



MODEL PRV-38

OIL SAFETY VALVE

INSTALLATION

INFORMATION

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SPECIFICATIONS

INLET PRESSURE40 PSI MAX

TEMPERATURE RANGE0 to 160 F

FUELNO. 2 OR LIGHTER

MAXIMUM FLOW55 GPH

PRV Series valves fulfill the NFPA standards (par. 3.7 & 3.8, respectively in NFPA 31). Consult local codes for compliance to other applicable regulations.

PRV OPERATION

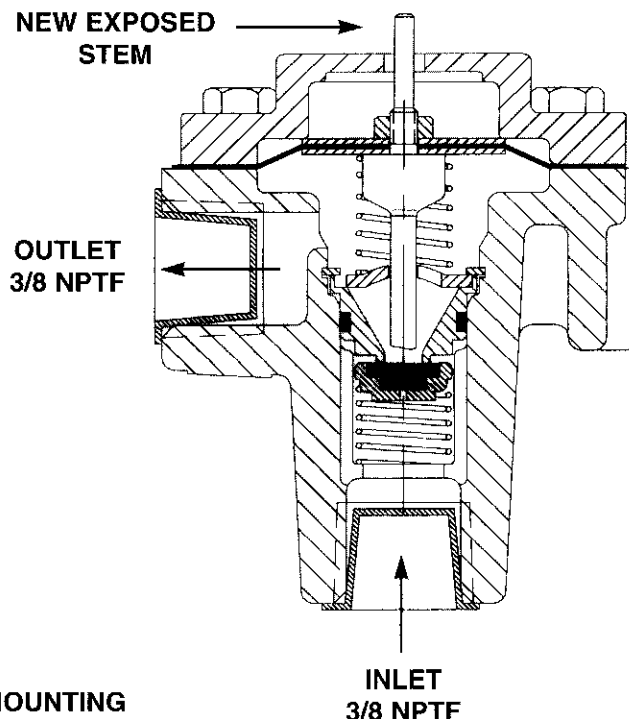
Oil under pressure or vacuum is supplied to the inlet of the PRV valve. Vacuum is required at the outlet of the PRV valve to open it and allow oil to flow. When a burner starts, the pump will supply the vacuum necessary to open the valve. Any leak in the system which prevents vacuum from being exerted on the outlet port of the valve will prevent oil from flowing.

INSTALLATION

LOCATION

Install the PRV valve as close to the tank as possible. If located in an area where moisture is present or possible, mount the unit with the cap down to prevent moisture from collecting in the diaphragm cavity.

CAUTION! TO PREVENT SIPHONING IN THE EVENT OF LINE FAILURE, THE PRV VALVE SHOULD NOT BE MOUNTED MORE THAN THREE FEET ABOVE THE BURNER OR THREE FEET ABOVE THE LOWEST POINT IN THE LINE CONNECTING THE VALVE TO THE BURNER.



MOUNTING

The PRV valve can be mounted in any orientation.

FILTERS

Suntec highly recommends that the PRV valve be protected by a system filter.

FAST PRIME

For fast priming press the exposed stem down and hold to open the valve allowing fuel to flow through it. Release the stem when priming is complete.

GENERAL

The PRV valve has 3/8 NPT ports. The inlet port is connected to the supply tank, and the outlet port is connected to the burner piping. When installing, DO NOT USE TEFLON TAPE, as it may void all warranties. Any non-hardening pipe dope that is compatible with fuel oil is acceptable.

Do not use the valve as a structural member to support long or heavy runs of piping.

The installer is responsible for complying with applicable codes. Typical installations shown are for reference only.

CENTRAL SYSTEMS

When used in central systems or systems supplied with a boost pump, each burner should have its own PRV valve to insure against high system pressures.

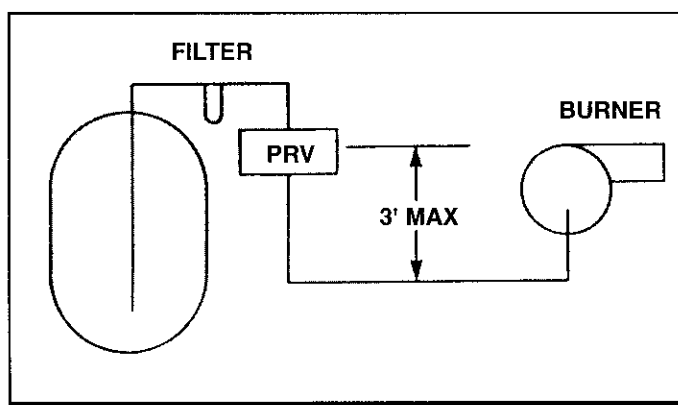
TROUBLESHOOTING

If there is an air leak between the PRV valve and the burner large enough to prevent establishing operational vacuum, the valve will not open during fuel unit operation.

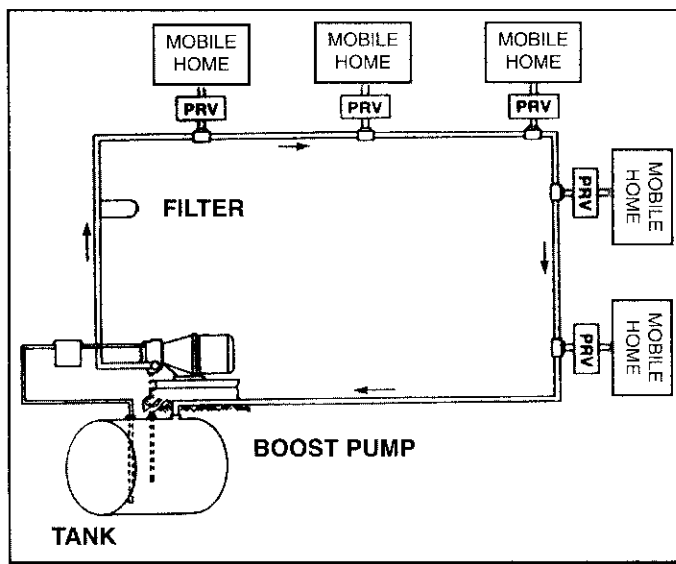
If unable to get oil to the burner or prime is lost:

- 1) Check the PRV valve by depressing the diaphragm stem manually and observe for oil flow.
- 2) Install a gauge in the inlet piping to determine if vacuum can be established and holds on shut down. If not, there is a vacuum leak.
- 3) Pressure check the lines.

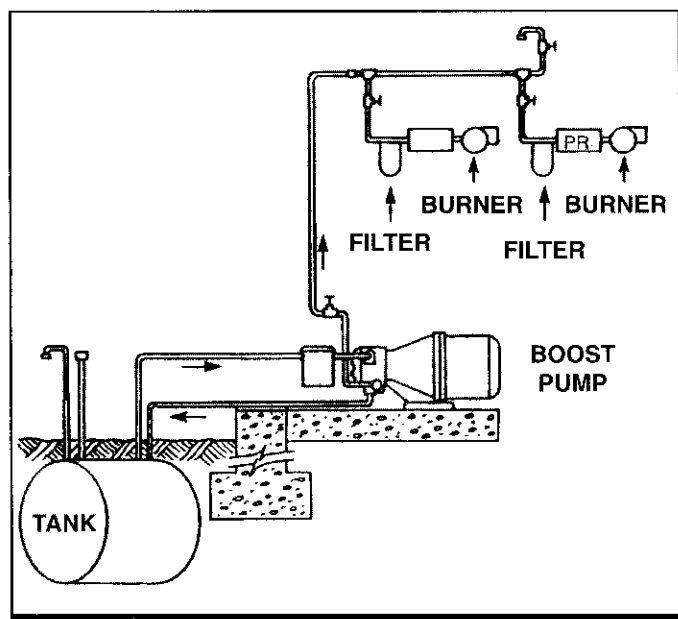
CAUTION, REMOVE THE PRV VALVE FROM THE SYSTEM WHEN BLOWING OUT LINES. USING COMPRESSED AIR CAN RESULT IN DAMAGE TO THE VALVE.



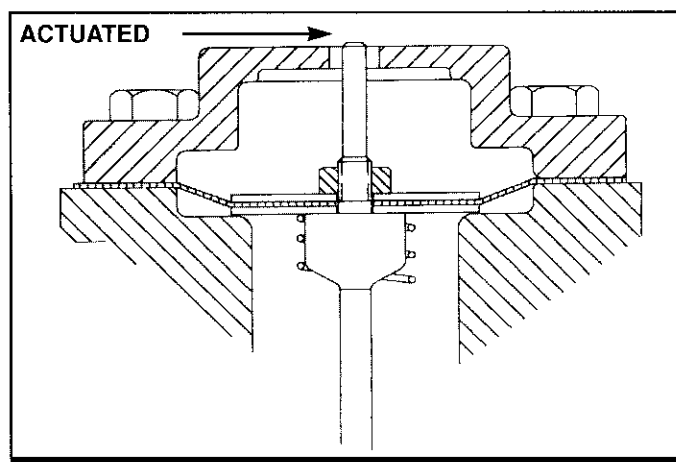
Gravity feed installation with PRV-38



Central system with PRV-38 valves



Boost pump installation with PRV-38 valves



Priming PRV-38 valve in operation



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