

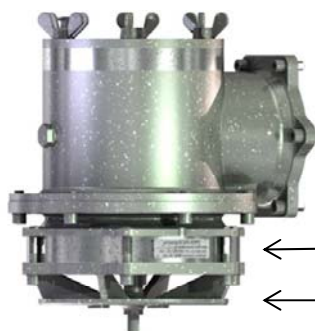
Warning – non approved modification of Pres-Vac P/V valves will make type approval certificate void and violate IMO and SOLAS requirements.

New requirements for P/V valves on Chemical Tankers (MSC.1/Circ.1324) have led to third-party companies and repair shops offering “modification kits” not approved for modification of Pres-Vac P/V valves. Modification of any component will make type approval certificate void, resulting in loss of type approval of the complete valve covered by the certificate.

Modifying an existing P/V valve that was originally type approved as one complete “end of line” flame-preventing device is a change of model, thus requiring retesting for new type approval certificate for the complete valve. Type testing the complete valve ensures verification of the capacity and that flames cannot circumvent the flame screen in compliance with IMO/MS/Circ. 677; 2.2.4 and 2.4.1. These are regulatory requirements reinforced by Class DNV in their technical eNewsletter dated 12 February 2013. Furthermore, in one case, the offered “modification kit” includes removing the original protective cover from the Pres-Vac P/V valve. Removing the original cover will reduce the protection of the flame screen against mechanical damage. A damaged flame screen is a safety hazard.

We kindly advise relevant technical managers and class surveyors to be aware of the differences between Pres-Vac valves upgraded using original Pres-Vac type approved IIB upgrading kit and “modification kits” installed on Pres-Vac P/V valves from third-party companies and repair shops that are violating regulations and eliminate the possibility to maintain type approval certificate.

Correct installed Pres-Vac IIB upgrade kit on P/V valve



← Flame screen →
← Protective Cover →

Third-party IIB modification of P/V valve



This solution is in compliance:

- Approved by all Classes
- New T/A certificate for the complete valve
- Warranty ensured
- New marking tags from maker
- No revision of VECS manual

A modification is not in compliance if:

- Approach not approved by Classes
- No valid type approval certificate from maker
- Not type tested and certified as one complete valve
- No marking tags from maker confirming compliance with IMO MSC.1 Circ. 1324
- Flame screen is not sufficiently protected against mechanical damage

Further information

Class DNV
Technical newsletter
(Click on the photo to the right)



IMO MSC.1/Circ. 1324
Technical Information
Document (Click on the photo to the right)

