

PipeHugger HP

Liquid Inside the Bladder DAMPERS For Dual Purpose use:
 FLOW FLUCTUATION Removal, reduces acceleration head, + in place Flushing.
 PRESSURE PULSE DAMPING, by INTERCEPTING piping response frequencies.

PulseGuard
 Guard Against Pulsation

In Place Flushable

Type/Volume/Membrane -Mtl./Pressure/Connections/Metal Mtl.

PART Nbr. & ID

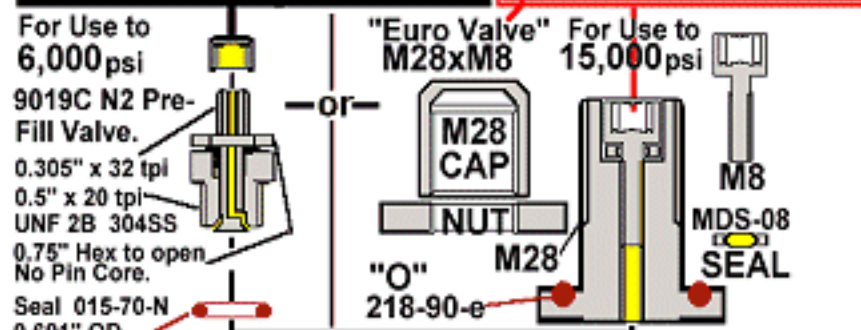
PHr-TW/ ---i (i=in3)/D=diaphragm-y-Lgth -?/---p (p=psi)/to Pmp. - to Sys./SS or A20 etc.

Metric - PHr-TW/ ---Lt =Litres/D=Dphrgm diam-y-Lgth -?/---Br=Bar/to Pmp.- to Sys./Wetted Pts.

CUSHION PRE-FILL DRIVE BONNET END

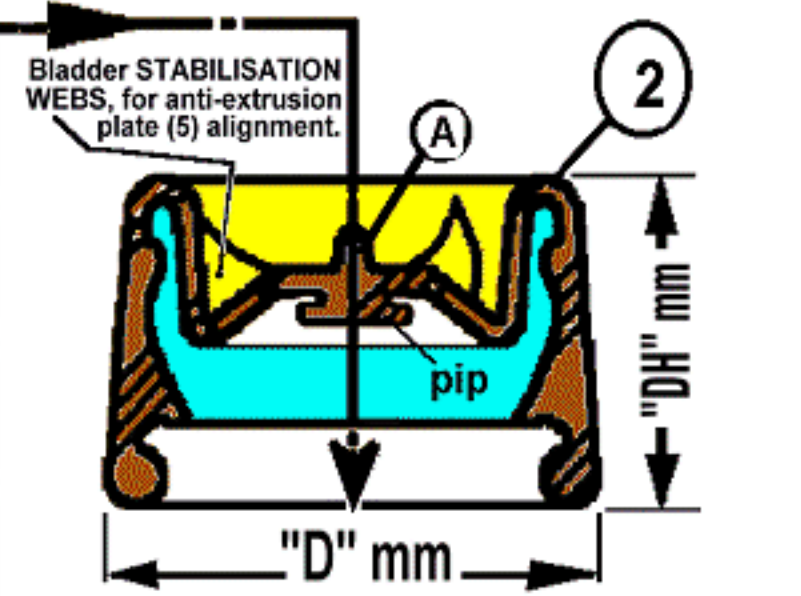
REQUIRES NO SPECIAL TOOL TO OPEN OR CLOSE. The 9019c valve has been proven by 25 years use on the landing gear of every aircraft on which you have flown USE THIS VALVE. Do NOT attach pipes. ALWAYS put the seal cap back on. Use of other valves invalidates warranties.

In common with valves that have a "Core Pin" M28xM8 valve requires a special Pre-Filling ("Charging") tool: Pt. Nbr 001STP28. The cost often far exceeds that of the dampener. You Specify Gauge.



LIQUID-IN BLADDER

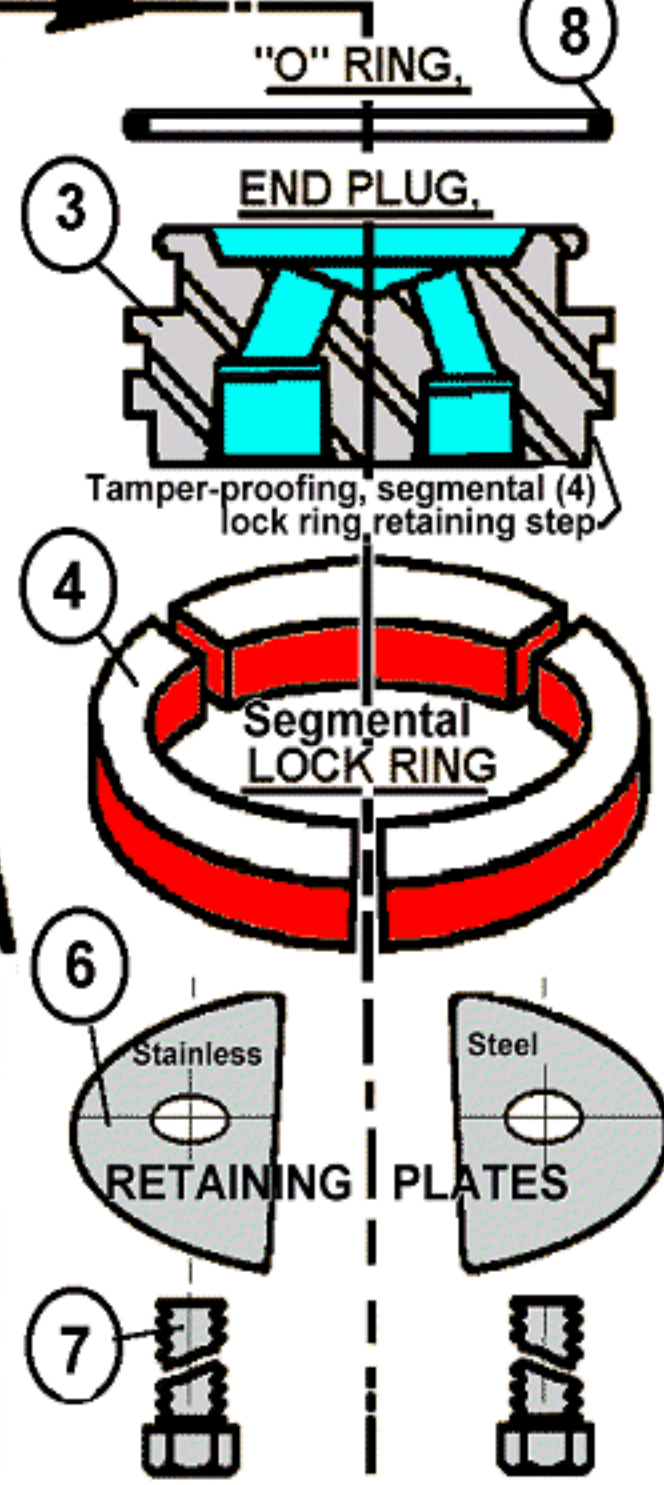
When liquid is inside a membrane we say "bladder", as opposed to a balloon, or "gas bag". With liquid inside, Nitrogen is in the drive bonnet or "vessel", the vessel does not have to be from exotic material



The pip of incompressible elastomer inside center of the rolling diaphragm shown above, is located within the undercut of the anti-extrusion plate 5 below. A blunted & smoothed prodger & hollow ended pusher are used to push at "A" and feed pip into "B"



WET END



COLOR/Colour KEY

Separator Membrane	Nitrogen
Liquid Contact Metal	Process Liquid
Carbon Steel	

- 1 Vessel shell, with 4:1 safety factor .
- 2 Seamless one piece molded/moulded bladder, no bonds or glue
- 3 Thru-flow flushable intercepts pulses
- 4 Tamperproof lock ring Segmental needs no tools
- 5 Same material as 3
- 6 For "minus" pressure and transportation
- 7 Keeper bolts, holes used for extracting 3 and or mounting
- 8 Diametral "O" seal prevents ingress of corrosion.
- 9

POLICY ! FOR THE SAME PRICE AS A SPARES KIT

we will supply and fit a spares kit and recertify your damper for you This way, you allow us to see as many of our products back as possible, and we learn the improvements that you need.

It is part of our ISO 9001 95-LON-AQ-485 DNV continuous improvement policy. As a manufacturer of vessels to all known codes, we believe in regular corrosion inspection and re hydro testing, (F.O.C.). NOTE re "Codes" : ASME code (which claims to be non-applicable to dampers "snubbers") @ a massive on cost, Or, for \$125, certified to the relevant catagory for your actual use, for the 500 million EC & world market CE 0040 RSA Cert Nbr SS0210435

To return an item for service, first call to ask for a RGA / RMA (Return Goods/Mtl Authorization) Nbr. Item 2, Bladder part numbers are the outside diameter mm at the sealing bead (See "D" above, mm) followed by y "DH" mm D= Bladder Diameter say 450 mm Example: D450 y 120 -? where?=the bag material. N=ButadieneAcryloNitrile, E=EthylenePropyleneTerPolymer DH= Bladder Height say 120 mm V=FluoroCarbonElastomer, B=Butyl, H=ChloroSulphonated Polyethylene "Hypalon", S=Silicone Rubber, Nat=Natural Rub. To order spares : SK=Spares Kit Example SK-D 191 y 95-E includes the Bladder and the necessary seals also.

Dampers That Do - Flow goes Through - Pressure pulses do not.

PulseGuard Inc. In Assoc. With LIQUID DYNAMICS INTERNATIONAL Inc. & Ltd.

(326 - 7377) (8255 - 357)
 In USA please call toll free 1-888 DAMPERS or Fax toll free 1-888-TALK-DLR
 In Europe UK Freephone 1-08080-LO-PRICE -or- Faxfree 0800-174-088

