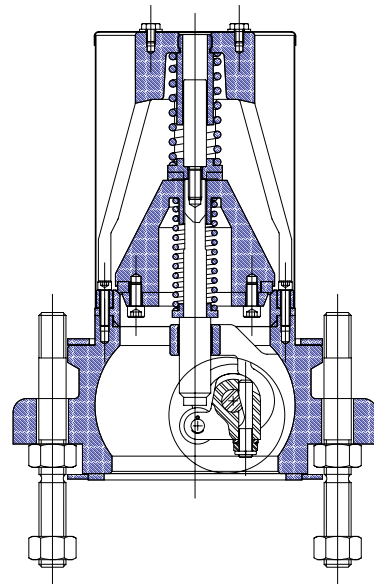
- Easily replaceable chrome plated seat insert eliminates need for expensive remachining of valve body when overhauled.
- Stainless steel screws resist rusting and are easily removed during valve disassembly.
- Strainer completely covers the top of the valve to help keep out sediment and foreign material.
- Strainer seats at the top flange of the valve's seat insert, making removal of the valve easier.

Durable Construction

- Cadmium plating helps resist corrosion during storage and use.
- Taper pin lock secures the operating shaft to provide for more precise, trouble-free actuation.
- Built-in excess flow valve and thermal protection.
- Specify RegO® Internal Valves on your next new tank body or rebuild.



A3219FA



Materials

Body and Valve Cage	Cadmium Plated Ductile Iron
Handle	Cadmium Plated Ductile Iron
Seat	Nickel Chrome Plated Steel
Strainer	Stainless Steel
Stem	Stainless Steel
Pilot Valve Plug	Stainless Steel
Springs	Stainless Steel
Roller Actuator	Cadmium Plated Carbon Steel
Lever Assembly	Cadmium Plated Carbon Steel
Seat Disc	Resilient Synthetic Rubber

Ordering Information

Part Number*	Inlet Connection	Outlet Connection	Closing Flow GPM		Accessories	
			LP-Gas	NH3	Pneumatic Actuator	Remote Thermal Release
A3219FA400L	4" 300# ANSI RF Modified Flange**	4" 300# ANSI RF Flange	400	360	A3219FPA	A3219RT (2)
A3219FA600L			600	540		

* Valve supplied with 16 nuts and 8 studs for mounting.

** Modified bore = 5 7/8" diameter with 7" diameter raised face.



4" Flanged Internal Valves for Transports and Large Stationary Storage Tanks

Application

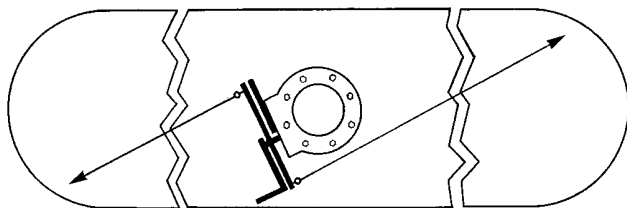
A3219FPA Pneumatic Actuator

The A3219FPA Pneumatic Actuator is designed especially for use with the A3219FA Series Flanged Internal Valves. The diaphragm type A3219FPA provides a convenient means of opening and closing the valve from a remote location, using either air or nitrogen, on LP-Gas and NH3 transport trailers and stationary tanks.

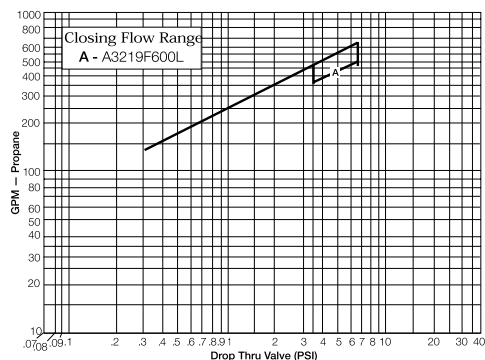
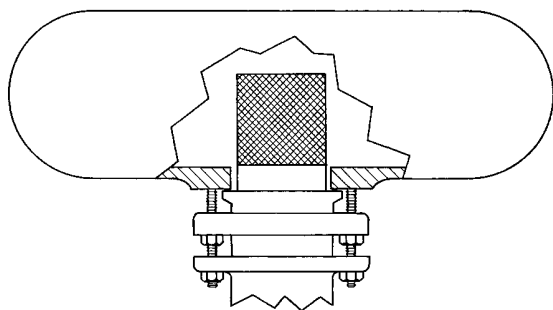
Features

- Diaphragm type—no seals to leak.
- Easily installed on internal valve "in-line,"
- Utilizes standard brake actuator with time proven performance in heavy-duty truck/trailer applications.
- Compatible with existing air interlock systems.
- Operate with pressures of 50-150 psig.
- Thermal fuse installed in actuator complies with DOT thermal protection requirements.

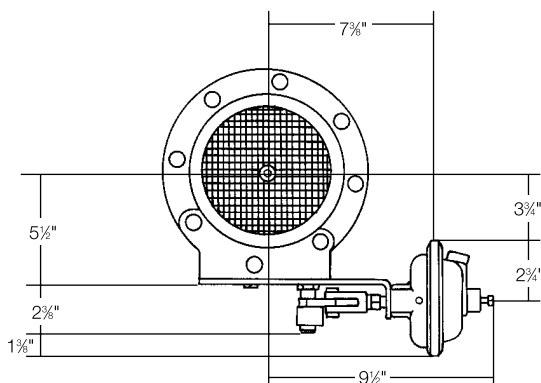
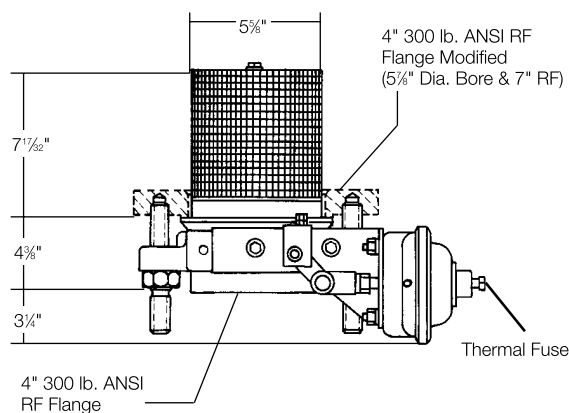
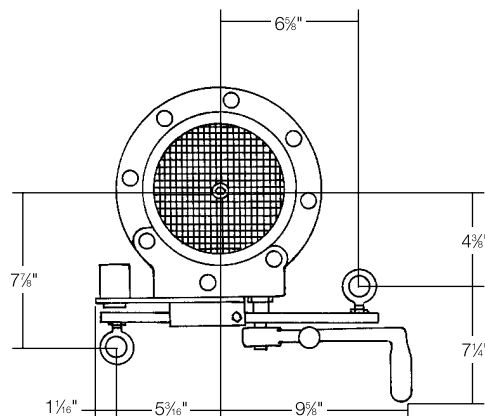
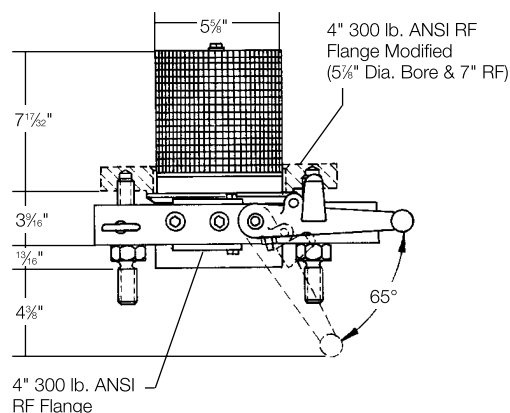
Typical Valve Positioning



Typical Valve Installation



NOTE: Multiply flow rate by .94 to determine liquid butane flow and by .90 to determine liquid anhydrous ammonia flow.



Remote Thermal Release for DOT MC331 Pressure Vessel A3219RT

Application

Designed especially for use with Internal Valves installed in DOT MC331 pressure vessels. The A3219RT provides a remote means of mechanical closure along with thermal protection, as required by DOT MC331.

The A3219RT is connected by cable to the internal valve(s) on the vessel. In the event of extreme heat (over 212° F.), the fuse link will melt, causing the spring to contract and pull the cable. When properly installed the cable will trip the internal valve release lever(s) allowing the connected handle(s) to move to the closed position.

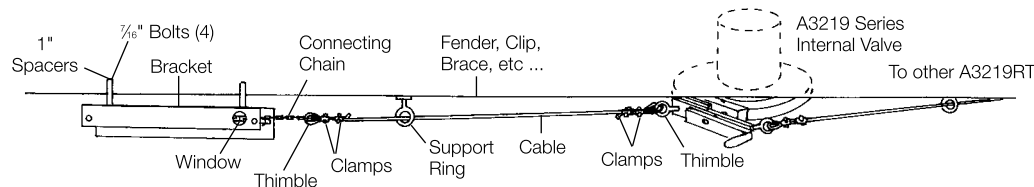
Materials

Body Galvanized Steel
Springs Stainless Steel

Ordering Information

Part Number	For Use With	Release Temperature	Spring Load		Minimum Number Required By MC331
			Fully Extended	After 4" Travel	
A3219RT	Internal Valves	212° F.	≈100 lbs.	≈50 lbs.	2

Typical Mounting Side View



A3219RT

Features

- Meets DOT MC331 requirements.
- Easily installed, rugged formed steel bracket has open bottom to minimize dirt and water build-up.
- Heavy, shouldered pins lock into position.
- Stainless steel spring provides dependable performance with 100 lb. load.
- Heavy-duty chain adapts easily to standard cable and fittings.
- Fuse link has 212° F. release temperature.
- Adapts easily to standard cables and fittings.



G

Remote Cable Controls for Internal Valves 3200C and 3200L

Application

The 3200C Remote Cable Kit is designed especially for use with the 3200L Remote Operating Lever to operate internal valves from a remote location.

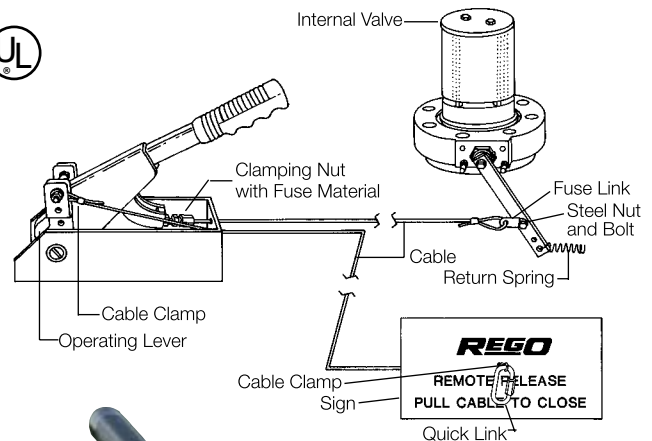
The internal valve is opened by pulling back the remote operation lever and closed by returning the lever to its original position. A remote release is provided to close the internal valve from a different remote location.

Features

- Metal construction provide durability in heavy duty applications.
- Toggle action of operating lever allows for quick closure without extra springs and latches.
- The unique clamping nut and cable clamps provide easy installation.
- Fuse connections allow internal valves to close if connections are exposed to fire.
- Versatile design permits installation on bobtails and stationary tanks at bulk plants.
- Provides necessary remote closure system for bobtails required by DOT regulation on MC330/MC331 tanks and NFPA #58.

Ordering Information

Part Number	Description	Contents
3200C	Remote Cable Kit	100 Foot Cable, 6 Cable Clamps, Quick Link, Sign, Fuse Link, Steel Nut and Bolt
3200L	Operating Lever	Lever Assembly



Materials

Body Galvanized Steel
Springs Stainless Steel

G13



Threaded Internal Valves For Bobtail Delivery Trucks, Transports and Stationary Storage Tanks A3213R Series

Application

Designed primarily for use with LP-Gas and anhydrous ammonia for liquid withdrawal; vapor transfer or vapor equalization of bobtail delivery trucks, transports, stationary storage tanks, and in-line installations. The valve may be operated manually by cable or pneumatically.

Features

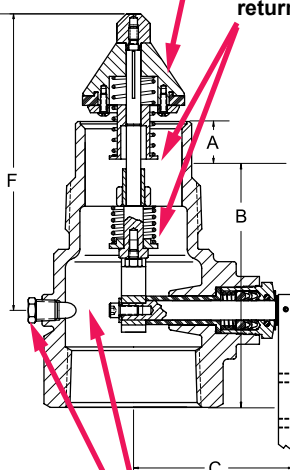
- May be installed in full and half couplings.
- Nylon bearing supported operating shaft provides smooth, easy operation.
- Simple operating lever facilitates easy adaptation of all cable controls.
- Midway stem position allows for quicker pressure equalization.
- All critical operating components are located in the valve body inside the container coupling for maximum protection against physical damage.
- Built in excess flow valve.
- Return spring returns the valve to the closed position when the handle is released.
- Specify RegO® Internal Valves on your next new tank body or when your tank is rebuilt.
- A3213PA pneumatic actuator provides a convenient means of opening and closing the valve from a remote location, using either air or nitrogen for A3213R service valves.

Materials

Body Ductile Iron
Operating Lever Cadmium Plated Steel
Stem Stainless Steel
Springs Stainless Steel
Seat Disc Resilient Synthetic Rubber
Shaft Bearing Nylon

Seat disc fully retained and field replaceable.

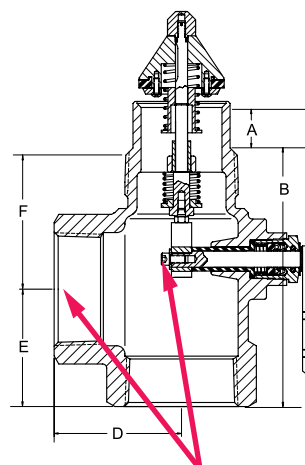
Excess flow spring is independent from return spring operation



A3213R



Cam attached with Allen head fastener which is accessed from the 1/4" pipe plug on side of the body



A3213RT

Cam attached with Allen head fastener that is accessed from the 3" F-NPT outlet connection on the side of the body



Ordering Information

Part Number	Inlet Connection M-NPT	Outlet Connections F-NPT	Closing Flow Half Coupling (GPM)		Closing Flow Full Coupling (GPM)		LP-Gas Vapor Capacity (SCFH/ Propane)		A	B	C	D	E	F	Accessories	
			LPG	NH ₃	LPG	NH ₃	25 PSIG Inlet	100 PSIG Inlet							Pneumatic Actuator	Thermal Latch
A3213R150	3"	3"	150	135	125	113	-	-	1½"	5⅝"	4¼"	-	-	7⅛"	A3213PA	A3213TL
A3213R200			200	180	160	144	44,100	75,100								
A3213R300			300	270	250	225	57,900	90,500								
A3213R400			400	360	325	293	71,400	121,300								
A3213RT150			150	135	125	113	-	-	1½"	7⅞"	4¼"	3⅞"	4½"	3½"		
A3213RT200			200	180	160	144	44,100	75,100								
A3213RT300			300	270	250	225	57,900	90,500								
A3213RT400			400	360	325	293	71,400	121,300								

Threaded Internal Valves For Bobtail Delivery Trucks, Transports and Stationary Storage Tanks A3212 Series

Application

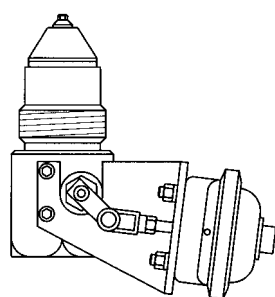
Designed primarily for use with LP-Gas and anhydrous ammonia for liquid withdrawal; vapor transfer or vapor equalization of bobtail delivery trucks, transports, stationary storage tanks, and in-line installations. The valve may be operated manually by cable or pneumatically.

Features

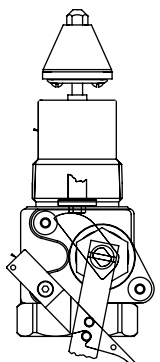
- May be installed in full and half couplings.
- Nylon bearing supported operating shaft provides smooth, easy operation.
- Simple operating lever facilitates easy adaptation of all cable controls.
- Midway stem position allows for quicker pressure equalization.
- All critical operating components are located in the valve body inside the container coupling for maximum protection against physical damage.
- Built in excess flow valve.
- Return spring returns the valve to the closed position when the handle is released.
- Specify RegO® Internal Valves on your next new tank body or when your tank is rebuilt.
- A3213PA pneumatic actuator provides a convenient means of opening and closing the valve from a remote location, using either air or nitrogen for both the A3212R & A3213A service valves.

Materials

Body Ductile Iron
Operating Lever..... Cadmium Plated Steel
Stem Stainless Steel
Springs Stainless Steel
Seat Disc Resilient Synthetic Rubber
Shaft Bearing..... Nylon



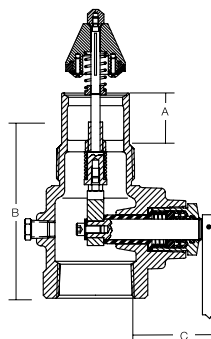
Internal Valve with
Pneumatic Actuator



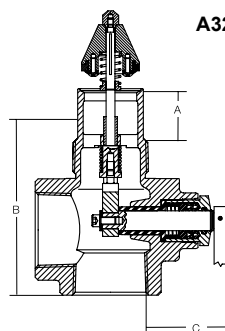
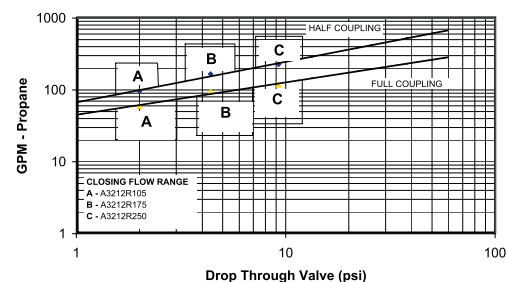
Internal Valve with
Thermal Latch



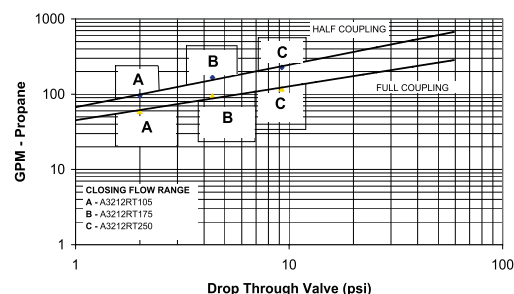
A3212R Series



A3212R Series



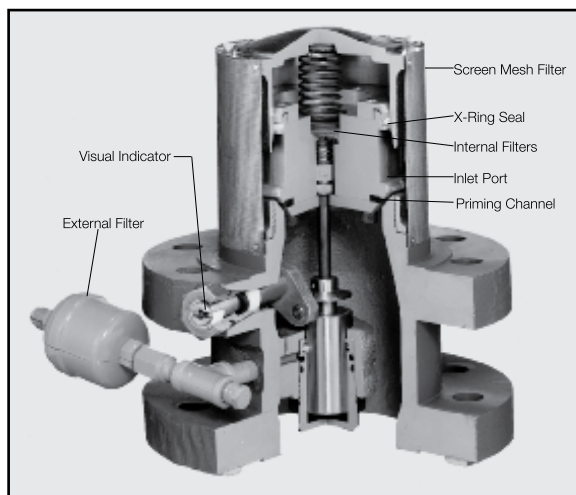
A3212RT Series



Ordering Information

Part Number	Inlet Connection M. NPT	Outlet Connection F. NPT	Closing Flow (GPM) Half Coupling		Closing Flow (GPM) Full Coupling		Accessories	
			LP-Gas	NH3	LP-Gas	NH3	Thermal Latch	Pneumatic Actuator
A3212R105	2"	2"	105	95	65	59	A3213TL	A3213PA
A3212RT105								
A3212R175			175	158	100	90		
A3212RT175								
A3212R250	2"	2"	250	225	130	117	A3213TL	A3213PA
A3212RT250								

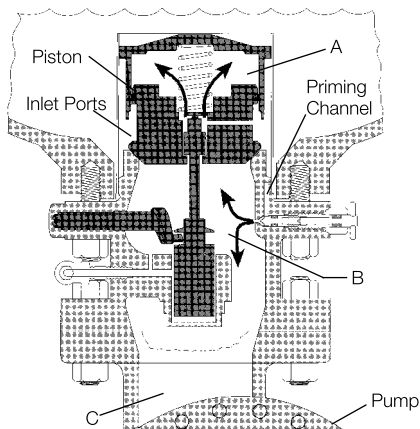
Flomatic® Internal Valve Operation



1. Normally Closed

When the valve is closed, liquid flows into the INLET PORTS, through a channel in the PISTON, and into area A. It also flows down through the PRIMING CHANNEL in the valve body, into area B beneath the valve seat, and into area C to prime the PUMP.

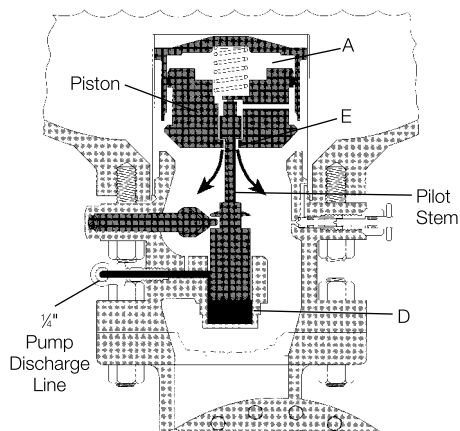
1



2. Pump On – Valve Opening

When the pump is started, differential pressure transmits through the 1/4" piping into chamber D, lifting the PILOT STEM. This opens the seat between the stem and piston at E. Pump suction then evacuates the tank pressure in area A, which becomes equal to the pump suction pressure.

2



General Information

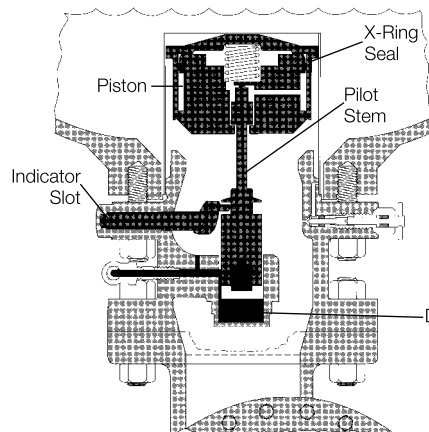
RegO® piston type Flomatic® Internal Valves are normally closed and use pressure differential to provide completely automatic service. Mounted directly between the tank body and pump, the Flomatic® uses the pressure differential developed by the pump to open the valve and it closes automatically when the differential no longer exists.

This means the RegO® Flomatic® opens when the pump is on and closes when the pump is shut off – fully automatic.

3. Pump On – Valve Open

The force below the pilot stem forces the piston up to open the valve; rotating the INDICATOR SLOT to its vertical (valve open) position. Pump differential pressure in area D holds the PILOT STEM and PISTON open. Approximately 20 psig pump differential pressure is required to open the valve; approximately 8 psig differential pressure will hold the valve open.

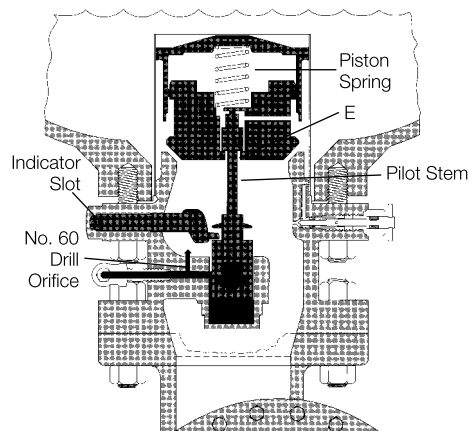
3



4. Pump Off – Valve Closes

With the pump shut off, the pressure in area D which holds the valve open, bleeds out through the #60 DRILL ORIFICE. This loss of pressure permits the SPRING to push the PILOT STEM down to reseat at point E. Since pressures are equal above and below the PISTON, with no sustaining pressure in area D, the SPRING forces the valve closed. The INDICATOR SLOT rotates to the horizontal (valve closed) position.

4



Flomatic® Internal Valves for Bobtail Delivery Trucks, Transports and Large Stationary Storage Tanks A7883FK and A7884FK

Application

Designed primarily for LP-Gas and anhydrous ammonia liquid withdrawal on MC331 bobtail delivery trucks, transports and large stationary storage containers with flanged connections. The valve is fully automatic, opening and closing as the pump is turned on or off.



Features

Fully Automatic

- Operates on pressure differential from the pump to open and close.
- Automatically closes should downstream line rupture causing loss of pump differential pressure required to keep the valve open.
- Problems of improperly sized excess flow valves slugging shut during liquid transfer are eliminated.

Faster Unloading

- Straight through flow design provides minimum pressure drop and large flow capacity to the pump, resulting in higher flow rates and greater pump efficiency.
- Unloading is quicker and turn-around faster to provide more profitable operation.

Greater Protection

- Fully automatic operation virtually eliminates operator errors such as forgetting to close the valve after product transfer.
- Fully internal design reduces possibility of spillage that may result from a collision.
- Built-in visual indicator lets the operator know whether the valve seat is in the open or closed position.
- Never a cable problem. These valves must NEVER be held open by wire or any other means as the valve will not close as expected when the pump is shut-off.

Less Maintenance

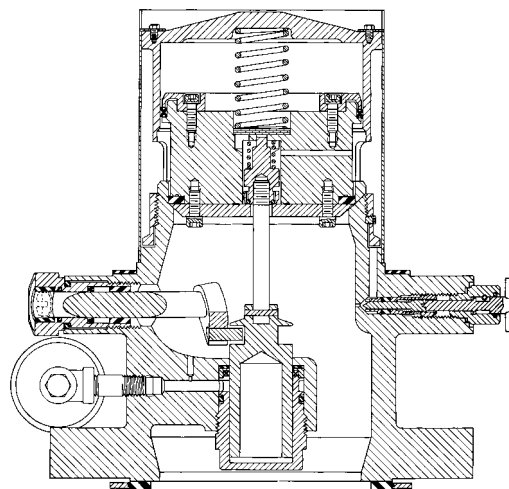
- Easily replaceable, high efficiency external filter removes contaminant's as small as 20 microns. Filter virtually eliminates orifice clogging, excessive internal filter maintenance and service downtime.
- No need to check or replace air lines, cables or cable connections.

Economical

- Completely equipped with mounting bolts, flange gaskets, quick acting valve and filter - all in one purchase price.
- No need to purchase additional mounting equipment or actuating accessories.
- Specify RegO® Internal Valves on your next new tank body or when your tank is rebuilt.



A7883FK



Materials

Body	Cast Steel
Valve Stem	Stainless Steel
Operating Stem	Stainless Steel
Piston.....	Aluminum
Cylinder	Stainless Steel
Screen	Stainless Steel
Seats	Resilient Synthetic Rubber



Ordering Information

Part Number	Inlet Connection ANSI Flange	Outlet Connection ANSI Flange	Strainer Width	Base Width	Overall Height (Approx.)	Height from Indicator to Base	Accessories (included with Flomatic®)	
							Filter	3-Way Valve
A7883FK	3"-300#**	3"-300#	4 ³ / ₄ "	8 ¹ / ₄ "	10 ⁷ / ₈ "	4 ¹³ / ₁₆ "	A7884-201	A7853A
A7884FK	4"-300#***	4"-300#	5 ³ / ₄ "	10"	11 ¹ / ₄ "	4 ¹⁵ / ₁₆ "		

*Supplied with A7853A 3-way valve, A7884-201 filter, studs, nuts and gaskets.

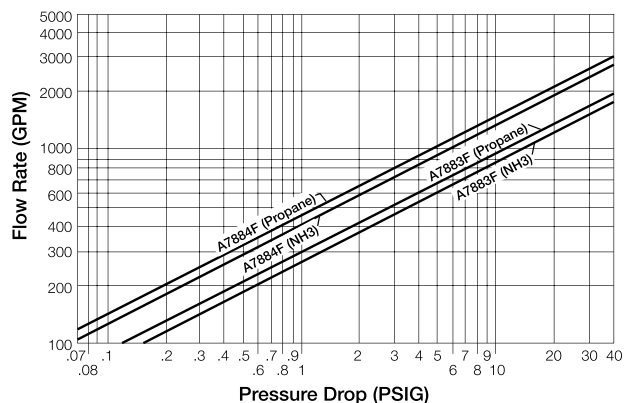
**With 4¹/₈" diameter bore.

***With 5¹/₈" diameter bore.

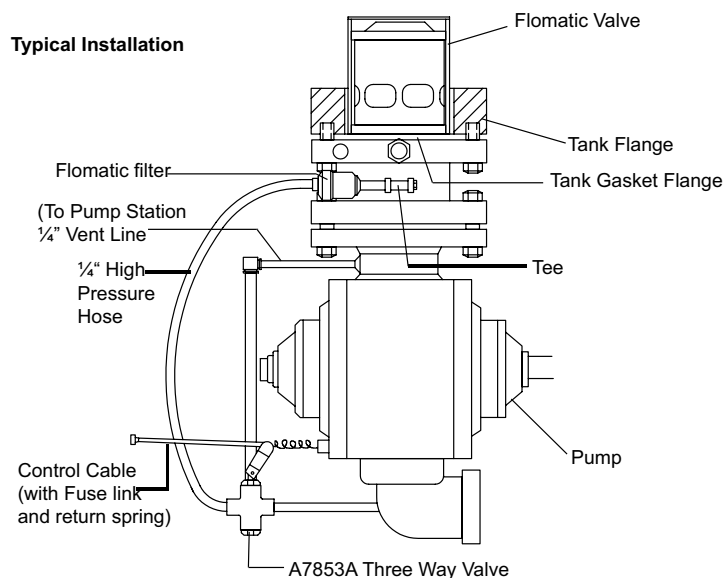


1/4" Three-Way Quick-Acting Valve A7853A

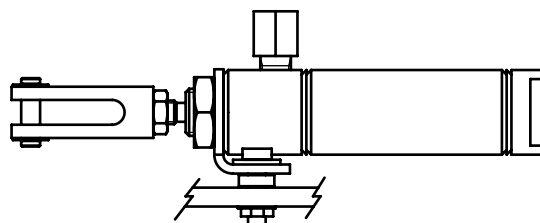
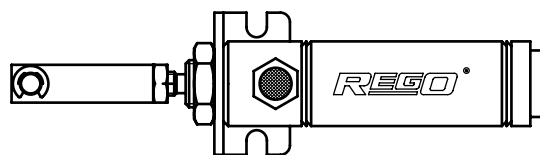
Flow Characteristics



Typical Installation

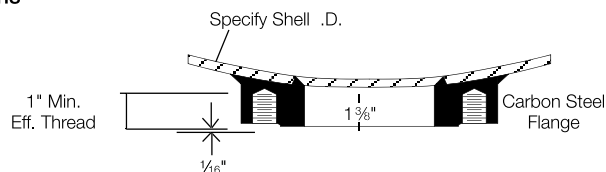
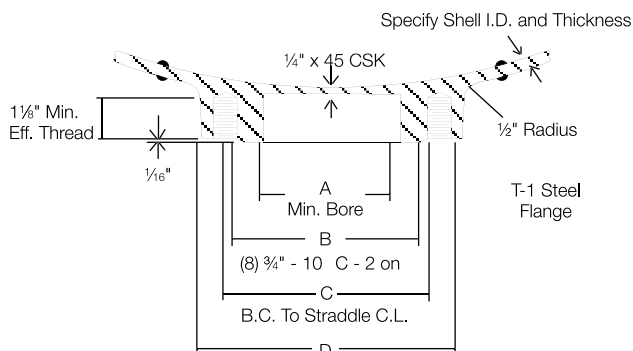


A7853A 1/4" Three-Way Quick-Acting Valve



A7853PA

Flange Dimensions



Part Number	Inlet Connection ANSI Flange	Outlet Connection ANSI Flange	Strainer Width	Base Width	Overall Height (Approx.)	Height from Indicator to Base	Accessories (included with Flomatic®)	
							Filter	3-Way Valve
A7883FK	3"-300#**	3"-300#	4 3/4"	8 1/4"	10 5/8"	4 13/16"	A7884-201	A7853A/A7853PA
A7884FK	4"-300#***	4"-300#	5 3/4"	10"	11 1/4"	4 15/16"		

*Supplied with A7853A 3-way valve, A7884-201 filter, studs, nuts and gaskets.

**With 4 1/8" diameter bore.

***With 5 1/8" diameter bore.

On The Job Service Guide for the Flomatic® Valve

Introduction

Efficient, profitable transport and delivery truck operations depend on keeping the equipment working safely and efficiently under changing conditions. It is important to know how to eliminate expensive delays by handling unloading problems as they arise.

The purpose of this technical guide is to provide basic information on the Flomatic® valve, along with simple, appropriate steps to follow in the event things go wrong.

The Flomatic® valve is mounted on the bottom of your transport or delivery truck tank, with the pump mounted immediately downstream. When the pump starts to push the liquid down the piping, the Flomatic® Valve opens automatically, allowing you to unload the tank, and closes when the pump stops pushing. It takes at least 20 pounds per square inch of "push" at the pump to open the valve.

Your flanged Flomatic® valve has an indicating shaft on it that shows whether it's open or closed (Figure 1). If the indicating shaft is horizontal, the valve is closed. If it's vertical, the valve is open.

A threaded type, diaphragm-operated Flomatic® valve has an indicating shaft on the bottom, covered by a clear plastic hood. The indicating shaft projects down when the valve is closed and is concealed when the valve is open (Figure 2).

Important Facts About Pressure

When handling propane or anhydrous ammonia, storage and transport tank pressures vary from about 20 pounds per square inch or less when it's cold to 200 pounds per square inch or more in hot weather (Figure 3). If you're hauling butane, tank pressures will be 50 pounds per square inch or less.

The transport or delivery truck tank pressure may be higher than the storage tank pressure when you are ready to unload (Figure 4). This is because your rig may have been freshly loaded at the terminal or bulk plant without a vapor equalizing line and hasn't had time to get back to normal. Also, the storage tank pressure tends to drop when a lot of LPGas is being used.

Troubleshooting on the Job

O.K. So you follow your procedures, hook up your hoses, open the required valves and start your pump. The indicating shaft on the Flomatic® valve moves to the open position and the liquid goes in to storage. Great! You're happy and so is the boss, and so are we.

But, let's say you do these things, start the pump and the liquid doesn't move. Now, how do you find out what is wrong?

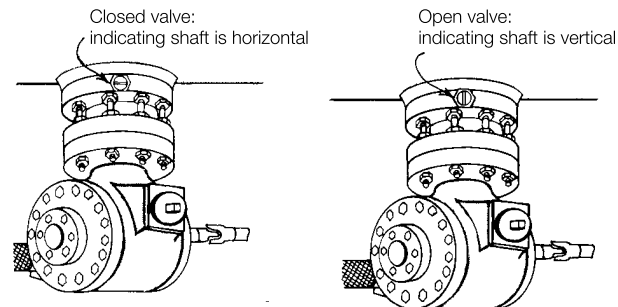


Figure 1. Flanged Flomatic Valve

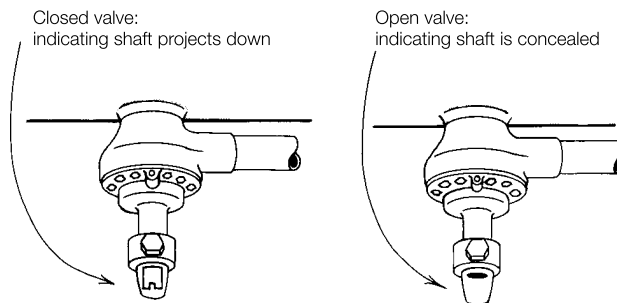


Figure 2. Threaded, Diaphragm-operated Flomatic Valve

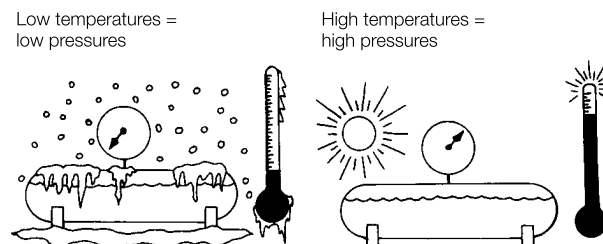


Figure 3. Weather Conditions Affect Pressure

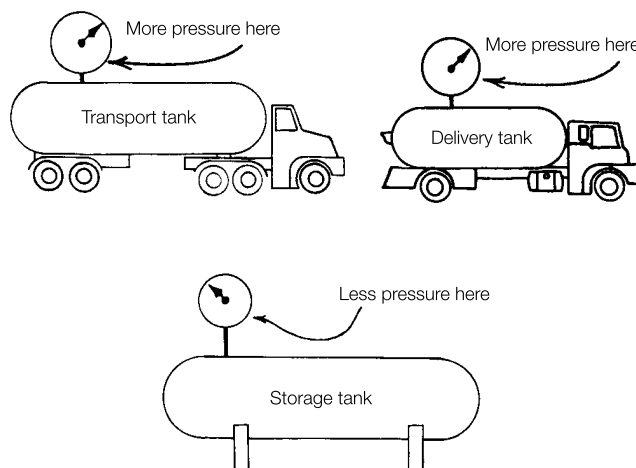


Figure 4. Unloading Conditions Affect Pressure

On The Job Service Guide for the Flomatic® Valve

Step 1

Immediately shut down the pump so you don't cause possible damage to the seals or valves. Next:

1. Check all manual valves in the system to make certain they are open or closed as required for proper operation.
2. Check the liquid level in the transport or delivery tank. If the level is low, it may slow the transfer rate.
3. Check to assure that the pump rotates normally when power is applied. If not, inspect and repair as needed the power takeoff, universal joints, drive shaft and clutch, etc.
4. Make sure the lever is straight out on the ¼" operating valve in the line between the pump discharge line and the Flomatic® valve (Figure 5). If it isn't, the Flomatic® valve will remain closed.
5. Make certain the priming valve on the side of the Flomatic® valve is open (Figure 6).

6. Ice in the system may prevent proper operation, as will a collapsed or kinked sensing line or a clogged sensing line filter. If you found the trouble within STEP 1, just start the pump and continue unloading. If not, proceed accordingly.

a. New Models with T-handle: To adjust to the proper position, push in the end of the valve stem and tighten the needle valve clockwise until it seats. Then, turn counterclockwise 1½ turns.

b. Old Models with Plug: To adjust to the proper position, carefully remove the plug. A small amount of liquid LP-Gas may be discharged when plug is loosened. Insert a small screwdriver and tighten the needle valve clockwise until it seats. Then turn it counterclockwise 1 turn only. **CAUTION: Do not open needle valve more than 1 turn as it might blow out!**

c. Threaded Models with Internal Priming Channel. The internal priming channel normally self-actuates. To be sure the system is primed, remove the plastic hood and push the travel indicator up about 18" and hold for at least 15 seconds.

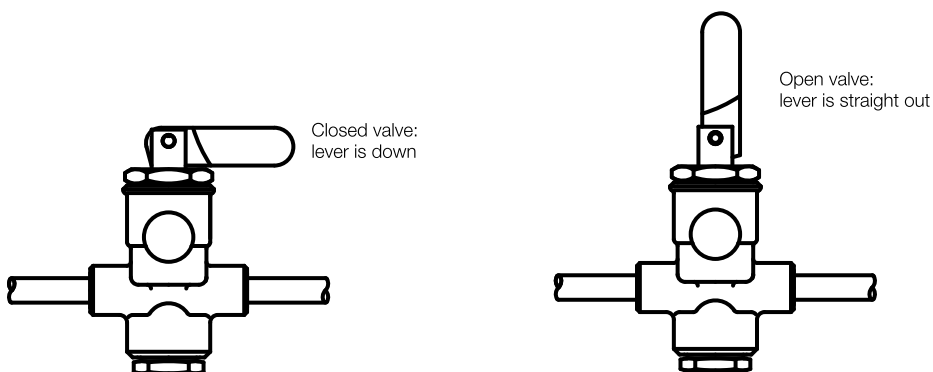


Figure 5. Operating Lever Positions

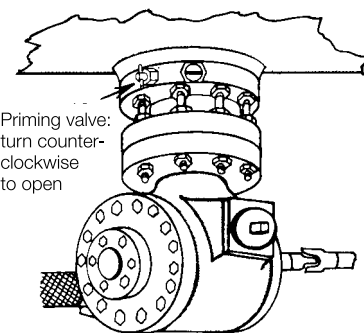


Figure 6. Priming Procedures

For Transport Trailer Trucks Only (Figure 7a)

1. Check the difference between the pressure in your transport and the storage tank. If there's 15 or 20 pounds per square inch more pressure in the transport tank than in the storage tank, chances are the Flomatic® valve won't open. This is because the pump can't develop enough "push".

If you have a good bypass valve on your rig to send the extra liquid back into the tank, you can merely close the liquid shut-off valve in the discharge line and restart your pump (Figure 8a). Now, the Flomatic® indicating shaft should move to the open position (see Figures 1 and 2).

2. Slowly open the liquid shut-off valve in the discharge line and the liquid will start to move out of the transport. If the Flomatic® valve indicating shaft starts to move toward the closed position once you've opened this liquid shut-off valve all the way, throttle the valve for a while until the transport tank pressure drops to where the Flomatic® valve indicating shaft will stay open. Then, open the liquid shut-off valve all the way until you finish unloading.

Step 2

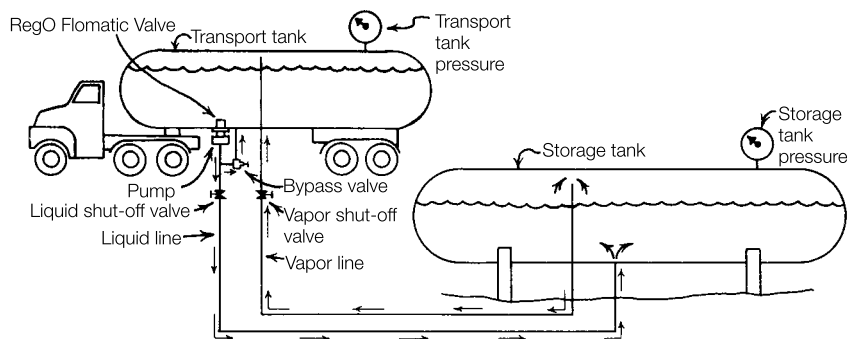


Figure 7a. Unloading Diagram of Transport Trailer Truck

The liquid flows out of the transport tank through the Flomatic® valve, into the pump and through the delivery hose to the storage tank. The vapor line allows vapor to flow from storage back to the transport so that the storage tank pressure won't build up too much and make the pump work harder than necessary.

On The Job Service Guide for the Flomatic® Valve

3. If your pump system doesn't have a bypass valve, the liquid shut-off valve in the discharge line should be left partially open when you restart the pump. Just be sure that the pump is pushing at least 20 pounds per square inch, so the Flomatic® valve can open.

Don't worry about how much it may slow up your loading speed when you pinch down the liquid shut-off valve to get the Flomatic® valve open. Your pump is running at constant RPM and will move liquid at almost the same rate, even when pushing harder. (It's a lot like using engine braking on a downhill grade, except, in this case, the pump keeps the liquid moving at a constant flow rate.)

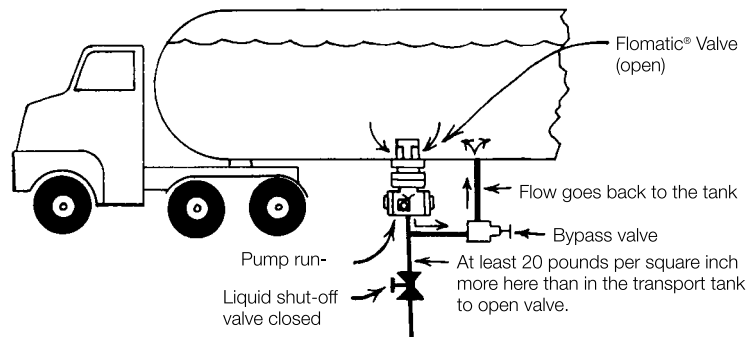


Figure 8a. Unloading Diagram of Transport Trailer Truck with Back-to-tank Bypass Valve You must have a separate back-to-tank bypass valve if the pump is to be run with the liquid shut-off valve closed.

For Delivery Trucks Only (Figure 7b)

1. Check the pump bypass piping. If your truck is equipped with a manual bypass valve, close it and try the pump again. (Figure 8b). If the Flomatic® valve indicating shaft moves to the open position, the problem is that the pump can't develop 20 pounds per square inch or more to "push" open the Flomatic® valve with the bypass valve open. You can prevent this in the future by not opening the manual bypass valve too wide.

2. If the delivery truck is not equipped with a manual bypass valve, merely start the pump. Slowly close the shut-off valve between the back-to-tank bypass valve and tank. If the Flomatic® valve indicating shaft moves to the open position as you close the valve, the back-to-tank bypass valve may be stuck open, adjusted too low, or the spring may be broken. **CAUTION: Don't close the shut-off valve all the way, because excessive pressures and pump damage may occur.**

3. If the Flomatic® valve indicating shaft remains in the closed position, the problem is either in the pump or the Flomatic® valve.

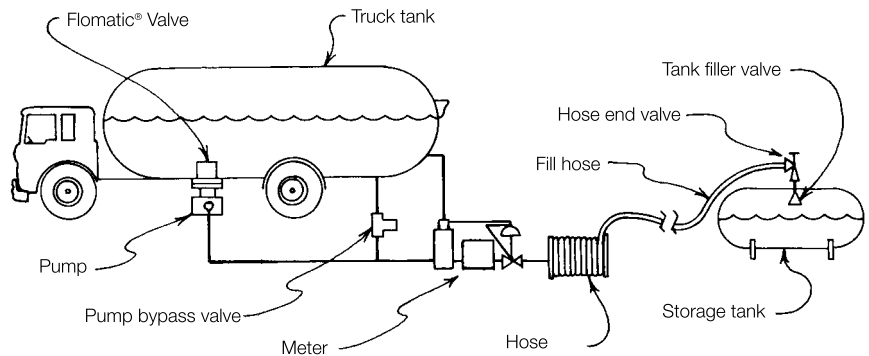


Figure 7b. Unloading Diagram of Delivery Truck

The liquid flows out of the truck tank, through the Flomatic® valve and into the pump, where it is then pushed through the meter and delivery hose into the storage tank. The liquid normally enters the vapor space of the storage tank to minimize pressure buildup, so a vapor equalizing line is usually not needed. The back-to-tank bypass valve opens to divert excess pump capacity back to the truck tank, preventing the pump from creating too much pressure.

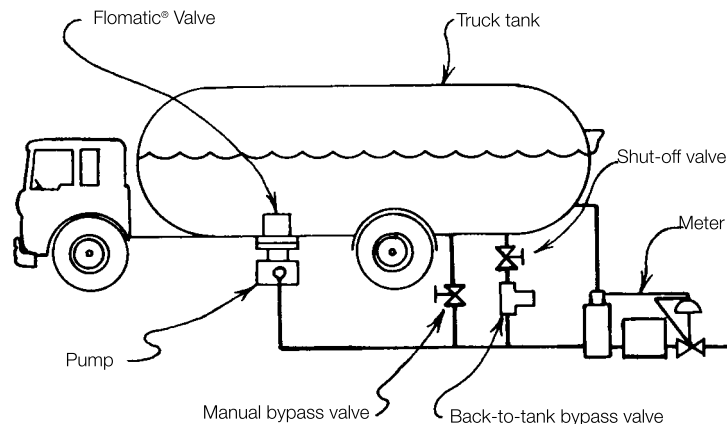


Figure 8b. Unloading Diagram of Delivery Truck with Manual Bypass Valve

On The Job Service Guide for the Flomatic® Valve

USE EXTREME CARE AT ALL TIMES WHEN WORKING AROUND YOUR VEHICLE!
Watch out for drive shafts and moving parts. It is common knowledge that serious injury can result if any part of one's body or clothing is caught in moving machinery.

If you manually open the Flomatic® valve, you are responsible for safely unloading the liquid and closing the valve when you're through. If this procedure is being followed, under no circumstances must the valve be left unattended. The valve must never be permanently held in the open position.

If you are not able to cause the Flomatic® valve indicating shaft to move to the open position after completing the preceding steps, a complete detailed diagnosis will have to be made.

In the meantime, you can actuate the flanged Flomatic® valve by using a special wrench and attempt to unload manually (Figure 9).

If you still can't unload by following the preceding steps, it is suggested that you unload by an alternate method, such as through the valve normally used for liquid filling.

In any event, if you haven't solved the problem and the unit still doesn't operate properly, immediately take it out of service, have a complete analysis made and repair as needed.

Be sure to obtain and keep available for quick referral the Manufacturers' Operation and Service Manuals for the valves, pump, meter and all operating equipment in the system.

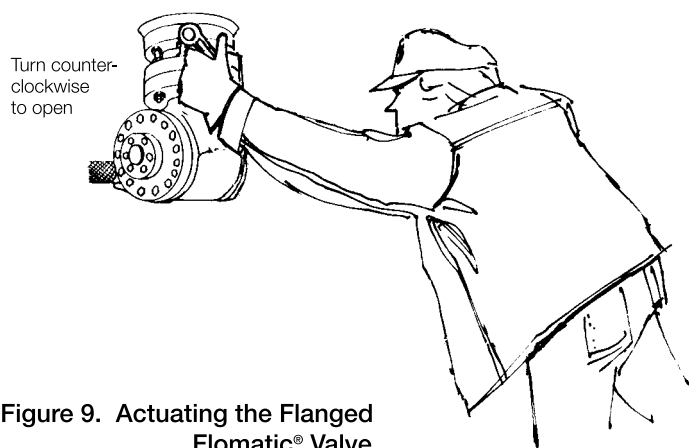


Figure 9. Actuating the Flanged Flomatic® Valve Manually

Pumping System Troubleshooting Guide

Introduction

Most LP-Gas and anhydrous ammonia systems use pumps to move liquid from one location to another. Unloading transport trailer tanks into plant storage, loading delivery trucks, filling bulk tanks, engine fuel tanks, portable cylinders, etc. and pressurizing LP-Gas vaporizers are only a few of many such applications. A well-designed and properly installed pumping system will perform well for some time, but eventually problems occur requiring attention.

Finding out what is wrong, and getting it working again, can be a timeconsuming and confusing experience, unless one knows clearly how to proceed.

The purpose for this technical guide is to provide simple, step-by-step guidelines for correcting LP-Gas and anhydrous ammonia pumping difficulties.

The procedure includes a preliminary checklist to help find out if the difficulty can be corrected without taking anything apart. Then, it shows how to zero in on more serious problems by using a few pressure gauges to pinpoint the cause.

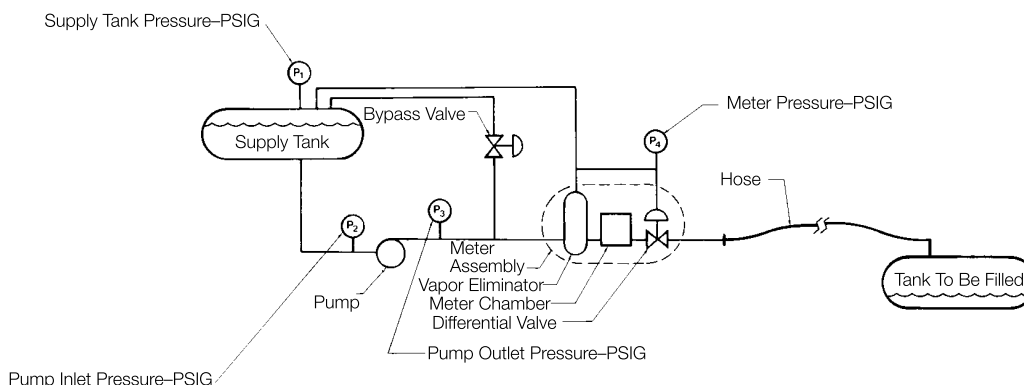
It is recommended that the pumping system be equipped for easy pressure gauge installation before trouble occurs. Small manual shutoff valves can be installed at proper locations, with plugs inserted in the outlets.

This would allow pressure gauges to be put in easily without removing the LP-Gas or anhydrous ammonia from the system at the time trouble occurs, saving a lot of time and unnecessary expense. Pressure gauges should be installed temporarily at the time the system is first installed, and pressure readings recorded while the system is working properly. Then, in many cases, merely comparing pressures with original readings may tell what the trouble is.

NOTE: The figure below shows where pressure gauges should be installed. Pressure gauge readings from the original tests should be recorded for each gauge.

It is recommended that the pressure gauges not be used continuously, because vibrations and the ravages of weather cause their damage or ruin. Therefore, as soon as the initial tests are complete, it is best to (1) close the shutoff valves, (2) remove the gauges, (3) plug the valves and (4) keep the gauges in a safe place, ready for troubleshooting when really needed. It is easier to diagnose a problem if the original test results are available, but don't panic if they aren't. You can still solve the problem without this information, but it requires more time and effort.

Pump System Schematic



A



Tank Pressure doesn't change



Pump Inlet Pressure decreases



Pump Outlet Pressure doesn't change

The trouble is most likely somewhere in the inlet line. It could be:

1. The pump may be running at a speed too low to develop proper differential pressure.
2. An inlet strainer is clogged.
3. A valve is partially closed somewhere in the inlet line.
4. Ice has formed either in the bottom of the supply tank or somewhere in the inlet line. This is common particularly when the tank has been hydrostatically tested or purged with steam, and not completely drained and dehydrated.
5. If a Flomatic® valve is used, it may not be opening for a number of reasons.
 - a. Pressure in the tank to be filled may be considerably less than that in the supply tank, making it impossible for the pump to develop sufficient differential pressure to open the valve (Simply throttle a manual valve on the discharge line to cause the pump

to develop enough differential pressure to open the Flomatic® valve. As the pressure in the tank to be filled goes up, it will be possible to re-open the valve in the discharge line.)

- b. The pump by-pass valve may be blocked open or have broken or damaged parts, preventing the pump from developing sufficient differential pressure to open the Flomatic® valve. (Pump outlet pressure must rise at least 21 PSI to open the Flomatic® Valve.)
 - c. The Flomatic® strainer, filter, three-way valve or other element in the actuating line is clogged, or the actuating line is kinked.
 - d. The Flomatic® valve internal parts may be damaged or worn. (Refer to Installation Manual #A7884F-301 for flanged valves or #L-451 for diaphragm-type threaded valves for repair instructions.)
6. If an internal valve is used, the main valve may not be opening due to insufficient equalization time, broken or damaged valve parts, valve lever in closed position or insufficient excess flow sizing.

NOTE: Meter pressure is not needed for this condition.

B



Tank Pressure doesn't change



Pump Inlet Pressure doesn't change



Pump Outlet Pressure goes up a little

The trouble is most likely related to the pump or by-pass valve. It could be:

1. The pump may have excessively worn parts.
2. The internal by-pass valve in the pump may be blocked open by foreign material, or may have broken or damaged parts.
3. The back-to-tank by-pass valve may be blocked open by foreign material, or may have broken or damaged parts.
4. The manual by-pass valve, if so-equipped, may be open.

NOTE: Meter pressure is not needed for this condition.

Pumping System Troubleshooting Guide

Be sure to obtain and keep available for quick referral the Manufacturer's Operation and Service Manuals for the valves, pump, meter and all operating equipment in the system.

To avoid delays, maintain a complete stock of recommended spare parts on hand for quick repairs.

Follow the steps as shown. Don't assume the answer is known beforehand, or skip any applicable steps. Rather, be thorough and methodical and in most instances, you will solve the problem. On

the other hand, if you have done all of this and still haven't worked out your problem, feel free to call your local distributor or Engineered Controls International, Inc.

direct. We will do our best to help. Perhaps, between us, we will be able to solve your problem and add something new to the procedure which could help everyone in the future.

Pumping System Troubleshooting Chart

BASIC ASSUMPTION

The pumping system did work OK, but now the transfer rate is considerably less, or the system won't pump at all.

PRELIMINARY REVIEW

- Check the supply tank liquid level. The transfer rate could be considerably reduced if the level is low, due to vapor bubbles in the line, because of insufficient liquid head, or a vortex effect in the tank. Remember, reduction in the pumping rate from these causes will be more extreme in cold weather when tank pressures are low.
 - Examine the pump drive to make sure the pump is rotating properly. Inspect for loose drive belts, damaged or broken flexible couplings or universal joints, broken drive keys and damaged or inoperative power take-off or pump clutch, etc.
 - If the system is equipped with the Flomatic® Valve:
 - Make sure the three-way valve handle is straight out, allowing the valve to open.
 - Check the position indicator on the Flomatic Valve when the pump is running. If the indicator shows that the valve is open, the trouble **must** be downstream of the valve.
 - If the system is equipped with internal valves, make sure the operating lever moves to a full open position. Repair if needed.
 - Make sure all valves in the system are either open or closed as required for normal operation. Check each valve in sequence, starting from the supply tank, making sure that no valve element is missed.
- If the cause of the problem has not been determined during preliminary review, it will be necessary to conduct diagnostic tests, using pressure gauges at key points in the system. (See Introduction, Page 1.)

DIAGNOSTIC TESTS

Open all valves as required for proper pumping operation. Gauges should show tank pressure, pump inlet pressure, pump outlet pressure and meter pressure to be equal.

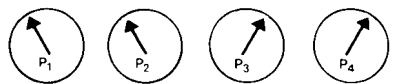
Start the pump and observe all pressure gauges. Match results with conditions A, B, C, or D. Follow the appropriate steps.

FINAL RESULTS

Make repairs or adjustments as needed, and test the system's operation. Record a new set of test pressures for future reference, and order replacements for all spare parts used.

The system is now ready to return to service.

C

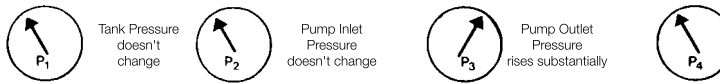


Tank Pressure doesn't
Pump Inlet Pressure doesn't change
Pump Outlet Pressure rises substantially
Meter Pressure rises substantially

The trouble is most likely in the meter vapor eliminator or meter differential valve. It could be:

- The meter's vapor eliminator may be malfunctioning. If the valve at the outlet of the vapor eliminator does not seat when the vapors have been purged, the differential valve downstream of the meter will not open. Such failure could be caused by a damaged vapor eliminator valve seat, foreign material blocking the vapor eliminator valve, a leak in the ball float, or a jammed or binding linkage between the ball and valve.
- The diaphragm could be ruptured, or other parts could be damaged or broken in the differential valve downstream of the meter.

D



Tank Pressure doesn't change
Pump Inlet Pressure doesn't change
Pump Outlet Pressure rises substantially
Meter Pressure doesn't change

The problem is most likely somewhere downstream of the pump. Look for a closed valve, or some type of blockage in the discharge line. It could be:

- The meter strainer may be clogged.
- A back check valve at the inlet of the meter may be blocked, closed, or jammed.
- The meter rotor may be jammed by foreign material, preventing it from moving properly, which would prevent or retard flow.
- The drive key on the meter gears may be sheared. (In this case, flow would actually be moving through the meter but not registering.)
- The differential valve downstream of the meter may be closed due to damage, foreign material or ice.
- If screw type hose fittings are used, it is extremely important that they be installed properly. If not, it is possible that a flap of rubber may be cut from the inside diameter of the hose, acting as a back check. It can flap across the discharge line, effectively stopping the flow.
- Check the hose nozzle valve, if so equipped. In some brands, a bent handle or other defect may prevent the inner valve from opening sufficiently to allow a proper amount of flow.
- The problem could be in the valve assemblies in the tank to be filled.
- If you are dealing with a delivery truck application, move to another tank and see whether the problem still exists. If not, it may be a problem with one specific tank, rather than the pumping system.
- Some delivery trucks are equipped with a quick-acting valve immediately upstream, of the hose reel. **Make sure** that this valve is open.
- Some delivery trucks are equipped with excess flow valves between the meter and hose reel. Improper sizing, a weak spring, or other valve damage can cause this valve to close prematurely, effectively stopping the flow.
- If, with a delivery truck system, the flow reduced considerably while the tank is being filled, it is possible that the back-to-tank by-pass valve is not set high enough to compensate for vapor pressure buildup in the tank being filled. This can be solved merely by adjusting the by-pass valve as a slightly higher level. **Warning:** Do not raise the back-to-tank by-pass setting high enough to cause the internal relief valve in the pump to actuate. If this should happen, it could cause excessive cavitation, loss of capacity and premature pump wear.

FINAL RESULTS

Make repairs or adjustments as needed, and test the system's operation. Record a new set of test pressures for future reference, and order replacements for all spare parts used. The system now is ready to return to service.

Cross Reference by Part Number

3200C	G13	A3213RT200	G14
3200L	G13	A3213RT300	G14
A3209D050	G8	A3213RT400	G14
A3209D080	G8	A3217FAL160	G9
A3209DT050	G8	A3217FAL210	G9
A3209DT080	G8	A3217FAL260	G9
A3212R105	G15	A3217FAL410	G9
A3212R175	G15	A3217FAR160	G9
A3212R250	G15	A3217FAR210	G9
A3212RT105	G15	A3217FAR260	G9
A3212RT175	G15	A3217FAR410	G9
A3212RT250	G15	A3219FA400L	G11
A3213R150	G14	A3219FA600L	G11
A3213R200	G14	A3219RT	G13
A3213R300	G14	A7883FK	G17
A3213R400	G14	A7883FK	G18
A3213RT150	G14	A7884FK	G17
		A7884FK	G18

