

## Primary, secondary and vent valve applications and installations

### Solutions

Parker Hannifin offers the unique solution by incorporating primary and secondary valve systems into one complete block. In addition traditional instrument taper thread connections can be totally eliminated resulting in systems being free of thread sealant contamination.

#### Conventional Installation [1]

- A welded flange, connected to a primary ANSI class isolating valve. The primary valve will be connected to a secondary instrument valve. A pressure gauge or transmitter will then be installed downstream of the instrument valve.

#### Parker Pro-Bloc® [2]

- A one-piece integral forging incorporating up to 3 ball valves or mixture of ball and needle design.
- Improved safety: leak paths reduced by up to 60%
- Reduced costs: installation and component costs reduced by up to 70%
- Reduced weight: by up to 80%
- Reduced susceptibility to problems caused by vibration.

See pages 17-26 for standard and fugitive Emission products.

#### Parker Monoflange [3]

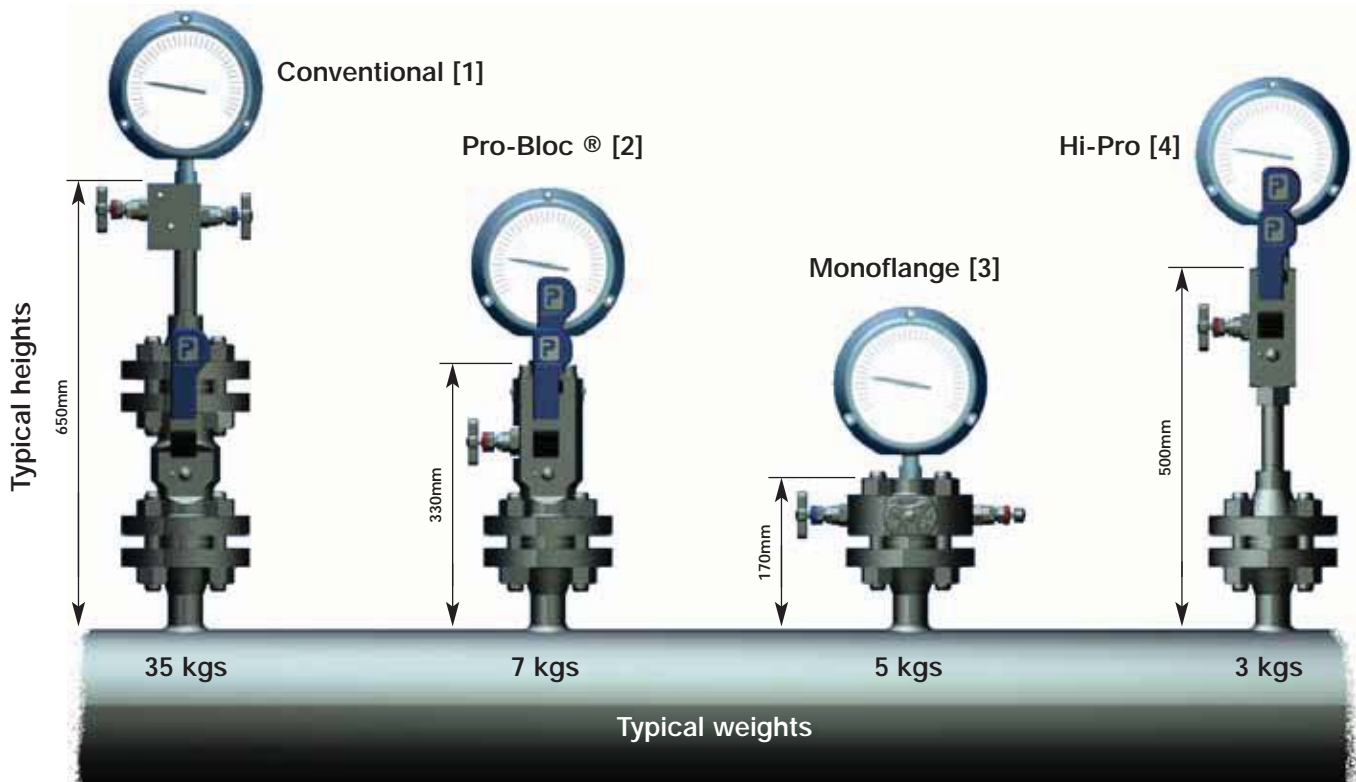
- More compact than Pro-Bloc®, adding further space and weight saving possibilities.
- Improved safety: leak paths reduced by up to 60%, less susceptibility to vibration
- Reduced costs: installation and component costs reduced by up to 80%
- Reduced weight: by up to 85%

See pages 11-16 for standard and fugitive Emission products.

#### Parker Hi-Pro Manifolds [4]

- Enables the user to continue to use traditional NPT threaded connections and at the same time utilise the double block and bleed principals Available in several combinations of ball and needle valves.

Full details can be found in CAT 4190 HBM.



### Design codes

- All Parker Hannifin Double block and bleed designs comply with the following codes.
- ANSI/ASME B16.34 (Designed to meet the pressure and temperature requirements)
- ANSI/ASME B1.20.1 (Threads)
- ANSI/ASME B16.5 (Dimensions)
- BS6755 PART 2/API 607 (Fire safe designed to meet the requirements and verified by internal testing)
- ISO 15848 for fugitive emissions.