

**§ 54.15-13**

**46 CFR Ch. I (10-1-04 Edition)**

below 206 kPa (30 psig), bodies of safety valves may be made of cast iron. Safety relief valves used in liquefied compressed gas service shall meet subpart 162.017 or 162.018 in subchapter Q (Specifications) of this chapter as appropriate.

(b) Pilot-valve control or other indirect operation of safety valves is not permitted unless the design is such that the main unloading valve will open automatically at not over the set pressure and will discharge its full rated capacity if some essential part of the pilot or auxiliary device should fail. All other safety and relief valves shall be of the direct spring loaded type.

(c) Safety and relief valves for steam or air service shall be provided with a substantial lifting device so that the disk can be lifted from its seat when the pressure in the vessel is 75 percent of that at which the valve is set to blow.

(d) Safety and relief valves for service other than steam and air need not be provided with a lifting device although a lifting device is desirable if the vapors are such that their release will not create a hazard.

(e) If the design of a safety or relief valve is such that liquid can collect on the discharge side of the disk, the valve shall be equipped with a drain at the lowest point where liquid can collect (for installation, see UG-134 of section VIII of the ASME Code).

(f) Cast iron may be employed in the construction of relief valves for pressures not exceeding 125 pounds per square inch and temperatures not exceeding 450 °F. Seats or disks of cast iron are prohibited.

(g) The spring in a relief valve in service for pressures up to and including 250 pounds per square inch shall not be reset for any pressure more than 10 percent above or 10 percent below that for which the relief valve is marked. For higher pressures, the spring shall not be reset for any pressure more than 5 percent above or 5 percent below that for which the relief valve is marked.

(h) The rated relieving capacity of safety and relief valves for use on pressure vessels shall be based on actual flow test data and the capacity shall be

certified by the manufacturer in accordance with one of the following:

(1) 120 percent of the valve set pressure for valves rated in accordance with Compressed Gas Association Standard S-1.2.5.2.

(2) 110 percent of the valve set pressure for valves rated in accordance with UG-131 of section VIII of the ASME Code.

(3) 103 percent of the valve set pressure for steam in accordance with PG-69 of the ASME Code.

[CGFR 68-82, 33 FR 18828, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9436, Mar. 8, 1985]

**§ 54.15-13 Rupture disks (modifies UG-127).**

(a) Paragraph UG-127 of the ASME Code provides for the use of rupture disks in series with spring loaded safety or relief valves.

(b) For certain pressure vessels containing substances which may render a relief or safety valve inoperative, or where the installation of a valve is considered impractical, the Commandant may authorize or require the use of a rupture disk in parallel with or in lieu of a spring loaded safety or relief valve. These rupture disks shall:

(1) Comply with the general provisions of § 54.15-5 except as noted otherwise in this section;

(2) Have a capacity for discharge such that the volume of release is sufficient to prevent the internal pressure from exceeding 120 percent of the "maximum allowable working pressure" with the pressure vessel exposed to fire conditions (see § 54.15-25); and,

(3) Operate at a pressure level which does not produce fatigue failure of the disk. The normal maximum operating pressure multiplied by 1.3 shall not exceed the nominal disk burst pressure. (Notice that this restriction for protection of the rupture disk will usually require operation below the "maximum allowable working pressure" of the pressure vessel and therefore should be considered in design.)

(c) All disks shall be oriented so that if rupture occurs, the disk fragments and pressure vessel discharge will be directed away from operating personnel and vital machinery.