§ 162.017–4 Inspections and testing.
Pressure-vacuum relief valves may be inspected and tested at the plant of the manufacturer. An inspector may conduct such tests and examinations as may be necessary to determine compliance with this specification.
[56 FR 35827, July 29, 1991]

§ 162.017–5 Marking.
(a) Each valve shall be legibly marked with the style, type or other designation of the manufacturer, the size, pressure and vacuum setting and name or registered trademark of the manufacturer and Coast Guard approval number. The minimum wording for showing the approval number shall be “USCG/162.017–* *” or “USCG 162.017–* *”.

(b) [Reserved]

§ 162.017–6 Procedure for approval.
(a) General. Pressure-vacuum relief valves intended for use on tank vessels must be approved for such use by the Commanding Officer, U.S. Coast Guard Marine Safety Center. Applications for approval may be delivered by visitors to the Commanding Officer, U.S. Coast Guard Marine Safety Center, 1900 Half Street, SW, Suite 1000, Room 525, Washington, DC 20024, or transmitted by mail to: Commanding Officer, U.S. Coast Guard Marine Safety Center, 2100 2nd St. SW., Stop 7126, Washington, DC 20593–7126, in a written or electronic format. Information for submitting the VSP electronically can be found at http://www.uscg.mil/HQ/MSC.

(b) Drawings and specifications. Manufacturers desiring approval of a new design or type of pressure-vacuum relief valve shall submit drawings in quadruplicate showing the design of the valve, the sizes for which approval is requested, method of operation, thickness and material specification of component parts, diameter of seat opening and lift of discs, mesh and size of wire of flame screens.

* * Number to be assigned by the Commanding Officer, USCG Marine Safety Center.


Subpart 162.018—Safety Relief Valves, Liquefied Compressed Gas

§ 162.018–1 Applicable specifications, and referenced material.

(a) There are no other specifications applicable to this subpart except as noted in this subpart.

(b) The following referenced material from industry standards of the issue in effect on the date safety relief valves are manufactured shall form a part of the regulations of this subpart (see §§ 2.–75–17 through 2.75–19 of Subchapter A (Procedures Applicable to the Public) and Subpart 50.15 of Subchapter F (Marine Engineering) of this chapter):

(1) ASME (American Society of Mechanical Engineers) Code (see §50.–15–5 of subchapter F (Marine Engineering) of this chapter): The following paragraphs from section VIII of the ASME Code:

(i) UG–131, flow rating of valves, see §162.018–7(a).

(ii) 2.9.4, flow rating of valves, see §162.018–7(b).

(2) CGA (Compressed Gas Association) standard: The following standard of the Compressed Gas Association (see §50.15–20(a) of Subchapter F (Marine Engineering) of this chapter):
§ 162.018-4 Construction and workmanship.

(a) Safety relief valves shall be of either the internal or external spring-loaded type, suitable for the intended service.

(b) Safety relief valve body, base, bonnet and internals shall be designed for a pressure of not less than the set-pressure of the valve.

(c) All safety relief valves shall be so constructed that the failure of any part cannot obstruct the free and full discharge of vapors from the valve.

(d) The nominal size of a safety relief valve shall be the inside diameter of the inlet opening to the individual valve disk. No safety relief valve shall be smaller than 3⁄4 inch nor larger than 6 inches. Safety relief valves shall have flanged or welded end inlet connections and either flanged or screwed outlet connections, except outlets exceeding 4 inches in diameter shall be flanged.

(e) Safety relief valves shall be of the angle or straight-through type, fitted with side or top outlet discharge connections.

(f)(1) Springs shall not show a permanent set exceeding 1 percent of their free length 10 minutes after being released from a cold compression test closing the spring solid.

(2) Springs may not be re-set for any pressure more than 10 percent above or 10 percent below that for which the valve is marked.

(3) If the operating conditions of a valve are changed so as to require a new spring under paragraph (f)(2) of this section for a different pressure,