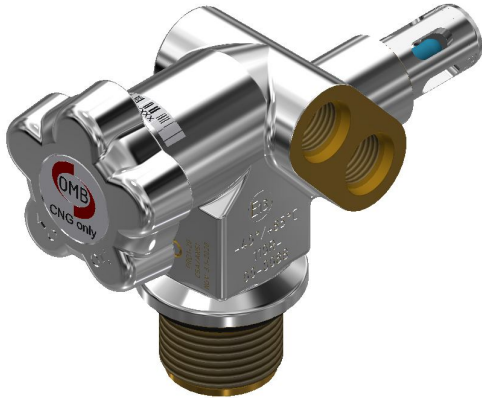




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ASSEMBLING PROCEDURE AND VALVE MAINTENANCE



**Manual valve certified
to:
CSA/ANSI NGV3.1:2020
CSA/ANSI PRD1-20**

Service Pressure: 3600 psig (24800 kPa) @ 21°C (70°F)
 Pressure classification: "P36"
 Temperature Range: -40°C to 85°C (-40°F to 185°F)
 Thermal pressure relief device (TPRD) activation: 110°C ± 10°C (230°F ± 18°F)
 Working Pressure: 4500 psig (31026 kPa) @ 82°C (180°F)
 Certified to: ANSI NGV3.1_2014 - CSA 12.3_2014 , ANSI PRD1-13
 Fuel: Compressed Natural Gas per Recommended Practice for Compressed Natural Gas Vehicle Fuel, SAE J1616

⚠ DANGER Read this entire manual before proceeding with the installation of any OMB CNG Valve. Installation of compressed natural gas (CNG) Valve on a Tank should only be performed by qualified system installers. Failure to do so, may cause death, serious injury, and property damage. Keep these Instructions for future reference.

⚠ DANGER OMB CNG Valves that appear to be damaged during shipping must not be installed. Contact OMB for further instructions (see below visual helps to define unacceptable visual defects on TPRD). Failure to do so, may result in death or serious injury and property damage.



⚠ DANGER Tank and Valves must be assembled in such a way to assure the gas tightness and to prevent accidental removal of the valve during normal operations. Failure to do so may result in death or serious injury and property damage.

⚠ DANGER Screwing Torque must be conform to the one indicated on the Table A. Dynamometric wrench must be pre-calibrated. Failure to do so may result in death or serious injury and property damage

⚠ DANGER Do not attempt to service or remove any valves from pressurized tank. Failure to do so may result in death or serious injury and property damage. See important safety information in Section 1.0



CONTACT INFORMATION

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1.0 Safety Information

⚠ DANGER: Read, understand, and follow all the safety information contained in these instructions before to the installation and use of the CNG Valve. Failure to do so can result in death, serious injury and property damage. Keep these instructions for future reference.

1.1 Intended Use

⚠ DANGER: OMB CNG Valves are designed to be installed on Tanks storing CNG (compressed natural gas) fuel for vehicles used for transportation. OMB CNG Valve are designed and manufactured per the ANSI NGV3.1, CSA 12.3 and ANSI PRD1-13 Standards for Compressed Natural Gas Vehicle Fuel, and must only be used within the conditions and applications for which they were designed. Use in any other application or condition has not been evaluated by OMB and may lead to an unsafe condition. It is expected that all the users will be fully trained in the safe handling, installation and operation of OMB CNG Valves.

Explanation of Signal Word Consequences

⚠ DANGER: Indicates a hazardous situation which, if not avoided, **will result in death or serious injury**

⚠ WARNING: Indicates a hazardous situation which, if not avoided, **could result in death or serious injury**

⚠ CAUTION: Indicates a hazardous situation which, if not avoided, **could result in minor or moderate injury or property damage.**

⚠ DANGER: Proper matching of Valves to tanks is critical for safe function. This is the responsibility of the tank manufacturer or of the system integrator. After-market integrators shall consult with the appropriate tank manufacturer for approved Valve tank combinations. Mismatch Valve and Tank can result in death or serious injury.

⚠ DANGER Do not drop Valve. Do not drill the valve. Do not modify the delivery system in any way. Never expose Valve to temperatures exceeding 180 °F (82 °C)

⚠ DANGER The pressure relief device (PRD) must not be shielded in any way. Shielding will prevent the PRD from functioning properly in a fire situation which may result in fuel tank failure.

⚠ DANGER Do not attempt to disassemble the valve from pressurized tank. The valve contain no user serviceable parts.

⚠ DANGER Never use an open flame or ignition source to test for gas leaks.

⚠ WARNING To reduce the risk of impact and fire, which if not avoided may result in death or serious injury and property damage:



- Installation of Compressed Natural Gas (CNG) Valve should be performed only by qualified Natural Gas Vehicle (NGV) system installers following applicable federal, state, and local codes and regulations.
- Store Valves only in a clean, dry, location, out of sunlight, at temperatures between -40°F (-40°C) to 180°F (82°C)
- When connecting a high pressure line to the cylinder valve, only use approved hoses and fittings.
- Tools used to screw the valve to the cylinder must perfectly adapt to the valve and prevent the cylinder from rotating during tightening. Tools must not damage the valve and the cylinder. Small dents on valve body may be acceptable.
- Do not use pipe wrenches on the valve. Do not allow any type of tool damage the valve.
- The Valve must be torqued on the Tank to a specific setting. Do not over-tighten or loosen. Doing this could result in gas leakage and associated fire hazards.
- Always ensure that the Valve installed on the tank, when mounted on vehicle, is properly enclosed to prevent exposure to damaging road debris, cargo, and sunlight.
- Allow the valve, fuel tank and all mounting hardware to acclimate to ambient indoor workspace temperature, before the installation and pressurization.
- Reject and remove from service any Valve on which the mandatory information are illegible.

CAUTION

To reduce the risk of impact, which if not avoided may result in minor or moderate injury:

- Always wear appropriate personal protective equipment according to your local workplace practices when handling, storing, installing, or inspecting OMB CNG Valves

2.0 INTRODUCTION

This manual describes the operation of OMB CNG Valves, which are designed to be installed on CNG (compressed natural gas) fuel Tank for vehicles used for transportation.

These high pressure Valves are designed to withstand the normal usage they will receive. However, like all compressed gas equipment they must be properly installed, and used. This manual is intended to support trained personnel in installing, and using, CNG Fuel Valves. Refer to Safety Instructions in Sect. 1.0.

The vehicle operator must be familiar with the equipment, and with all applicable guidelines, requirements, regulations, and laws of all appropriate federal, state and local authorities. The CNG fuel system installer must be trained and must be employed competent personnel who will comply with the applicable laws, codes and standards, including but not limited to ANSI/NFPA 52 Vehicular Gaseous Fuel Systems Code, U.S. Federal Motor Vehicle Safety Standard 49 CFR 571.303 Fuel System Integrity of Compressed Natural Gas Vehicles, ANSI / AGA NGV3.1 / CGA 12.3 Fuel System Components for Natural Gas Powered Vehicles, and any other applicable federal, state and local codes and standards.

The rights, obligations, and/or duties of the upfitter, installer and/or customer are set forth in the original purchase agreement and warranty. OMB assumes no liability for errors or for any damage that results from the use of this instruction manual. OMB reserves the right to cancel, change, or alter any parts and assemblies, described in this manual, without prior notice.

2.1 Distribution and proper use of this manual

It is intended that this manual will be provided to all the parties involved in the handling, installation, and inspection of OMB CNG Fuel Tank Valves. The manual may be reproduced to provide enough copies on this purpose, but its content must not be altered in any way. OMB accepts neither responsibility nor liability for consequences resulting from unauthorized alterations to this manual or for failure to follow the instructions herein.



3.0 VARIATIONS

Standard STEM connection	Inlet/Outlet connection	Type valve
1" 1/8 -12 UNF 2A	9/16" -18 UNF	MANUAL VALVE
25E EN 629-1	M12X1	
1" BS341 (1962)	M14X1	
3/4 NGT	7/8 – 14 UNF SAE / J1926	
3/4 NPT	1/4" 18 NPT	
W28.8 – DIN 477 equivalent to 1" BS341 – 25T (1991)	G 1/4"	
	G 1/8"	
	JIS Rc 1/4"	
	JIS Rc 3/8"	
	M12x1.5	

3.1 Internal and external application

CAUTION: OMB Saleri SpA Automatic valves may have two different configurations:

- 1) valves with self-ventilation system
- 2) valves without self-ventilation system

We recommend the use of valves with self-ventilation system for the internal applications (inside the trunk of the vehicle).

For applications outside the vehicle (under-body or in the cargo bed) we recommend to use only valves without self-ventilation system to avoid compromising the electrical components of the valve.

4.0 ASSEMBLING PROCEDURE FOR THE STEM

4.1 GENERAL REQUIREMENTS AND RECOMMENDATIONS

DANGER: Proper matching of Valves to tanks is critical for safe function. This is the responsibility of the tank manufacturer or the system integrator. After-market integrators shall consult with the appropriate tank manufacturer for approved Valve tank combinations. Mismatch Valve and Tank can result in death or serious injury.

DANGER Cylinders and valves must be assembled in such a way to assure the gas tightness and to prevent accidental removal of the valve during normal operation. Failure to do so may result in death or serious injury and property damage.

DANGER Tools used to screw the valve to the cylinder must perfectly adapt to the valve and prevent the cylinder from rotating during tightening. Tools must not damage the valve and the cylinder. Failure to do so may result in death or serious injury and property damage. Small dents on valve body may be acceptable.

DANGER The applied driving torque must not exceed the values given in Table A and B, not even to align the valve with the protection cap

WARNING Gauging of all tools and equipment used for valve tightening must be periodically checked and measurement must be compared with the reference standard sample.

WARNING Sealing materials used between valve stem and cylinder neck must be compatible with the gas stored in the cylinder.



⚠ WARNING

In case of aluminium-alloyed cylinders, valves must be assembled at a temperature not exceeding the room temperature.

⚠ WARNING

Installation of Compressed Natural Gas (CNG) fuel Valve should be performed only by qualified Natural Gas Vehicle (NGV) system installers following applicable federal, state, and local codes and regulations. In case of any doubt about installation, contact OMB Saleri Spa.

4.2 PREPARATION

Check valve and cylinder threads in order to verify that they are of the same size and comply with the same reference standard.

Visually check the state of valves, cylinders and of O-ring surface. Check that lower threads on valve stem and on cylinder neck are perfectly shaped and free from irregular edges or burrs. Verify that valve and cylinder threads are clean. Completely remove any residues of previous sealing materials and prevent the debris from falling into the cylinder.

4.3 CONICAL STEM THREAD VALVE ASSEMBLING INSTRUCTIONS

General requirements:

Sealing thread can be obtained with lubricant tape in conformity with point 1 or with lead coating in conformity with point 2. It is possible to use sealing alternative procedures such as lubricant. Be careful about the gas compatibility.

Remove protection caps from the threads assuring not to damage sealing sites.

1- Wrapping up with lubricant tape:

Stem Valve wrapping up with tape must start from the smallest cone beginning; tape must be wrapped clockwise looking at the cone base.

Wrapping must start just a little over the minor extremity of the cone, in order to exceed maximum 3 mm and minimum 1 mm. During the wrapping, the tape must be put until reaching a double and uniform thickness onto all the stem valve length. Anyway, three thickness must be wrapped on the minor extremity of the cone.

During the wrapping, the tape must not be extremely tensed and must be broken or cut carefully.

Tape must be inserted carefully in the valve thread profile (a good adherence between valve and tap must be reached)

Before screwing, valve has to be manually inserted after having bent the tap on the thread in such a way to let the valve free from the tape.

2- Lead coating application:

Lead coating must not be applied on aluminium cylinder.

Lead coating must be of the right dimensions

After application on the valve stem coating has to be carefully adapted on the thread with a tool or with a leather glove to prevent that inferior extremity of the lead coating is broken when valve is installed

Before screwing, the valve must be inserted manually into the cylinder.

After having screwed the valve the more it is possible to use maximum threads number, use a specific gauge dynamometric wrench.

Torque must be conformed to the one indicated on the Table A. Dynamometric wrench must be pre-calibrated.

In order to verify the torque applied, the value must be measured unscrewing the valve. Minimum value measured must be in the range indicated in Table A. In case of hardening sealants use, the torque must be measured before the sealants hardens.



Table A – Torque to be applied for valve assembling on cylinder

Application	Size of valve parallel stem	Torque Force Nm	
		Min.	Max.
Steel cylinder without welding	25E EN 629-1	200*)	300*)
	1" BS 341 (1991) / W28.8 – DIN 477	200*)	300*)
	1" BS 341 (1962)	200*)	300*)
	3/4 NPT	200*)	300*)
	3/4 NGT	200*)	300*)

Note: User must know that exceeded torque imposed must deform and damage the stem valve thread

*) For stainless steel all the value must be reduced of 2/3 in the present table

Application	Size of valve parallel stem	Min.	Max.	
			Without cylinder neck enforcement	With cylinder neck enforcement
Aluminium alloyed cylinder	25E EN 629-1	95	110	180
	1" BS 341 (1991) / W28.8 – DIN 477	95	110	180
	1" BS 341 (1962)	95	110	180
	3/4 NPT	95	110	180
	3/4 NGT	95	110	180

Note: A way to reduce stress traction on the cylinder neck is to apply an enforced collar fastened on the cylinder neck (this compresses the neck). Collar material should be chosen carefully to assure compatibility with cylinder material, in such a way to avoid galvanic corrosion ecc. This process to reduce local stress should be used only by the fabricant or with his precise instruction

4.4 cylindrical stem thread valve ASSEMBLING INSTRUCTIONS

- 1) Remove thread protection caps (when present); pay attention not to damage the sealing seats
- 2) Take the toroidal O-ring and the venting seal from the bag. Apply the toroidal sealing ring to the valve stem and position it correctly inside the sealing area and repeat the same operation for the venting seal. Pay attention not to damage the rings during positioning operations.
- 3) If necessary, spread an appropriate lubricant, compatible with the gas, on 3 or 4 threads, the most far from the sealing ring. Use a very small quantity of lubricant and clean any excess away. The lower surface of valve stem must be perfectly clean.
- 4) Threading on cylinder neck adjoining the sealing area must be free from debris, burrs, notches etc.
- 5) With the cylinder fixed so as to prevent any rotation, assemble the valve to the cylinder by hand. Pay attention not to damage the sealing ring when it touches the cylinder sealing area
- 6) Screw the valve by hand, as tight as possible, then tighten it up by an appropriate tooling.
- 7) The torque applied must comply with the values shown in Table B. Use an appropriate gauged dynamometric wrench.
- 8) In order to verify the torque applied during assembling, torque measurement must be taken while unscrewing the valve. The minimum torque needed to start unscrewing the valve must be within the limits specified in Table B. Use an appropriate gauged dynamometric wrench. If hardening sealants are used, the torque must be measured before the sealant hardens.



Table B – Torque to be applied for valve assembling on cylinders

Application	Size of valve parallel stem	Torque Force Nm	
		Min.	Max.
Steel cylinder without welding	1" 1/8 - 12 UNF	100	130
Aluminium-alloy cylinders	1" 1/8 - 12 UNF	95	130

5.0 ASSEMBLING PROCEDURE FOR OUTLET CONNECTIONS

5.1 GENERAL REQUIREMENTS AND RECOMMENDATIONS

⚠ DANGER : Proper matching of fittings on valve connections is critical for safe function. This is the responsibility of the system integrator. After-market integrators shall consult with the appropriate fittings manufacturer for approved Valve combinations. Mismatch Valve and fittings can result in death or serious injury.

⚠ DANGER Fittings and valves must be assembled in such a way to assure gas tightness and to prevent accidental removal of the connections and safety devices during normal operation. Failure to do so may result in death or serious injury and property damage.

⚠ DANGER Tools used to screw the connections to the valve must perfectly adapt to the valve. Tools must not damage the valve and the fittings. Failure to do so may result in death or serious injury and property damage. Small dents on valve body may be acceptable.

⚠ DANGER The applied driving torque must not exceed the values given in Table C.

⚠ WARNING Gauging of all tools and equipment used for fittings tightening must be periodically checked and measurement must be compared with reference standard sample.

⚠ WARNING Sealing materials used between fittings and valve must be compatible with the gas stored in the cylinder.

⚠ WARNING Installation of Compressed Natural Gas (CNG) fuel Valve should be performed only by qualified Natural Gas Vehicle (NGV) system installers following applicable federal, state, and local codes and regulations. In case of any doubt about installation contact OMB Saleri Spa.

5.2 PREPARATION

Check outlet connections and connection plant installation threads in order to verify that they are of the same size and comply with the same reference standard.

Visually check the state of threads and, if necessary, of O-ring surfaces. Check that lower threads of installation connections and valve connections grooves are perfectly shaped and free from irregular edges or burrs. Verify that threads are clean. Completely remove any residues of previous sealing materials.

5.3 ASSEMBLING INSTRUCTIONS

- 1) Remove thread protection caps (when present); pay attention not to damage the sealing seats
- 2) Screw the connector by hand, as tight as possible. Then tighten it up by an appropriate tightening tool.



- 3) The torque applied to the connector must comply with the values shown in Table C. Use an appropriate gauged dynamometric wrench.
- 4) In order to verify the torque applied during assembling, torque measurement must be taken while unscrewing the connector. The minimum torque force needed to start unscrewing the connector must be within the limits specified in Table C. Use an appropriate gauged dynamometric wrench. If hardening sealants are used, the torque must be measured before the sealant hardens.

Table C – Torque to be applied when assembling the connectors to the outlet connections of the valve

Connector size	Torque Nm	
	Min.	Max
M12X1	20	30
M14X1	25	35
¼ " NPT	30	40
G ¼ "	25	35
G ½ "	20	30
9/16" UNF	40	50

6 PROCEDURE TO APPLY IN CASE OF VALVE MAINTENANCE

The Valve is equipped with a safety system called Excess Flow. In case of maintenance MAKE SURE to open the valve GRADUALLY in order to avoid that the difference of pressure between the pipes and the tank causes the activation of the Excess Flow.



OMB Saleri SpA declines any responsibility over the incorrect use or application of the maintenance procedures of its products.