

EI 1584 hydrant pit valves and couplers wear gauges.

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EI 1584 Third Edition

EI 1584 Third Edition was published in 2001 and included the requirement that in the event of an impact, hydrant pit couplers would break away cleanly from the pit valve with no pressurised release of fuel.

This significantly reduces the risk of a pressurised fuel geyser like the one captured on CCTV in Auckland in 1995



EI 1584 Third Edition introduced the requirement for wear gauges for hydrant pit valves and couplers. Monitoring of wear by users allows for the replacement of components before the possibility of a pit coupler / valve containment failure during an aircraft refuelling.

Manufacturers shall either provide, for their own hydrant coupler and hydrant pit valve, a simple wear gauge.

EI 1584 Fourth Edition, published in May 2017

Manufacturers shall either provide, for their own hydrant coupler and hydrant pit valve, a simple wear gauge.

The wear gauge shall be suitable for wear measurement on operationally-critical faces. The pit valve wear gauge shall be able to assess whether the pit valve is suitable for continued use with any EI 1584 Fourth Edition pit coupler.

Maximum acceptable wear limits for API adaptor rings. This will allow the use of a universal gauge at locations that use more than one brand of hydrant pit valve.

4" EI 1584 hydrant pit valve wear dimensions

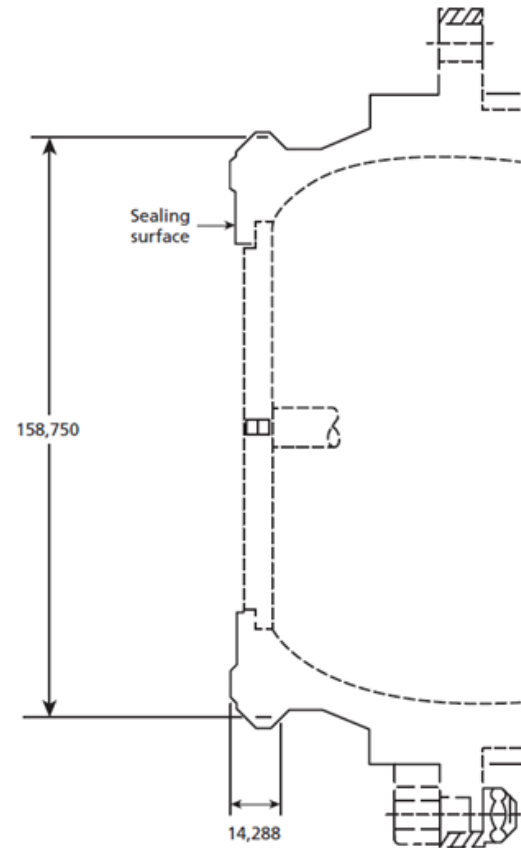
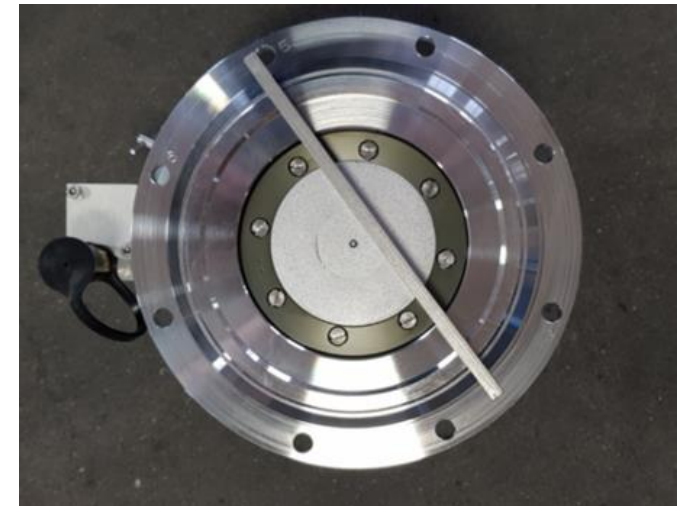
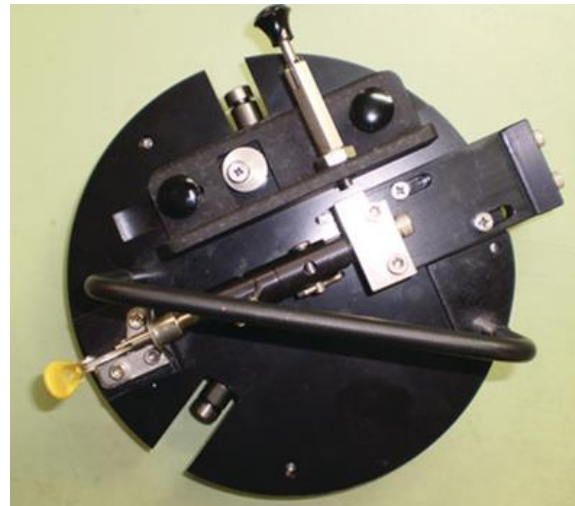


Figure 7 Example of pit valve wear gauge reference points (dimensions in mm)

JIG 2 and ATA 103 require that every in-service hydrant pit valve is checked annually with a suitable wear gauge to ensure that it remains within tolerance and is safe to use.

The results of these tests need to be recorded.



JIG 1 and ATA 103 require that every in-service hydrant pit coupler is checked annually with a suitable wear gauge to ensure that it remains within tolerance and is safe to use.

The results of these tests need to be recorded.

