

MODELS 8310HP DIFFERENTIAL (1+6 and 1+8) PRESSURE REDUCING REGULATORS

SECTION I

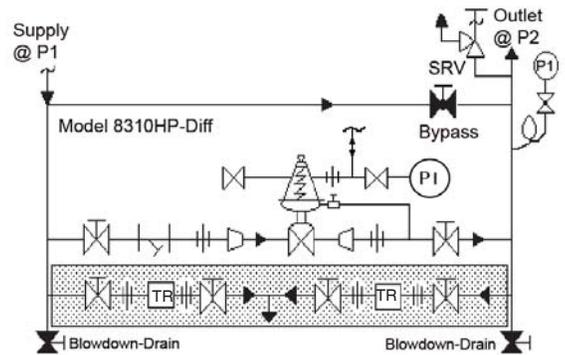
I. DESCRIPTION AND SCOPE

The Models 8310HP-1+6 and 8310HP-1+8 are differential reducing regulators used to control differential pressure between downstream (outlet or P_2) pressure and a loading (P_{Load}) pressure to the spring chamber. Available in sizes 1-1/2" (DN40), 2" (DN50), 2-1/2" (DN65), 3" (DN80) and 4" (DN100). Widely applied in steam atomization systems using heavy oil (Nos. 3-6, Bunker C) to fuel burners. Refer to Technical Bulletin 8310HP-DIFF-TB for design conditions and selection recommendations.

SECTION II

II. INSTALLATION

1. An inlet block valve should always be installed. An outlet block valve is desirable.
2. A manual bypass valve is recommended for "hot piping" systems to assist in piping warm-up at startup.
3. An isolation valve on the loading line is not recommended. The threaded port in the diaphragm ring (25) for the Model 8310HP 1+8 may be piped to a safe drainage point, but no valve should be installed in the drain line.
4. Pipe unions are recommended for NPT screwed installations to allow removal from piping.
5. An outlet pressure gauge should be located approximately ten pipe diameters downstream, and within sight. A loading pressure (or differential pressure) gauge is recommended.
6. All installations should include a downstream relief device if the inlet pressure could exceed the pressure rating of any downstream equipment or the maximum outlet pressure rating of the unit.



(Shaded portion for steam/condensate systems)
Recommended Piping Schematic For
Pressure Reducing Station

7. Clean the piping of all foreign material including chips, welding scale, oil, grease and dirt before installing the regulator. Strainers are recommended.
8. In placing thread sealant on pipe ends prior to engagement, ensure that excess material is removed and not allowed to enter the regulator upon start-up.
9. Flow Direction: Install so the flow direction matches the arrow cast on the body. Install an external sensing line (1/2" O.D. (DN15) tubing minimum) from the 3/8" (DN10) NPT connection in needle valve (39) to a point downstream, preferably at gauge location.
10. Install oil loading pressure sensing line to spring chamber (13) connection.
11. For long operational life with minimum maintenance, install a strainer in the upstream line. If regulator pipe line is expanding to a larger pipe line, always connect sensing line to the larger pipe line.
12. For best performance, install in well drained horizontal pipe, properly trapped, if a steam service application.



CAUTION

DO NOT HYDROSTATIC TEST THROUGH AN INSTALLED UNIT; ISOLATE REGULATOR FROM TEST. DO NOT HYDROSTATIC TEST THE LOADING PRESSURE WITHOUT PRESSURE IN THE MAIN REGULATOR. The upper range spring pressure level listed on the nameplate is the recommended "upper operative limit" for the sensing diaphragm (see Section IV. Start-up, Number 7.) Higher pressures could cause internal damage. In addition, note on the nameplate that the Inlet and Outlet pressure and temperature ratings are at different levels.

13. Model 8310HP 1+6 - refer to Figure 1; for 8310HP 1+8 refer to Figure 2. Regulator may be rotated around the pipe axis 360°. Recommended position is with spring chamber vertical upwards. Orient such that the spring chamber vent hole does not collect rainwater or debris.

14. Regulators are not to be direct buried underground.
15. For insulated piping systems, recommendation is to not insulate regulator.

SECTION III

III. PRINCIPLE OF OPERATION

1. The Differential Model 8310HP is available in two options: 8310HP-1+6 is single diaphragm construction; 8310HP-1+8 is double diaphragm construction. The double diaphragm construction prevents the loading fluid from direct mixing with the system fluid in case of diaphragm failure.
2. Plug movement occurs as pressure variations register on the diaphragm. One pressure is the outlet (P_2) or downstream pressure, which registers on the “underneath” side of the diaphragm. The second pressure registered is the loading (P_{Load}) pressure in the spring chamber “above” the diaphragm. The range spring determines the differential pressure level (P_{Set}). As outlet (P_2) pressure drops, the range spring with P_{Load} pressure pushes the diaphragm down, opening the port; as outlet (P_2) pressure increases, the diaphragm

is pushed up and the port closes. As the loading (P_{Load}) pressure varies, the outlet (P_2) pressure tends to follow. An increase in P_{Load} (ΔP_{Load}) will increase outlet P_2 pressure by nearly an equal amount ($\Delta P_{Load} = \Delta P_2$); a decrease in P_{Load} will have a similar effect on outlet P_2 pressure.

3. For the 8310HP-1+6 (single diaphragm) design, a complete diaphragm failure will cause the fluids to mix in the spring chamber or loading pressure piping system.
4. For the 8310HP-1+8 (double diaphragm) design, a complete diaphragm failure will cause the regulator to fail open, leaking fluid through the annular ring vent hole. **NOTE:** *Composition (soft) diaphragms may be utilized only on -1+6 single diaphragm construction.*

SECTION IV

IV. START-UP

1. Start with the block valves closed. A bypass valve may be used to maintain outlet pressure in the downstream system without changing the following steps.
2. Remove the closing cap and relax the range spring by turning the adjusting screw counter clockwise (CCW) (viewed from above) a minimum of three (3) full revolutions. This reduces the outlet (downstream) pressure set point.
3. If it is a “hot” piping system, and equipped with a bypass valve, slowly open the bypass valve to preheat the system piping and to allow slow expansion of the piping. Ensure proper steam trap operation, if installed. Closely monitor outlet (downstream) pressure via gauge to ensure not over-pressurizing. **NOTE:** *If no bypass valve is installed, extra caution should be used in starting up a cold system; i.e. do everything slowly.*

the regulator is flowing. If not, slowly rotate the regulator adjusting screw clockwise (CW) (viewed from above) until flow begins.

6. Continue to slowly open the inlet (upstream) block valve until fully open.
7. Continue to slowly open the outlet (downstream) block valve, especially when the downstream piping system isn't pressurized. If the outlet (downstream) pressure exceeds the desired pressure, close the block valve and go to Step 2, then return to Step 4.
8. When flow is established steady enough that the outlet (downstream) block valve is fully open, begin to slowly close the bypass valve, if installed. **NOTE:** *The needle valve (39) is shipped in a full open position. If the system is unstable due to pressure fluctuations, slowly close the needle valve (39) until the system becomes stable. This needle valve should never be in a fully closed position.*
9. Set the regulator set point (P_{Set}) by turning the adjusting screw clockwise (CW) to increase outlet pressure or CCW to reduce outlet pressure. The outlet (P_2) pressure under these conditions will approximate the desired differential pressure when loaded with P_{Load} .



CAUTION

Do not walk away and leave a bypassed regulator unattended!

4. Crack open the outlet (downstream) block valve.
5. Slowly open the inlet (upstream) block valve observing the outlet (downstream) pressure gauge. Determine if

10. Pressurize the source of loading (P_{Load}) pressure and allow to fill the spring chamber cavity. Slightly open the bleeder valve to vent any air as the spring chamber is filling. Close bleeder valve when all air has escaped.
11. Develop system flow to a level near its expected normal rate, and reset the regulator differential set point by turning the adjusting screw CW (viewed from above) to increase outlet pressure, or CCW to reduce outlet pressure.

12. Reduce system flow to a minimum level and observe set point. Outlet pressure will rise from the set point of Step 9. The maximum rise in outlet pressure on decreasing flow should not exceed the stated upper limit of the range spring by greater than 10%; i.e. 10-40 psig (.69-2.8 Barg) range spring, at low flow the outlet pressure should not exceed 44 psig (3 Barg). If it does, consult factory.
13. Retighten nut (33) on adjusting screw and install closing cap.

SECTION V

V. SHUTDOWN


CAUTION

Loading Pressure must be shut off before shutting down the system pressure.

1. To prevent force imbalances and possible diaphragm failure, the loading pressure (P_{Load}) should always be shutdown first from its source of pressure. Systems sequencing must ensure this occurs.

2. It is recommended that manual operation not be attempted by a bypass valve during a shutdown.
3. When the loading pressure (P_{Load}) has been shutdown, the regulator outlet pressure (P_2) should decrease substantially. When this is observed, the inlet (upstream) block valve may be closed. Close downstream block valve.

SECTION VI

VI. MAINTENANCE


WARNING

SYSTEM UNDER PRESSURE. Prior to performing any maintenance, isolate the regulator from the system and relieve all pressure. Failure to do so could result in personal injury.

A. General:

1. Maintenance procedures hereinafter are based upon removal of the regulator unit from the pipeline where installed.
2. Owner should refer to owner's procedures for removal, handling, cleaning and disposal of nonreusable parts, i.e. gaskets, etc.
3. If desired, new gaskets may be lubricated with a light oil provided it is compatible with the fluid.

B. Diaphragm Replacement:

1. Using an overhead hoist, lift regulator out of the piping installation and on to a flat work surface.


WARNING

SPRING UNDER COMPRESSION. Prior to removing flange bolts, relieve spring compression by removing the adjusting screw. Failure to do so may result in flying parts that could cause personal injury.

2. Remove closing cap (35). Relax compression on range spring (28) by turning adjusting screw (32) CCW (viewed from above) until removed from spring chamber (13).
3. Draw or embed a match mark between diaphragm case (14), spring chamber casting (13) along flanged area and across body spacer (25) for (1+8).
4. Remove all flange nuts (30) and bolts (29).
5. Remove spring chamber (13), spring button (27), and range spring (28).
6. Draw second match mark on diaphragm case (14) flange in alignment with a match mark on the threaded end of the valve plug assembly (12) to indicate "free vertical movement" position of the valve plug assembly (12).
7. Secure the "flats" above the threaded end of the pusher plate (17) with adjustable wrench, remove pressure plate nut (24) by rotating CCW (viewed from above).

NOTE: Do not rotate the valve plug assembly (12). The plug (12.1) and seat rings (10 & 11) have been mechanically lapped at the factory per ANSI Class II seat leakage and assembled to provide optimum "free vertical movement".

8. Pry loose pressure plate (22) from diaphragm(s) (20). Inspect pressure plate to ensure no deformation due to over-pressurization. If deformed, replace. Remove o-ring (53).

NOTES: a. Not removing the pusher plate (17) or rotating the valve plug assembly (12) will provide performance equal to original factory performance when diaphragm(s) (20) is replaced with a like diaphragm(s) (20). Refer to Section VI.C, steps 13 and 14 for correct diaphragm setting if pusher plate (17) or stem lock nut (19) is removed, or valve plug assembly (12) is rotated.

b. Instructions hereafter will refer to: The -1+6 single diaphragm construction. (The -1+8 diaphragm construction is similar to the 1+6, with the exception of a second set of diaphragms, a body spacer (25) and a diaphragm spacer (26)). Instructions for **composition** soft diaphragm applies only to -1+6 option).

9. Remove diaphragm gasket (21) diaphragms (20) and pusher plate gasket (18). Clean gasket sealing surfaces thoroughly.
10. Apply Federal Process Co. PLS-2 (or equivalent) to both sides of pusher plate gasket (metal diaphragm only). For composition diaphragm, apply a 1/8" continuous bead of Dow/Corning RTV 732 (or equivalent) around the center hole on the underside of diaphragm.
11. Install new diaphragm gasket (21) on diaphragm case (14) flange and new pusher plate gasket (18) on pusher plate. **NOTE:** No gaskets utilized with a composition (soft) diaphragm).
12. Position new diaphragms (20) over threaded end of the stem (58). Align with bolt holes on diaphragm case (14). Install o-ring (53).
13. Ensuring that the curved outer rim side of the pressure plate (22) rests against the diaphragm (20) directly, place the pressure plate over threaded end of the stem (58).
14. Apply Loctite 242 (or equivalent) to threads of pressure plate nut (24) and Install pressure plate nut on threaded end of the stem (58) and tighten to a torque value of 75-80 Ft-lbs (101-108 Nm) for metal diaphragm, or 30-35 Ft-lbs (40-47 Nm) for composition diaphragm. Maintain alignment of match marks on the valve plug assembly (12) with second match mark on diaphragm case (14) flange. **NOTE:** Use two flange bolts (29) to keep multiple diaphragms' (20) bolt holes properly aligned while tightening pressure plate nut (24). **DO NOT USE FINGERS TO HOLD DIAPHRAGMS (20) DURING TIGHTENING OF PRESSURE PLATE NUT.**
15. Set range spring (28) on retainer hub of pressure plate (22).
16. Place multi-purpose, high temperature grease into depression of spring button (27) where adjusting screw (32) bears. Set spring button (27) on to range spring (28); ensure spring button (27) is laying flat.

Model	Diaphragm Material	Torque	Bolt Size
8310HP	ALL	45 ft-lbs (61 Nm)	5/8" Ø
8310LP	ALL	45 ft-lbs (61 Nm)	1/2" Ø

17. Aligning the match marks from B.3, place spring chamber (13) over the above stacked parts. Install all flange bolts (29) and flange nuts (30). Mechanically tighten bolting (29) (30) in a cross pattern that allows spring chamber (13) to be pulled down evenly. Recommended torque values are as follows:

NOTE: Never replace bolting (29) (30) with just any bolting, if lost. Bolt heads and nuts are marked with specification identification markings. Use only proper grades as replacements.

18. Reinstall adjusting screw (32) with lock nut (33) and closing cap.
19. To check for external leaks, spray liquid leak detector to test around bolting (29)(30), diaphragm case (14), and spring chamber (13) flanges for leakage. Ensure that an outlet pressure is maintained during this leak test of at least mid-range spring level; i.e. 10-40 psig (.69-2.8 Barg) range spring at 25 psig (1.7 Barg) test pressure minimum.

C. Trim Inspection:

1. To inspect the internal trim parts, refer to Section VI.A. and B.1 through 9 for diaphragm replacement and proceed as follows.
2. Secure the "flats" on the stem lock nut (16) with wrench, rotate the pusher plate (17) CCW to remove pusher plate and diaphragm support plate (23). Rotate stem lock nut CCW to remove. **NOTE:** Do not rotate the valve plug assembly (12).
3. Draw or embed a match mark between body (1) and bottom flange (3).
4. Loosen and remove body stud nuts (8) CCW (viewed from bottom) to remove bottom flange (3). Inspect the bottom guide bushing (4) for excessive wear. If worn, both the guide bushing (4) and the bottom flange (3) must be replaced. **NOTE:** DO NOT REMOVE BONNET (2). The bonnet (2) acts as a guide to align the valve plug assembly (12) into the seat rings (10 and 11).
5. Firmly grasp end of the valve plug assembly (12) by hand and pull down and out of the body (1) cavity.
6. Inspect the seating surfaces of the plug (12) for nicks or excessive wear.
7. Using a flashlight or other light source, examine the interior of body (1) cavity. Also, inspect the seating surfaces of both the upper and lower seat rings (10

and 11) for excessive wear. If either the plug (12) seats (metal seated plug only) or the seat rings (10 and 11) are worn and in need of replacement, contact the factory for authorization to return unit for repair. **NOTE: Overhaul and replacement of trim parts is not easily accomplished by non-factory trained personnel.**

8. For Composition seat replacement:
 - a. Secure flats on upper plug (12.1) in a soft jawed vise.
 - b. Rotate lower retainer (12.7) CCW to remove.
 - c. Inspect and replace lower seat (12.6). Apply Loctite 242 (or equivalent) to threads of lower retainer (12.7) and install lower retainer onto lower plug (12.3).
 - d. Rotate lower plug (12.3) CCW to remove lower plug (12.3) and Belleville washers (12.2).
 - e. Remove upper retainer (12.5) and upper seat (12.4). Inspect upper seat (12.4) and replace.
 - f. Apply Loctite 242 (or equivalent) to threads of upper retainer (12.5) and install on upper seat (12.4). Install Belleville washers (12.2).
 - g. Apply Loctite 242 (or equivalent) to threads on lower plug (12.3) and install onto threaded end of upper plug (12.1).
 - h. Remove from vise.
9. Remove the lower body gasket (6) and clean sealing surface thoroughly.
10. Install valve plug assembly (12) up through and into body (1). Place new body gasket (6) onto body.
11. Align match mark of C. 3 and replace bottom flange (3) on body (1). Reinstall flange stud nuts (8). Mechanically tighten nuts using an alternating cross pattern that allows the bottom flange to be pulled up evenly. Recommended torques values are as follows:

Regulator Size	Torque	Bolt Size
1-1/2" - 2" (DN32-50)	50 Ft-lbs (68 Nm)	1/2"
3" - 4" (DN80-100)	100 Ft-lbs (136 Nm)	5/8"

12. Fully thread stem lock nut (19) and pusher plate (17) on end of stem (58). Refer to Figure 1 or 2 for correct orientation of the pusher plate (17).
13. Calibrate valve plug assembly (12) setting as follows:
 - a) Lift and hold valve plug assembly (12) up tight against the seats (10 and 11).
 - b) Adjust the pusher plate (17) so that the gasket surface face of the pusher plate (17) is 1/2 rotation below the case flange surface.

NOTE: Option 1+8 - The gasket surface face of the pusher plate (17) should be flush with the top of the lower case flange surface.

- c) Secure the "flats" milled on pusher plate and rotate the stem lock nut (19) up tight against the bottom of the pusher plate (17).

14. Grasp threaded end of valve plug assembly (12) by hand and ensure that the assembly moves freely by lifting the valve plug assembly (12) in and out of the seats (10 and 11). If it does not move freely, rotate valve plug assembly (12) CW until new position is found which allows optimum "free vertical movement" in and out of seats.
15. Proceed with diaphragm assembly instructions in accordance with Section IV.B., steps 10 through 19. **NOTE: Do not rotate valve plug assembly (12) from optimum "free vertical movement" position during final assembly.**

SECTION VII

VII. TROUBLE SHOOTING GUIDE

1. Erratic operation; chattering.

Possible Causes	Remedies
A. Oversized regulator; inadequate rangeability.	A1. Check actual flow conditions, re-size regulator for minimum and maximum flow. A2. Decrease regulator pressure drop; decrease inlet pressure by placing a throttling orifice in inlet piping union; 2-stage pressure drop by using with another regulator in series. A3. Install next step higher range spring. Contact factory. A4. Before replacing regulator, contact factory.
B. Worn plug/stem assembly; inadequate guiding.	B1. Contact factory.

2. Leakage through the spring chamber vent hole.

Possible Causes	Remedies
A. Normal-life diaphragm failure.	A. Replace diaphragm.
B. Abnormal short-life diaphragm failure.	B1. Can be caused by excessive chattering. See No. 1. to remedy chatter. B2. Can be caused by corrosive action. Consider alternate diaphragm material. B3. For composition diaphragms, assure not subjecting to over-temperature conditions. B4. Downstream (outlet) pressure buildup occurring that overstresses diaphragms. Relocate regulator or protect with safety relief valve.

3. Downstream pressure will not reach desired setting.

Possible Causes	Remedies
A. Regulator undersized.	A1. Confirm by opening bypass valve together with regulator. A2. Check actual flow conditions, re-size regulator; if regulator has inadequate capacity, replace with larger unit.
B. Incorrect range spring (screwing in CW of adjusting screw does not allow bringing pressure level up to proper level).	B. Replace range spring with proper higher range. Contact factory.
C. Too much droop.	C1. Review droop expected. C2. Contact factory.
D. Restricted diaphragm movement.	D. Ensure no moisture in spring chamber at temperatures below freeze point. Ensure no dust or debris entering vent opening. If rainwater or debris can enter, re-orient spring chamber.

4. Excessive pressure downstream.

Possible Causes	Remedies
A. Regulator not closing tightly.	A. Inspect trim and plug alignment.
B. Downstream block.	B. Check system; isolate (block) flow at regulator inlet - not outlet. Relocate regulator if necessary.
C. No pressure relief protection.	C. Install safety relief valve, or rupture disc.
D. Restricted diaphragm movement.	D. Ensure no moisture in spring chamber at temperatures below freeze point. Ensure no dust or debris entering vent opening. If rainwater or debris can enter, re-orient spring chamber.

5. Sluggish operation.

Possible Causes	Remedies
A. Plugged spring chamber vent.	A. Clean vent opening.
B. Fluid too viscous.	B. Heat fluid. Contact factory.

SECTION VIII

VIII. ORDERING INFORMATION

NEW REPLACEMENT UNIT vs PARTS "KIT" FOR FIELD REPAIR

To obtain a quotation or place an order, please retrieve the Serial Number and Product Code that was stamped on the metal name plate and attached to the unit. This information can also be found on the Bill of Material ("BOM"), a parts list that was provided when unit was originally shipped. (Serial Number typically 6 digits). Product Code typical format as follows: (last digit is alpha character that reflects revision level for the product).

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NEW REPLACEMENT UNIT:

Contact your local Cashco, Inc., Sales Representative with the Serial Number and Product code. With this information they can provide a quotation for a new unit including a complete description, price and availability.



CAUTION

Do not attempt to alter the original construction of any unit without assistance and approval from the factory. All purposed changes will require a new name plate with appropriate ratings and new product code to accommodate the recommended part(s) changes.

PARTS "KIT" for FIELD REPAIR:

Contact your local Cashco, Inc., Sales Representative with the Serial Number and Product code. Identify the parts and the quantity required to repair the unit from the "BOM" sheet that was provided when unit was originally shipped.

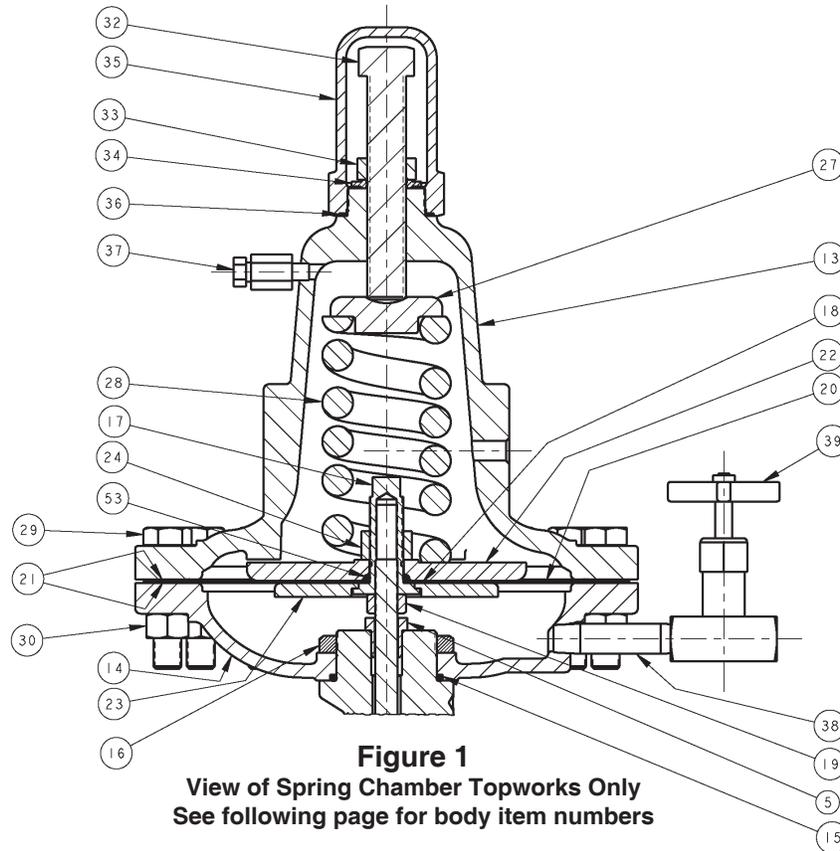
NOTE: *Those part numbers that have a quantity indicated under "Spare Parts" in column "A" reflect minimum parts required for inspection and rebuild, - "Soft Goods Kit". Those in column "B" include minimum trim replacement parts needed plus those "Soft Goods" parts from column "A".*

If the "BOM" is not available, refer to the cross-sectional drawings included in this manual for part identification and selection.

A Local Sales Representative will provide quotation for appropriate Kit Number, Price and Availability.

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MODEL 8310HP-1+6 Single Diaphragm Construction



Item No.	Description	Repair Kit A	Item No.	Description	Repair Kit A
1	Body		19	Stem Lock Nut	
2	Bonnet		20	Diaphragm(s) ----- ‡	
3	Bottom Flange		21	Diaphragm Gasket ----- ‡	
4	Guide Bushing		22	Pressure Plate	
5	Stem Bushing		23	Diaphragm Support Plate	
6	Body Gasket----- ‡		24	Pressure Plate Nut	
7	Body Stud		25	Body Spacer (8310HP 1+8)	
8	Body Stud Nut		26	Diaphragm Spacer (8310HP 1+8)	
10	Upper Seat Ring		27	Spring Button	
11	Lower Seat Ring		28	Range Spring	
12	Valve Plug Assembly		29	Flange Bolt	
12.1	Upper Plug		30	Flange Nut	
12.2	Belleville Washer		31	Nameplate (Not Shown)	
12.3	Lower Plug		32	Adjusting Screw	
12.4 *	Upper Seat ----- ‡		33	Adjusting Screw Lock Nut	
12.5 *	Upper Retainer		34	Seal Washer ----- ‡	
12.6 *	Lower Seat ----- ‡		35	Closing Cap	
12.7 *	Lower Retainer		36	Closing Cap Gasket ----- ‡	
13	Spring Chamber		37	Bleeder Valve	
14	Diaphragm Case		38	Pipe Nipple	
15	O-Ring ----- ‡		39	Needle Valve	
16	Bonnet Nut		53	O-ring	
17	Pusher Plate		57	Rotational Stop	
18	Pusher Plate Gasket ----- ‡		58	Stem	
‡	Recommended Spare Part				

** Composition Seat Plug Assembly Only

MODEL 8310HP-1+8 Double Diaphragm Construction

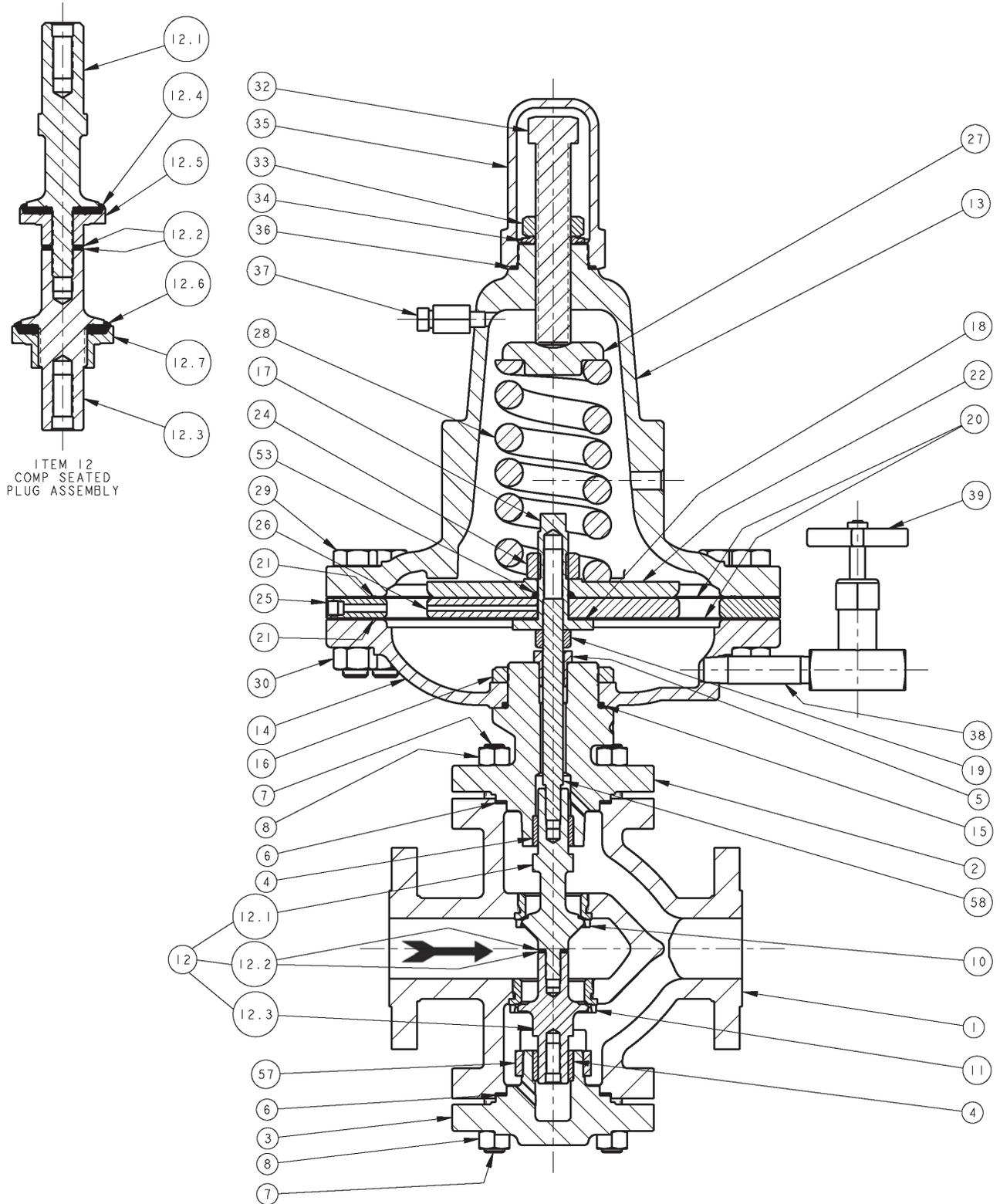


Figure 2

ATEX 94/9/EC: Explosive Atmospheres and Cashco Inc. Regulators



These valves satisfy the safety conditions according to EN 13463-1 and EN 13463-5 for equipment group IIG 2 c.

Caution: Because the actual maximum temperature depends not on the equipment itself, but upon the fluid temperature, a single temperature class or temperature cannot be marked by the manufacturer.

Specific Precaution to Installer: Electrical grounding of valve must occur to minimize risk of effective electrical discharges.

Specific Precaution to Installer: Atmosphere vent holes should be plugged to further minimize the risk of explosion.

Specific Precaution to Maintenance: The Valve Body/ Housing must be regularly cleaned to prevent buildup of dust deposits.

Specific Precaution to Maintenance: Conduct periodic Continuity Check between Valve Body/ Housing and Tank to minimize risk of electrical discharges.

Attention: When repairing or altering explosion-protected equipment, national regulations must be adhered to. For maintenance and repairs involving parts, use only manufacturer's original parts.

ATEX requires that all components and equipment be evaluated. Cashco pressure regulators are considered components. Based on the ATEX Directive, Cashco considers the location where the pressure regulators are installed to be classified Equipment-group II, Category 3 because flammable gases would only be present for a short period of time in the event of a leak. It is possible that the location could be classified Equipment-group II, Category 2 if a leak is likely to occur. Please note that the system owner, not Cashco, is responsible for determining the classification of a particular installation.

Product Assessment

Cashco performed a conformity assessment and risk analysis of its pressure regulator and control valve models and their common options, with respect to the Essential Health and Safety Requirements in Annex II of the ATEX directive. The details of the assessment in terms of the individual Essential Health and Safety Requirements, are listed in Table 1. Table 2 lists all of the models and options that were evaluated and along with their evaluation.

Models and options not listed in Table 2 should be assumed to not have been evaluated and therefore should not be selected for use in a potentially explosive environment until they have been evaluated.

Standard default options for each listed model were evaluated even if they were not explicitly listed as a separate option in the table. Not all options listed in the tables are available to all models listed in the tables. Individual TB's must be referenced for actual options.

When specifying a regulator that is to be used in a potentially explosive environment one must review the evaluations in Table 1 and 2 for the specific model and each and every option that is being specified, in order to determine the complete assessment for the unit.

A summary of the models and options found to have an impact on ATEX assessment due to potential ignition sources or other concerns from the ATEX Essential Health and Safety Requirements, are listed below.

1. The plastic knob used as standard on some models, (P1, P2, P3, P4, P5, P7, 3381, 4381, 1171, and 2171) is a potential ignition source due to static electricity. To demonstrate otherwise, the knob must be tested to determine if a transferred charge is below the acceptable values in IEC 60079-0 Section 26.14 (See items 25, 27, and 28 in Appendix A). Until the plastic knob has been shown to be acceptable, then either the metal knob option, or a preset outlet pressure option is required to eliminate this ignition source (See items 45 and 64 in Tables).
2. The pressure gauges offered as options on a few of the regulator models (DA's, P1-7, D, 764, 521), use a plastic polycarbonate window that is a potential ignition source due to static electricity. To demonstrate that the gauges are not a potential source of ignition, the gauges would need to be tested to determine if a transferred charge is below

indicating the gauge is compliant with the ATEX Directive (See items 26, 27, and 28 in Appendix A). Until compliance is determined, regulators should not be ordered with pressure gauges for use in potentially explosive environments.

3. Tied diaphragm regulators with outlet ranges greater than 100 psig should be preset to minimize the risk that improper operation might lead to an outboard leak and a potentially explosive atmosphere (See item 6 in Table 1).
4. Regulators must be ordered with the non-relieving option (instead of the self-relieving option) if the process gas they are to be used with is hazardous (flammable, toxic, etc.). The self-relieving option vents process gas through the regulator cap directly into the atmosphere while the non-relieving option does not. Using regulator with the self-relieving option in a flammable gas system could create an explosive atmosphere in the vicinity of the regulator.
5. Regulators with customer supplied parts are to be assumed to not have been evaluated with regard to ATEX and thus are not to be used in a potentially explosive environment unless a documented evaluation for the specific customer supplied parts in question has been made. Refer to Table 1 for all models and options that have been evaluated.

Product Usage

A summary of ATEX related usage issues that were found in the assessment are listed below.

1. Pressure regulators and control valves must be grounded (earthed) to prevent static charge build-up due to the flowing media. The regulator can be grounded through any mounting holes on the body with metal to metal contact or the system piping can be grounded and electrical continuity verified through the body metal seal connections. Grounding of the regulator should follow the same requirements for the piping system. Also see item 30 in Table 1.
2. The system designer and users must take precautions to prevent rapid system pressurization which may raise surface temperatures of system components and tubing due to adiabatic compression of the system gas.
3. Heating systems installed by the user could possibly increase the surface temperature and must be evaluated by the user for compliance with the ATEX Directive. User installation of heating systems applied to the regulator body or system piping that affects the surface temperature of the pressure regulator is outside the scope of this declaration and is the responsibility of the user.
4. The Joule-Thomson effect may cause process gases to rise in temperature as they expand going through a regulator. This could raise the external surface temperature of the regulator body and downstream piping creating a potential source of ignition. Whether the Joule-Thomson effect leads to heating or cooling of the process gas depends on the process gas and the inlet and outlet pressures. The system designer is responsible for determining whether the process gas temperature may rise under any operating conditions. If a process gas temperature rise is possible under operating conditions, then the system designer must investigate whether the regulator body and downstream piping may increase in temperature enough to create a potential source of ignition.

The process gas expansion is typically modeled as a constant enthalpy throttling process for determining the temperature change. A Mollier diagram (Pressure – Enthalpy diagram with constant temperature, density, & entropy contours) or a Temperature – Entropy diagram with constant enthalpy lines, for the process gas, can be used to determine the temperature change. Helium and hydrogen are two gases that typically increase in temperature when expanding across a regulator. Other gases may increase in temperature at sufficiently high pressures.

Product Declaration

If the above issues are addressed by selecting options that do not have potential sources of ignition, avoiding options that have not been assessed, and by taking the proper usage issue precautions, then Cashco regulators can be considered to be a mechanical device that does not have its own source of ignition and thus falls outside the scope of the ATEX directive.

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