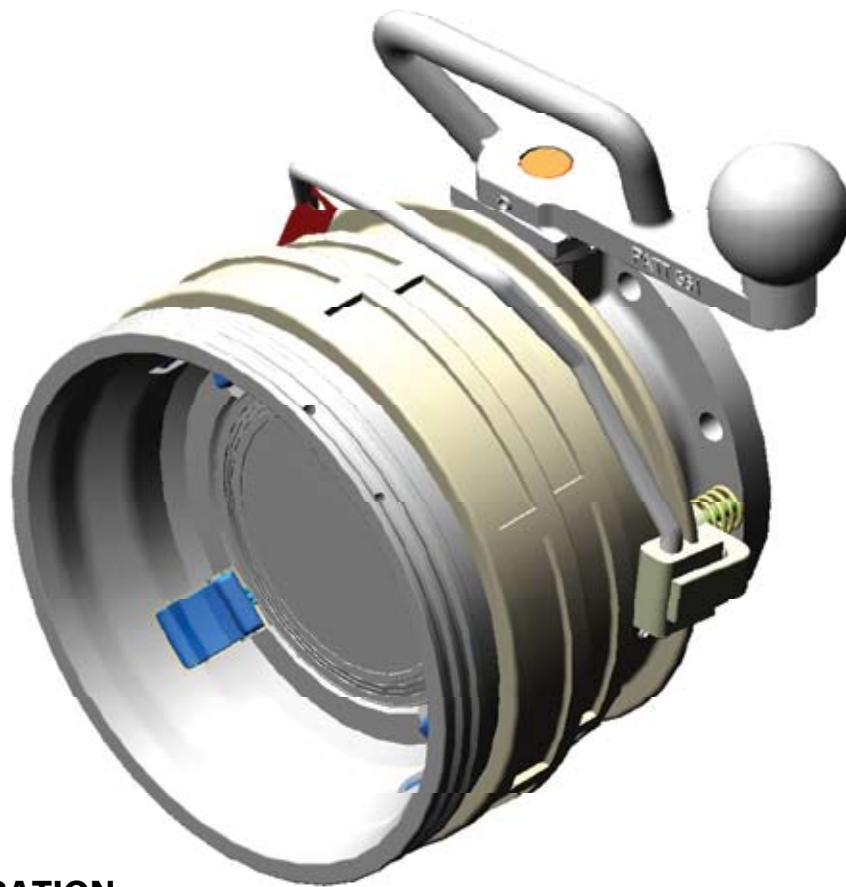




# HOW IT WORKS!

## API710 DRY BREAK GANTRY COUPLER

THE API710 & 712 ARE SIMILAR GANTRY COUPLER VALVES IN ALL ASPECTS WITH THE MAIN DIFFERENCE BEING A SLIGHTLY LONGER HANDLE



### DESCRIPTION OF OPERATION

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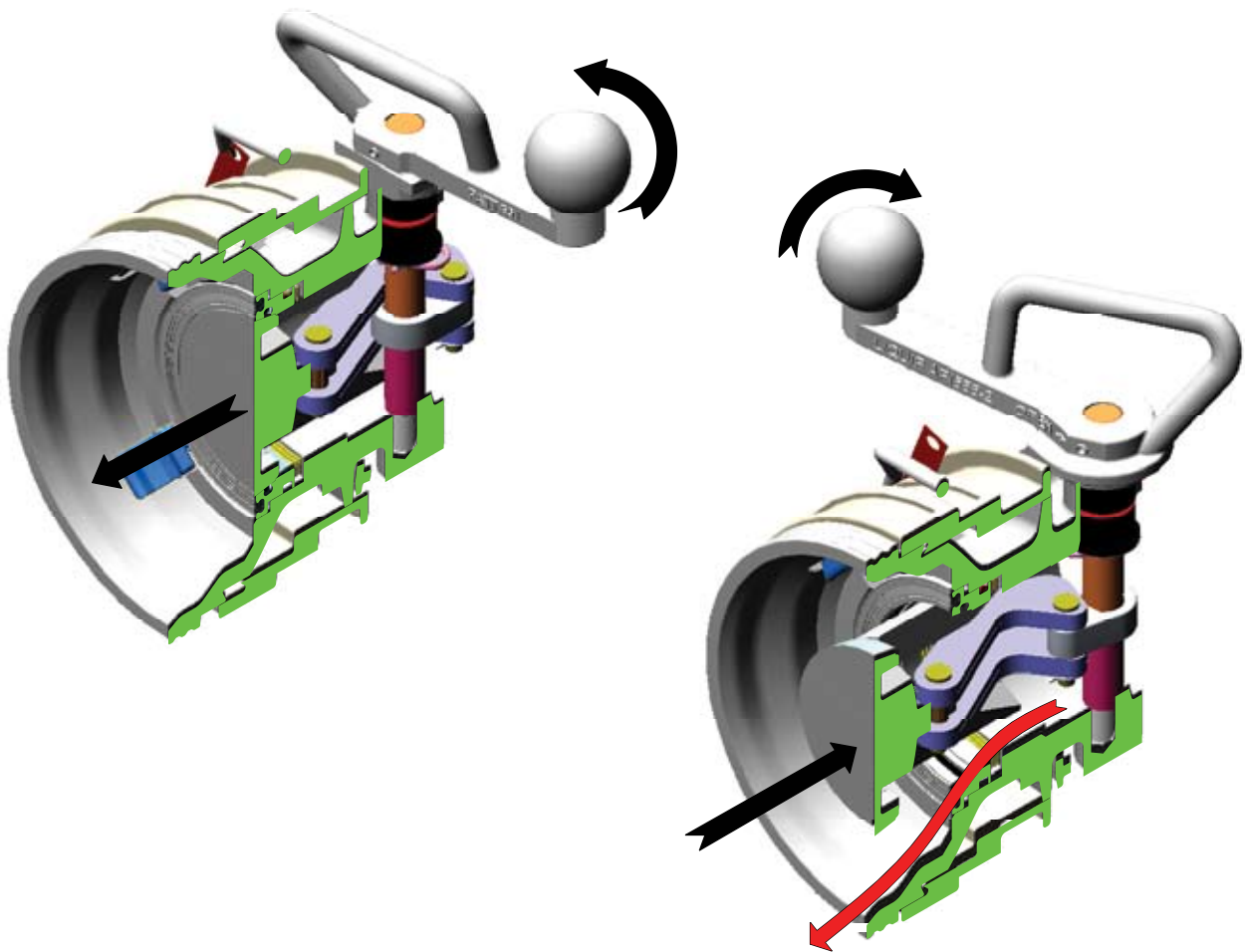
THIS VALVE IS DESIGNED TO AN AMERICAN STANDARD (API RP1004) THAT HAS BEEN ADOPTED AROUND THE WORLD. THIS ENSURES THAT ALL TRUCK ADAPTOR VALVES & GANTRY COUPLERS WILL STILL OPERATE REGARDLESS OF MANUFACTURER COMBINATIONS. THIS GANTRY COUPLER VALVE IS FITTED TO THE LOADING ARM (FUEL SUPPLY) TO FILL ROAD/RAIL TANKERS. IT IS DESIGNED TO REMAIN CLOSED UNTIL COUPLED TO A TRUCK ADAPTOR VALVE. INTERLOCKS IN THE GANTRY COUPLER VALVE PREVENT ACCIDENTAL OPENING BEFORE COUPLING.

ONLY AFTER THE GANTRY COUPLER VALVE HAS BEEN CORRECTLY CONNECTED TO THE TRUCK ADAPTOR VALVE ARE THE INTERLOCKS DISENGAGED & THE GANTRY COUPLER VALVE CAN OPEN.



# HOW IT WORKS!

API710



WHEN THE VALVE IS OPENED IT AUTOMATICALLY OPENS THE TRUCK ADAPTOR VALVE WITHOUT LEAKAGE. THE VALVE CANNOT BE REMOVED FROM THE TRUCK ADAPTOR VALVE UNTIL IT IS CLOSED AND A DIFFERENT SET OF INTERLOCKS PREVENT REMOVAL, WITHOUT THE GANTRY COUPLER VALVE BEING CLOSED FIRST. AS THE GANTRY COUPLER VALVE IS CLOSED IT AUTOMATICALLY CLOSES THE TRUCK ADAPTOR VALVE PREVENTING ANY LOSS OF PRODUCT, I.E. DRY BREAK SYSTEM.

LIQUIP PROVIDES A SPRING LOADED OUTER COLLAR SO THAT WHEN THE INTERLOCKS ARE DISENGAGED THE COLLAR SLIDES AUTOMATICALLY OVER THE TRUCK ADAPTOR VALVE, INDUCING THE SECOND INTERLOCK.

TO REMOVE, THE GANTRY COUPLER VALVE MUST BE CLOSED AND THE SPRING LOADED COLLAR DRAWN BACK TO DISENGAGE THE SECOND SET OF INTERLOCKS.

