Hydraulic Pumps, Valves and Cylinders

Liquid propane cylinders are found on many lift trucks. Several plants are capable of refuelling their own propane cylinders, nonetheless, the majority would have their cylinders refilled in a different place and brought to their office instead. When a lift truck runs out of fuel, the cylinders are changed. A few cautions and training is essential when dealing with propane since it is a highly flammable substance.

PPE likewise known as Personal Protective Equipment, should be worn whenever refilling or changing a lift truck cylinder. The liquid is very cold and can result in burning or irritation when it comes into contact with skin. Always having on thick leather gloves would help protect hands. Goggles or various standard eyewear together with a face shield is likewise highly recommended. Having a fire extinguished close at hand is likewise recommended before the refuelling process starts.

Make certain the lift truck is turned off prior to beginning and extinguish whatever open flames or cigarettes in the area. Look for the fill valve on the cylinder and take out the protective plastic cap, after that firmly attach the fill line to the fill valve. When the fill line is in place, carefully open the bleed valve. This would be a small spherical knob on the cylinder which is often brass coloured. A hissing sound could escape whenever the valve is open and this is normal so long as it is just air being vented and not actual propane.

Open the fill valve on the fill line really slowly, listening for any leaks around the connection point. Once positive there are no leaks, the valve can then be opened more. The sound of propane entering the tank must be easy to hear. Never leave the tank unattended when refuelling and look at the bleeder valve throughout the method. A spray of white propane gas would emit from the bleeder valve as soon as the tank is full. Turn the fill valve off entirely and next close the bleeder valve. Extremely gradually and carefully take out the fill line from the tank. Watch for whatever extra gas caught in the coupling which would be expelled when the seal is broken. It should only be a small quantity of gas and is normal. Put back the protective cap on the fill valve. Double check all valves are fully closed. The tank is now set and full to utilize.