Technical Update

January 2012

"*When you are finished changing, you're finished*"

- Benjamin Franklin

The following are product changes that have recently taken effect

- We are replacing adjusting screw part number 2613 with 5163 on 30 HPG pilots. The 5163 is about .15" longer than the 2613 which will allow the set point to be adjusted to the full 300 PSI working pressure. 2613 is still an active part number and will still be used in section A regulators.

- We are switching from yellow chromate conversion to silver (clear) chromate conversion on our zinc plated steel tubing fittings. The new finish will still offer the same level of protection, it will just have a new look.

- The catalog codes for hammer union closures are changing. There will be a three digit alpha code assigned to a pipe diameter and working pressure. This will be followed by an "L", the length in inches, and then an elastomer suffix. Along with this change, we will also be discontinuing 500 & 600 PSI closures. This is a work in progress and not all codes have been converted at this time. A Tech Mail will soon be available which will outline all of the part number changes in detail.

- Steel and stainless steel seat discs in Section A steel regulators will be consolidated. Part numbers 2493, 2493EB, 2494, 2495, and 2961 will be replaced with 2493SS6, 2494SS6, 2495SS6, and 2961SS6.

- There has been a change in the design of the ULC Trunnion Assembly. The old design used set screws to secure the spring hub and the float arm hub to the trunnion shaft. The new trunnion shaft will have a hex to mate with the float arm hub, and a "D" to mate with the spring hub. A Tech Mail will be released explaining this in further detail.

- In response to the difficulty of finding 1/8" NPT fittings, the 1/8" NPT connections on the 100 & 200 PDC will be changed to 1/4" NPT. This also means that the two 957 gauges will be replaced with two 6925 gauges as the 6925 has a 1/4" NPT connection.

- The working pressure of the BAT - 12 PL pilot has been increased from 125 PSI to 175 PSI and this new working pressure will now be noted on the nameplate of the valve. The description of 12 PL will remain the same.

Things to look out for in the future

- 1/4" NPT instead of 1/8" NPT on T 12 Thermostat vents

- 1/4" NPT and breather plug on 150 pilot bonnets

- Bevel on the mating surface of the HPMV Bonnet and Yoke