



# OPERATING INSTRUCTIONS

## MODEL RVH-05i THD

### PRESSURE RELIEF VALVE

If this happens even with the spring compressed to the maximum (this should only be temporarily done for test purposes), this is an indication the poppet and or valve seat on the body is worn, damaged, corroded, or a particle lodged in the seat causing the valve to constantly leak.

If leakage is observed through the spring adjusting screw, this indicates there is leakage in the piston seal which requires replacement. This would be observed only while the valve is discharging and there is some pressure on the outlet side of the valve. Ordinarily this is not a major problem as the discharge is usually piped to atmosphere and little or no back pressure exists unless the valve is fully discharging

#### APPLICATIONS:

This valve is used for very high, low flow relief pressure applications bypassing excessive pressures from various types of process equipment, and where ever high pressure relief is required in a piping system except for steam where extremely high temperatures may result. Valve can be used for non-corrosive or mildly corrosive fluids unless the proper materials are selected. When liquids or gases contain debris or other solid matter which might cause internal clogging or improper operation of the valve, a strainer with a fine wire mesh should be installed before the inlet of the valve. High pressure In-line strainer fittings or basket strainers can be purchased from STRAVAL. These are non ASME coded valves and should not be used where such certification is required.

#### PRINCIPLE OF OPERATION

This is a direct acting valve with an adjustable spring operating against a piston subjected to the inlet pressure of the valve. Increasing the spring compression will increase the system or line pressure to be maintained.. Reducing the spring compression will reduce the system or line pressure to be maintained. An increase in system pressure beyond the set point will cause the main valve to open and relieve the excess pressure through the outlet port.

#### MAINTENANCE & REPAIR

The valve should be periodically checked for proper operation. This can be easily done by reducing the spring compression from its current pressure setting. Eventually the poppet should open and begin to discharge liquid or gas under pressure. **Make sure that the discharge is properly piped to a safe area in order avoid any personal injury.**

If the poppet fails to open with the adjusting screw sufficiently backed out and the valve is under pressure, the poppet is probably frozen or corroded in place. If this condition exists, the valve must be immediately removed from service and replaced or repaired. Another reason for replacing or repairing a valve is if there is excessive leakage from the valve seat.

MATERIAL LIST & SPECIFICATION		
1	ADJUSTING SCREW	STEEL
2	LOCK NUT	STEEL
3	SPRING CHAMBER	STEEL
4	SPRING PUSHER	STEEL
5	ADJUSTING SPRING	STEEL
6	SPRING CARRIER	STEEL
7	PISTON VALVE	ST STEEL
8	PISTON SEAL	BUNA
9	SEAT, MAIN VALVE	ST STEEL
10	BODY	ST STEEL

\*ALTERNATE ELASTOMERS AVAILABLE

DIMENSIONS (IN)				
"A"	"B"	"C"	"D"	MAX INLET PRESS PSI
1/8	1.50	.50	5.62	5,000
1/4	3.00	.75	10.12	3,600
3/8	3.00	.75	10.38	3,600
1/2	3.00	.88	10.62	3,600

PH 973-340-9955 FX 973-340-9933 21 COLUMBUS AVE GARFIELD, N.J. 07066			
MATL: SEE ABOVE	TITLE: RELIEF VALVE		
SCALE: NONE	1/8-1/2" NPT		
DATE: 07/09/15	DWG NO: RVH-05i	REV:	
DRWN: LP			



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### PRESSURE RELIEF VALVE

#### PROCEDURE FOR DISASSEMBLY

Make sure the valve is isolated and is not under pressure. Next remove the valve from the system. Back out the spring adjusting screw until there is no longer any spring compression. It may also be removed completely if desired. Unscrew the spring chamber using the flats provided on top of the spring chamber. Now the top of the poppet is exposed. While still assembled, test to see if the poppet is free to move by hand. There should only be a slight resistance to movement resulting from the O-ring friction between the piston and the body. The piston can now be pulled out through the top of the body. Examine the O-ring or seal to see if any deterioration has taken place and replace if necessary. Next examine the poppet seating surface where it contacts the body and the mating surface on the body.

Usually if there is severe leakage, the condition of these seating surfaces will indicate a worn or deteriorated surface finish. If the seat leakage is only minor, a re-lapping procedure using a #600 lapping compound will usually solve the problem. If the valve body and poppet require re-machining from extreme wear or corrosion, use only an experienced tool room machinist to perform this operation on a precision lathe, as the parts must be completely concentric to within .001 TIR. If this is not done properly, the valve will not seat properly.

Examine the body bore where the piston or poppet is housed. If the surface is not smooth, the bore should be polished with a very fine abrasive paper or fine scotch brite. The same should be done with the piston or poppet outside diameter. These operations can be done in a small lathe. Use extreme caution when polishing the body so as not to get a finger caught in the discharge port if the body is rotating in a lathe while polishing. If the seat wear is significant, and lapping is not practical, then the valve bore and seat may require re-machining by an experienced machinist or a valve repair shop.

If the bore requires excessive re-machining, there is a risk that too much clearance will result in the seat not closing properly because of excessive side movement. Ordinarily the side clearance between the piston and body bore should only be about 0.001 to 0.0025 in depending on the size and operating pressure. Consult factory for proper clearances for your specific valve. Plating could be a possible option to restore the worn surfaces.

If the valve is severely damaged and if it is not practical to re-machine because side clearances would be excessive, then a new valve should be purchased, or the valve shipped to STRAVAL for a repair evaluation, and possible repair or replacement. Don't forget to examine the adjusting spring to look for signs of corrosion or outright failure. Replace if necessary. Springs are usually always in stock at STRAVAL and can be shipped readily.

#### REASSEMBLY & TEST

When all the valve parts are cleaned and inspected, the valve can be reassembled in reverse order.

Make sure a valve seal lubricant is used to lubricate the seal and is compatible with the elastomer used.

Make sure no dirt or foreign particles are embedded in the valve seat which might cause the valve seat to stay partially open and cause unwanted leakage.

When the spring and spring hardware is assembled and the spring chamber threaded on to the body tightly, the valve is ready for final installation and test. Testing should be done with the valve completely piped up with the discharged piped safely away. At the proper system over pressure, turn the adjusting screw until the valve begins to open.

Next reduce the system pressure to the normal operating pressure and check to see if the valve reseats properly and shuts off. If it is not possible to change the system pressure to an over-pressure condition, at which point the valve must open, then the valve must be tested and set off line using a hydrostatic testing device