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SAFETY WARNINGS

DO NOT PIPE DRAINAGE, INSTRUMENTATION, AND/OR CLEANOUT CONNECTIONS TO A COMMON LINE AS THIS CAN PROVIDE A PASSAGE FOR A FLAME TO BY-PASS THE FLAME ARRESTOR ELEMENT. IF THE FLAME WERE TO BE ABLE TO BY-PASS THE FLAME ARRESTOR ELEMENT A FLAME FRONT COULD POTENTIALLY HARM BOTH PROCESS EQUIPMENT AND SITE PERSONNEL.

THE MODEL L76V-SF END-OF-LINE DEFLAGRATION FLAME ARRESTOR WILL NOT BE EFFECTIVE IN STOPPING FLAME PROPAGATION IN SYSTEMS WHICH CONTAIN VAPORS WITH A MAXIMUM EXPERIMENTAL SAFE GAP (MESG) LESS THAN 0.036" (0.90 MM) OR WHEN ANY OF THE OPERATING CONDITIONS STATED HEREIN ARE EXCEEDED.

THE LIFTING HANDLES ON THE ELEMENT HOUSING ARE TO BE USED FOR HANDLING THE HOUSING ONLY DURING INSPECTION AND MAINTENANCE. DO NOT USE THESE HANDLES TO LIFT THE ENTIRE FLAME ARRESTOR. THESE LIFTING HANDLES ARE NOT DESIGNED TO HANDLE THE WEIGHT OF THE ENTIRE ARRESTOR.

BEFORE INSPECTING AND CLEANING THE ARRESTOR, THE CONNECTING PIPELINE MUST BE FREE OF ALL HAZARDOUS OR FLAMMABLE VAPORS. BEFORE DISASSEMBLING ARRESTOR CONSULT MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL PRODUCTS THAT THE ARRESTOR WAS EXPOSED TO IN SERVICE. THE COMPONENTS SHOULD BE CLEANED ACCORDING TO MSDS PROCEDURE. TAKE APPROPRIATE SAFETY PRECAUTIONS REGARDING EYE PROTECTION, SKIN CONTACT & RESPIRATION.

FLAME SENSING EQUIPMENT IS SUGGESTED FOR VERIFICATION OF A FLAME FRONT. IF A FLAME FRONT IS DETECTED THE GAS SUPPLY NEEDS TO BE STOPPED OR ISOLATED FROM THE ARRESTOR TO PREVENT A FLAME FRONT FROM CONTINUOUSLY BURNING AT THE FLAME ARRESTOR ELEMENT. IF THE FLAME FRONT IS ALLOWED TO BURN AT THE FLAME ARRESTOR ELEMENT, THE FLAME ARRESTOR COULD ALLOW THE FLAME FRONT TO PASS THROUGH THE ELEMENT AND DAMAGE EQUIPMENT AND/OR PERSONNEL ON THE PROTECTED SIDE OF THE ARRESTOR.

THE MODEL L76V-SF END-OF-LINE DEFLAGRATION FLAME ARRESTOR MAY BE EXPOSED TO INSTANTANEOUS PRESSURE SPIKES. ANY INSTRUMENTATION ATTACHED TO THE ARRESTOR MUST BE CAPABLE OF CONTINUED OPERATION IN THIS ENVIRONMENT.

FAILURE TO REPLACE A DAMAGED FLAME ELEMENT CAN RENDER THE FLAME ARRESTOR INEFFECTIVE. IT IS SUGGESTED THAT A FLAME FRONT DETECTION SYSTEM BE USED TO MONITOR PIPELINE STATUS. IF A FLAME FRONT IS SENSED, IT IS SUGGESTED THAT THE FLAME ARRESTOR ELEMENT BE CHECKED FOR ANY DAMAGE CAUSED BY THE FLAME FRONT.

NEVER STRIKE A FLAME ARRESTOR IN AN ATTEMPT TO BREAK LOOSE BOLTING OR THE FLAME ELEMENT. THIS COULD CREATE A SPARK WHICH COULD CREATE A POTENTIAL IGNITION SOURCE.

SAFE USE OF FLAME ARRESTORS IS LIMITED TO HYDROCARBONS. USE OF FLAME ARRESTORS WITH ANY OTHER CHEMICALS MAY REQUIRE FURTHER TESTING.

INTRODUCTION

This manual is intended to provide recommended procedures and practices for installation, operation and maintenance of the LaMOT Model L76V-SF end-of-line deflagration flame arrester. Any standard procedures and practices developed for a specific plant or process should supersede this manual. Although this manual cannot cover all possible contingencies, following these guidelines will provide safe, reliable detonation flame arrester service.

The arrester shall be treated as a safety device and must be maintained by a knowledgeable repair technician. Carefully read and understand this manual before installing or servicing this product.

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INSTALLATION

APPLICATION LIMITATIONS

For an arrester to be properly installed in a given application, **all** the requirements listed below must be met:

Connection Size (mm)	Element Material	Gas Group	End Condition	Allowable Bend(s)*	Maximum Pipe Length from Ignition Source to Flame Arrester	Maximum Operational Pressure	Maximum Burn Time at Atmospheric Pressure	Operational Temperature Range °F (°C)
2" – 6" NPT	316 SS	NEC D (IEC IIA)	End-of-Line	None	End-of-Line 0 pipe diameters	Atmospheric	2 minutes	-4 to 140 (-20 to 60)

INTEGRATED TEMPERATURE SENSORS

Flame arrestors for short time burning must be fitted with one or more integrated temperature sensors, taking into account the intended orientation of the flame arrester. Each temperature sensor with respect to connection size has to trigger an emergency function within half of the burn time.

These arrestors may be used in systems and situations where the flow of the flammable mixture can be stopped within one minute.

LaMOT Model L76V-SF flame arrestors were tested with one LaMOT integrated temperature sensor installed on the ignition side. All arrestors are manufactured with a minimum of one thermowell that contacts the face of the element. Multiple thermowells may be on one or both faces as specified by the purchaser. LaMOT temperature sensors may also be installed as specified.

If the purchaser installs an integrated temperature sensor, it must be installed in the LaMOT thermowell such that the sensor contacts the bottom of the thermowell.

These devices can activate warning or shutdown systems if abnormal conditions are detected. The weatherhood may be removed for in-place maintenance of the element, or element removal may be required for inspection/maintenance.

INITIAL INSTALLATION

Operating Conditions:

Based on the testing conditions, this series of end-of-line deflagration flame arrestor may be installed in piping systems where:

1. All the parameters shown in the table on page 3 are met.
2. The piping system in which the deflagration arrestor is to be installed does not exceed the arrestor flange size.

All LaMOT end-of-line deflagration flame arrestors are designed to be used on the end of a piping line or venting system. They are designed for vertical installation.

This series of flame arrestors has internal NPT threading. The following guidelines should be observed at installation:

1. Remove any flange protectors and discard all packing material.
2. Inspect the pipe threads and the internal threading of flame arrestor. Threads must be clean and free of scratches, debris, corrosion and tool marks.
3. Apply appropriate thread sealant to external male pipe threads of connection piping.
4. Thread piping into the flame arrestor internal female NPT threading. Tighten so that leakage is mitigated.

DESIGN AND FUNCTION

LaMOT's end-of-line deflagration flame arrestors are designed to prevent flame propagation at outlets of gas piping systems and on top of low-pressure storage tanks, that contain flammable gas/vapor mixtures. The arrestor prevents flame passage under certain specified conditions while permitting free flow of gas/vapor through the system. Thus, it protects vulnerable equipment or components of the system from damage due to explosive pressures caused by gas/vapor ignition in another part of the system. The deflagration flame arrestor must be used under only those operating conditions for which it was designed and tested.

The flame arrestors consist of two main components: the arrestor base and the flame element housing assembly. The base plus the retainer plate serves as the connecting interface to the piping system. The housing retains and supports the flame element. Both components are essential in stopping the passage of the flame.

The flame element is comprised of small parallel passageways aligned so that an approaching flame front is slowed down and then quenched before it can propagate to the protected side of the device. All LaMOT deflagration arrestors utilize spiral wound, crimped ribbon constructed of corrosion resistant materials, to ensure the best flame quenching performance with minimum pressure drop. The element is supported by rigid beams, securely welded into the housing to withstand the pressures of an end-of-line deflagration.

The bases must also withstand the deflagration pressures while conveying the burning vapors and flame front to the element. Depending on the design of the system in which it is used, the arrestor bases can include optional ports for thermocouples or pressure monitoring devices.

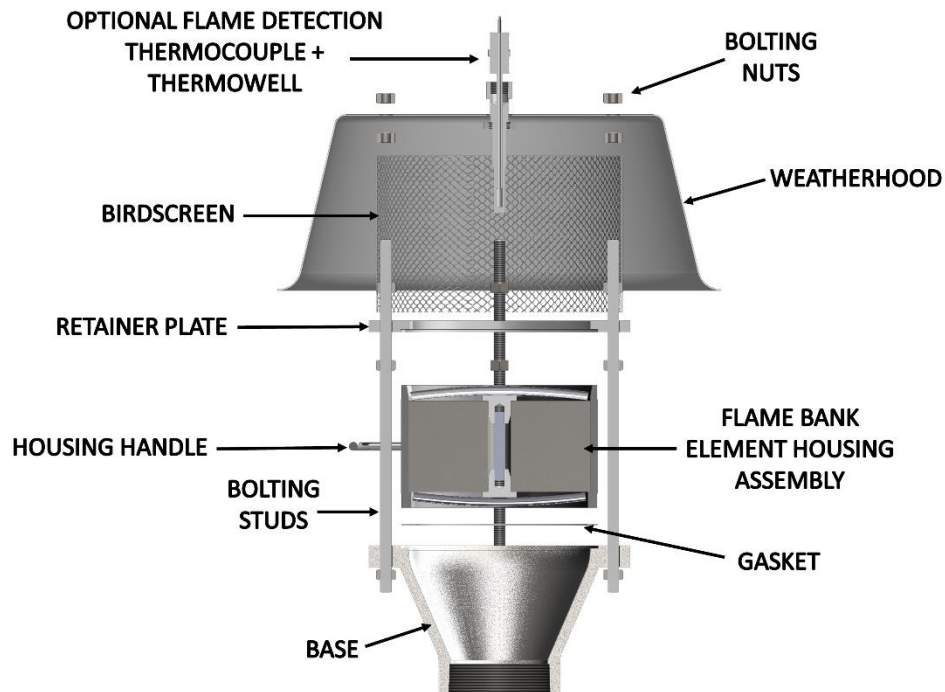
MAINTENANCE

For maximum operating efficiency, the element of a flame arrestor must be inspected and maintained at regular intervals. Frequency of inspection should be based on the experience gained in each application. Inspection of wetted components is recommended at least once per year or any time that one of the following conditions occur:

- Excessive pressure drop is encountered at a known flow rate.
- A flame front is detected.

Maintenance is accomplished by removing the element assembly for inspection and cleaning or replacement.

1. Loosen the hex nuts and remove the weatherhood.
2. Remove the hex nuts and retainer plate, and studs if necessary, to remove the element housing.
3. When removing the element housing for maintenance, support the weight by attachment to the housing handle(s).



4. Remove the housing assembly for inspection. The flame element and supporting grids shall be visually inspected for damage or corrosion build-up from both sides. If the flame element appears to be damaged, it should be replaced immediately with a new one.
5. Verify that the element openings are not obstructed by viewing a light source through the element passages. If the flame element is dirty it can be cleaned by one of the following methods:
 - Compressed air, ≤ 80 psig.
 - High pressure steam.
 - Water purge using a low-pressure spray nozzle, ≤ 60 psig.
 - Non-flammable solvent wash followed by compressed air until dry.
6. Inspect the sealing gasket for damage and replace if necessary.
7. Reassemble the housing, bases and gaskets. The counterbores will position the housing on the base centerline. Insert the studs and torque all fasteners to half the value listed in Table 2 in a cross torquing pattern to provide an evenly compressed gasket joint.
8. Lubricate all studs and nuts with an appropriate thread lubricant. If the arrestor will see high temperature service or stainless steel fasteners are used, select an anti-seize compound such as moly-disulfide.
9. Make up the final torque and check that no further nut rotation occurs at the specified torque value. The torque values are based on original gaskets supplied by LaMOT Valve & Arrestor.


NOTE

When replacing a temperature sensor, make sure that the tip of the sensor makes firm contact with the end of the integrated thermowell.

Table 2 HOUSING STUD TORQUE CHART	
SIZE Inches (mm)	TORQUE
	Lb-Ft (N-m)
2" (50mm)	60 (82)
3" (80mm)	60 (82)
4" (100mm)	60 (82)
6" (150mm)	103 (143)

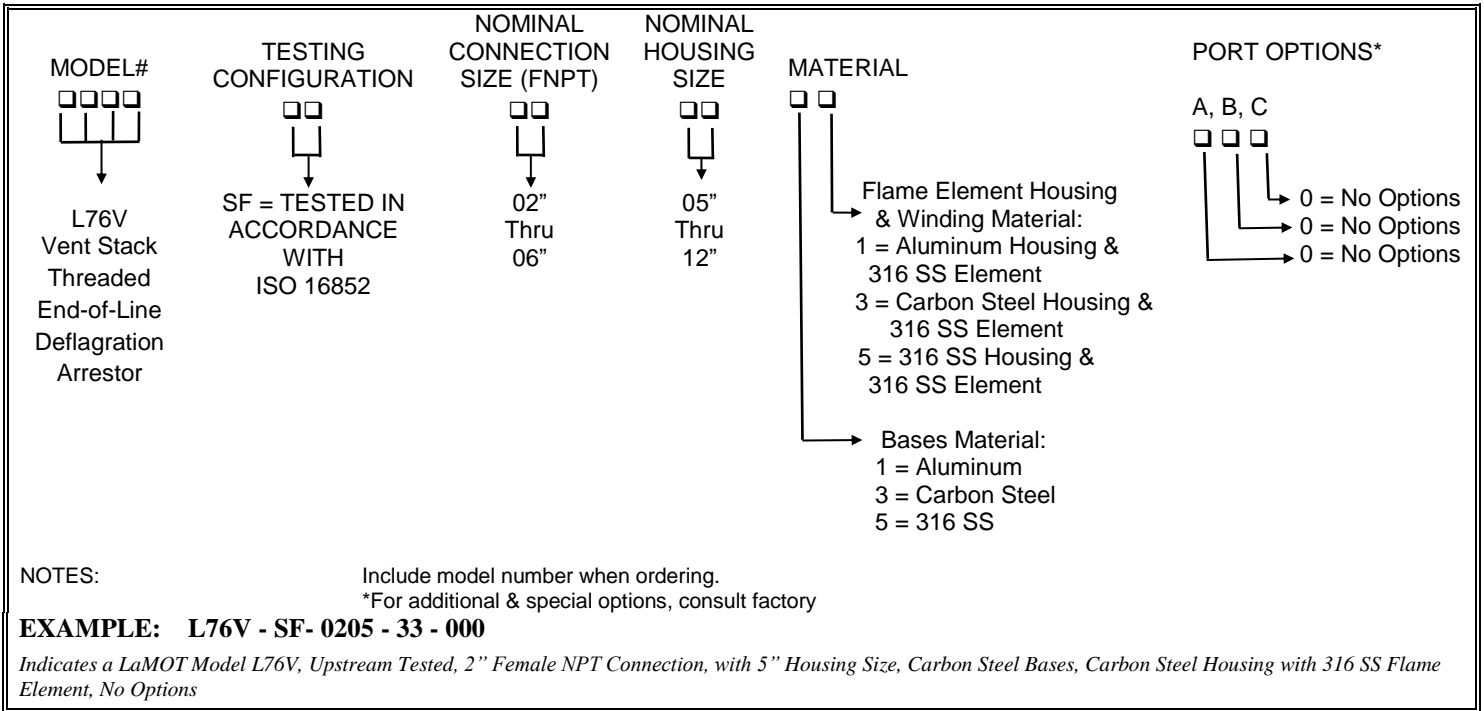
MESG REFERENCE

The Maximum Experimental Safe Gap (MESG) is defined as the distance between parallel surfaces that will prevent the propagation of any gas-air mixture on one side of the gap from igniting the mixture of the same gases on the other side.

 WARNING! <i>It is vital to correct installation and operation of the flame arrestor that it is installed for use within the appropriate gas grouping and MESG.</i>
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You should research your process gas/vapor and confirm that it is classified in the correct IIA gas grouping, and the MESG is greater than or equal to 0.90 mm (0.036"). Gas grouping classifications and MESG values are published by several standards agencies; including, but not limited to, NFPA 497 (Table 4.4.2, 2017 edition) and the United States Coast Guard (USCG). Please work with your engineering department to determine the correct gas group classification of your process gas/vapor in which the flame arrestor will be installed.

MODEL NUMBER IDENTIFICATION



PRODUCT LIMITED WARRANTY

Only Groth's Product Limited Warranty terms apply to purchase orders accepted by Groth Corporation for LAMOT products.

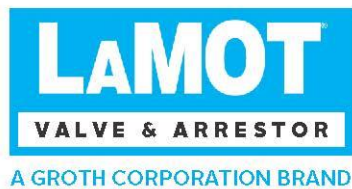
- A. Seller warrants that products which are manufactured by Seller, are manufactured in accordance with published specifications and free from defects in materials and/or workmanship for a period of (12) twelve months. Seller, at its option, will repair or replace any products returned intact to the factory, transportation charges prepaid, which Seller, upon inspection, shall determine to be defective in material and/or workmanship. The foregoing shall constitute the sole remedy for any breach of Seller's warranty.
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- D. The Manufacturer shall be under no obligation to manufacture, sell, or supply, or to continue to manufacture, sell or supply any of the Products.

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LAMOT® Valve & Arrestor has representatives throughout North America.
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