

Subject 405

October 26, 2018

SUMMARY OF TOPICS

The following changes in requirements to the Standard for Safety for Fire Department Connection Devices, UL 405, are being proposed:

1. Stainless Steel Hardware Addition

STP BALLOTS AND ALL COMMENTS DUE: November 26, 2018

UL's goal is to have no interest category comprise more than one-third of the STP membership balance. To improve the current balance for STP 47, UL is looking for participants in the Producer, AHJ, Commercial/Industrial User, Supply Chain, Government, Testing & Standards, Consumer and International Delegate interest categories. Definitions for these interest categories are available on the Standards STP Internet site:

<http://ulstandards.ul.com/develop-standards/participation/interest-categories/>

If you are interested in applying for STP 47 membership or are aware of potential candidates for this STP, please contact the STP Project Manager, griff.edwards@ul.com.

For your convenience in review, proposed additions to existing requirements are shown underlined and proposed deletions are shown ~~lined-out~~.

1. Stainless Steel Hardware Addition

RATIONALE

Proposal submitted by: Ron Wible, Dixon Valve & Coupling Co.

Stainless hardware is not covered in the Standard. Clearances should specify the same requirements as brass, not cast iron.

PROPOSAL

10.1 The clearance between the clapper rim and the body in all positions of travel shall be at least 1/4 inch (6.4 mm) with gray, cast, or malleable iron bodies, and 1/8 inch (3.2 mm) with brass, and bronze and Series 300 stainless steel bodies. The clearance between the clapper hub or hinge and the body or seat ring shall be at least 1/8 inch (3.2 mm). The length of the clapper hub or hinge shall be 1/32 inch (0.8 mm) less than the distance between the bearings. The hole through the clapper hub shall be at least 1/32 inch (0.8 mm) greater in diameter than the diameter of the hinge pin.

14.3 A representative sample of the fire department connection, roof manifold, or swivel adaptor is to be filled with water and vented of air. For the body leakage test, the clapper is to be blocked open or pressurized through the fire department connection inlet so that the clapper is not sealed against the seat. For the seat leakage test, the test sample is to be pressurized through the fire department connection outlet

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so that the pressure is applied in a direction to close the clapper against the seat. The pressure is to be gradually increased at a rate not exceeding 300 psig (2.07 MPa) per minute until the required test pressure is achieved and held for 1 minute. Visual observations are to be made for leakage through the body or at the seat. If leakage past the seat is observed, the leakage rate is to be determined in accordance with ~~14.114.2~~.

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