

**OMB ESA - KAV**



OMB SALERI & AMERICAN CNG EXCLUSIVE

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## INNOVATION WITH SAFETY IN MIND

To give you greater peace of mind, we worked with OMB Saleri to create a cylinder valve with critical features offering potentially life-saving benefits. This allows your products to return to NFPA 52 compliance while reducing the risk of injury and death, as well as liability to you, your company, and your customers.

When a technician works on a high pressure system, it is critical to validate cylinder pressure to stay safe. Removal of the cylinder valve or other components, or moving the cylinder while not knowing the pressure has caused deaths in the United States.

On a standard cylinder valve, a technician can put a gauge on the valve outlet and actuate it to check cylinder pressure. If the valve is working properly, the gauge will read cylinder pressure. If the valve, the solenoid, or the excess flow device is malfunctioning, the gauge will read zero even if the cylinder has deadly internal pressure. This situation has taken the lives of technicians.

The safety feature built into the OMB ESA safety valve allows a pressure-reading tool to connect to the test port on the cylinder valve and determine pressure in the cylinder whether or not the valve is functioning properly. The test port is considered a live-port and is in direct communication with cylinder pressure.

After attaching the pressure-reading tool to this cylinder valve, the technician will then actuate the valve to check the pressure of the cylinder. They can then have the confidence and peace of mind that the pressure read on the gauge is the accurate pressure in the cylinder regardless of the valve's condition.

This life-saving procedure complies with the **NFPA 16.3.3.6.1.3:**

**16.3.3.6.1.3** *When shut-off valves are attached directly to fuel containers, there shall be a means for the technician to determine if there is still pressure in the container, regardless of the valve position.*

After it is determined that there is pressure in the cylinder, there needs to be a way to safely remove the gas.

On a standard valve, a technician can attach the valve to a vent stack. Then the valve would need to be actuated causing fuel to successfully bleed off into the atmosphere. If the valve fails, or the excess flow device remains closed, there is no way to remove the pressure safely.

The safety feature built into the OMB ESA safety valve allows for bleeding of cylinder pressure in a controlled environment regardless of the functionality of the valve.

This life-saving procedure complies with the **NFPA 16.3.3.6.1:**

**16.3.3.6.1** *A means shall be provided to bleed the container manually even in the event that a remote actuated shutoff valve fails or an excess flow device should remain closed.*



**TEST PORT**

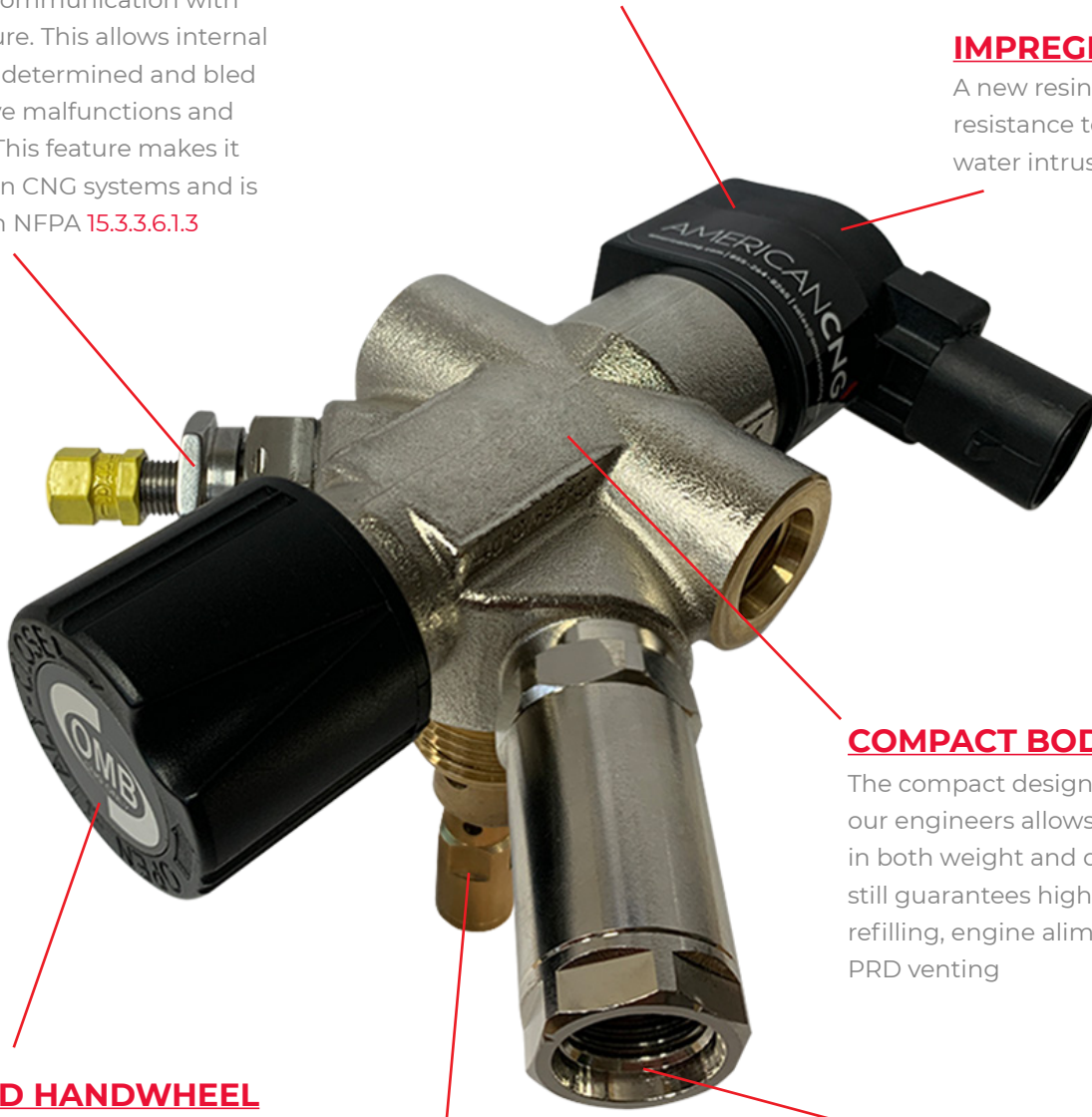
The new OMB ESA valve has a test port in direct communication with cylinder pressure. This allows internal pressure to be determined and bled even if the valve malfunctions and will not open. This feature makes it safer to work on CNG systems and is compliant with NFPA 15.3.3.6.1.3

**NEW CORROSION-PROOF SOLENOID**

New solenoid with compact size and reinforced design against corrosion and water intrusion developed in cooperation with the major OEMs

**IMPREGNATED COILS**

A new resin provides a high resistance to thermal shock and water intrusion



**COMPACT BODY**

The compact design developed by our engineers allows a real reduction in both weight and dimensions, but still guarantees high flows in refilling, engine alimention and PRD venting

**REDESIGNED HANDWHEEL**

Compact  
Ergonomic  
Easy to handle in high pressure

**EXCESS FLOW LIMITER**

Developed for high flow heavy-duty applications

Innovative design protects the spring from unseating and sticking

**GLASS BULB TPRD**

We have selected a glass buld TPRD to maintain compact dimensions and to assure immediate activation



## COMPLIANCE AND SAFETY FEATURES

- Ability to always determine cylinder pressure
- Ability to always bleed cylinder pressure
- Customizable branding on instruction manuals & valve solenoid at no additional cost
- Live technical support available Monday - Friday | 8 am - 3pm MST [CLICK HERE](#)

## UPGRADED FEATURES FROM PREVIOUS OMB VALVES

- Compact design
- Glass Bulb TPRD
- New Handle
- Corrosion Proof Solenoid Coil

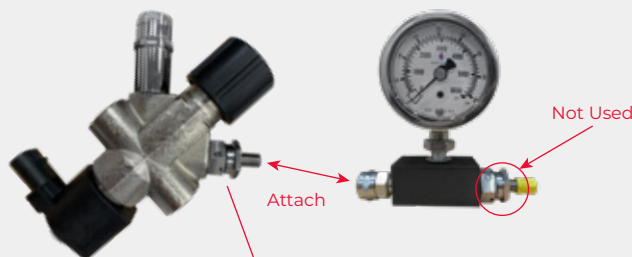
## OMB VALVE STANDARD FEATURES

- 12V solenoid with pigtail wire connector included
- -6 SAE outlet port
- -6 SAE PRD vent port
- Available with or without excess flow device
- 2 year warranty

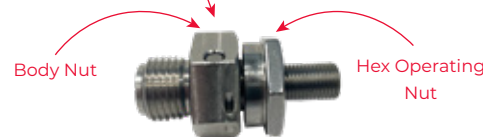
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### INSTRUCTIONS TO CHECK PRESSURE

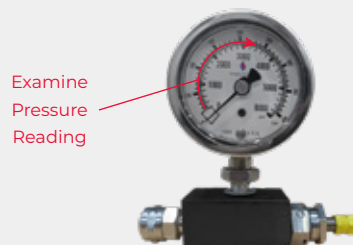
1) Remove yellow safety cap from cylinder valve and attach live port diagnostic tool to valve test port. The assembly should be connected to the cylinder valve.



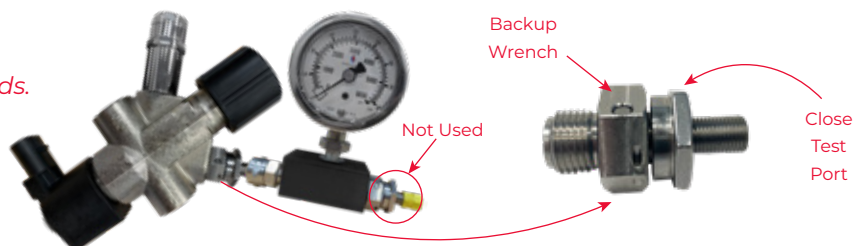
2) Open the valve to read pressure by turning the hex operating nut counterclockwise 1-2 turns. Make sure to use a backup wrench on the body nut. *See image.*



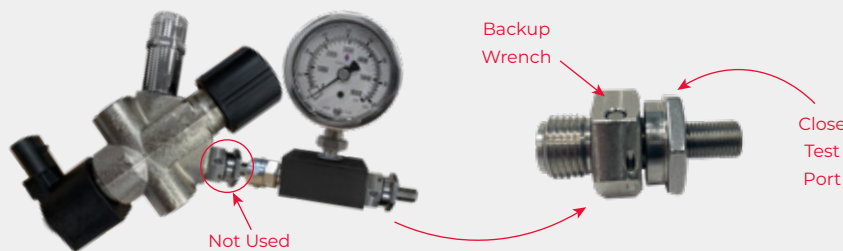
3) See Pressure



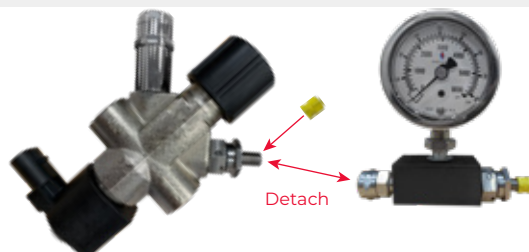
4) Using a backup wrench on the body nut, close the valve clockwise and torque hex operating nut to **60 inch pounds**.



5) Bleed manifold pressure with defuel valve. Open the valve to release pressure by removing yellow safety cap and turning the hex operating nut counterclockwise 1-2 turns. Close valve clockwise and torque hex operating nut to **60 inch pounds**. Make sure to use a backup wrench on the body nut. *See image.*



6) Using backup wrench on body nut, remove the defueling manifold and attach yellow cap on both valve and test manifold. **Torque 5-10 inch pounds.**

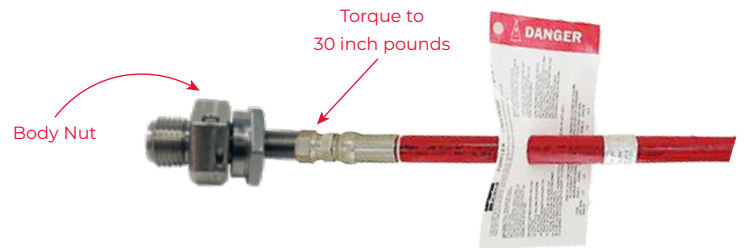


## INSTRUCTIONS TO DEFUEL

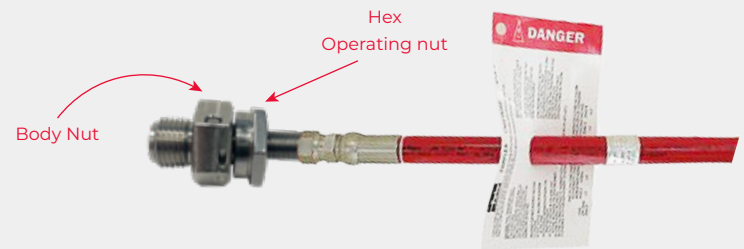
- 1) Locate and remove yellow safety cap from cylinder valve.



- 2) Using backup wrench on body nut to install defuel hose.  
*Torque to 30 inch pounds.*

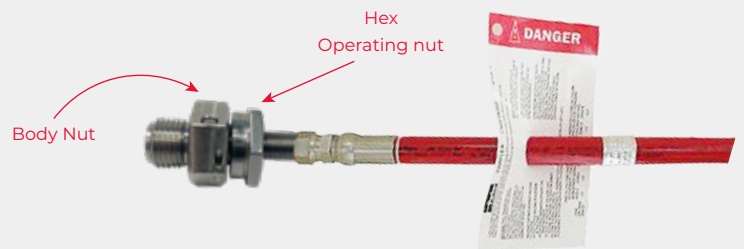


- 3) Open the valve to release pressure by turning the hex operating nut counterclockwise 1-2 turns. Make sure to use a backup wrench on the body nut. *See image.*

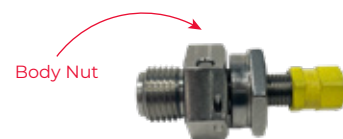


- 4) Carry out defuel by cylinder per NFPA 52.

- 5) Close valve clock wise and torque hex operating nut to **60 inch pounds.**



- 6) Using backup wrench on body nut, remove the defueling hose and attach yellow cap. *Torque 5-10 inch pounds.*



## AFOREMENTIONED NFPA 52 COMPLIANCE

**16.3.3.6** Fuel-Subsystem Isolation.

**16.3.3.6.1** Container Isolation.

**16.3.3.6.1.1** Every fuel container shall be equipped with either of the following:

- (1) A manual shutoff valve
- (2) A normally closed, remotely actuated shutoff valve connected directly to the container

**16.3.3.6.1.2** For vehicles with more than one fuel supply container, where each container is equipped with a normally closed remotely actuated shutoff valve, the OEMs, FSVIMs, and converters shall provide guidance, as part of the maintenance procedures, on how to check that the solenoid valve is operating as intended.

**16.3.3.6.1.3** When shut-off valves are attached directly to fuel containers, there shall be a means for the technician to determine if there is still pressure in the container, regardless of the valve position.

**16.3.3.6.1.4** If an interconnected PRD system is protecting a group of containers installed in accordance with [16.3.3.8.7](#), a single valve shall be permitted that will isolate the group of containers.

**16.3.3.6.1.5** A means shall be provided to bleed the container manually even in the event that a remote actuated shutoff valve fails or an excess flow device should remain closed.

