

INNOVATION ON TAP

EQUIPMENT • BIP PEROLO IS WORKING HARD TO KEEP UP WITH CHANGING DEMANDS, IMPROVING EXISTING PRODUCTS AND DEVELOPING NEW EQUIPMENT FOR GREATER SAFETY

IN A RAPIDLY CHANGING market, standing still means falling behind. Innovation is needed to deliver solutions to the demands of an ever-changing intermodal transport system, customer requests and new regulations. Innovation can also allow a company to leapfrog current issues and establish new standards, new markets and drive regulation in the right direction.

This continuous demand for improvement means all players – manufacturers, operators, depots or valve suppliers – have to stay on top of the game or risk losing market share.

As a global leader in the design and manufacture of tank container and tanker fittings, BIP Perolo's engineering team works

constantly on innovations as well as the refinement of existing valves. As a result BIP Perolo intends to release several new valves into the market in the next few months.

Much of BIP Perolo's production relates to tank container equipment. It recently launched a compact 2-inch BSP ball valve, which is to be followed by a compact version of the 3-inch ball valve that has a base gasket instead of a clamping ring – the same arrangement as its 1.5-inch Airline ball valves. The main advantages provided by this design are a reduced height (the lowest on the market, the company says), a retaining gasket so that the ball cannot fall out during maintenance, and reduced weight. The new

valve will also be equipped with the splined spindle that Perolo developed earlier this year.

Next on BIP Perolo's list of improvements are answers to specific customer needs, such as a new 2-inch compact dual outlet ball valve, ACT5. This has a T-shape on top to allow for two connections, either BSP or NPT threaded and with or without a dust cap. There is an option for a connection to a remote-control handle so that it can be ground-operated and it can also be equipped with pressure gauge connection and protection.

KEEP IT CLEAN

Other developments at BIP Perolo address corrosion topics. The major cause of failure in stainless steel valves is pitting, even in 316L grade steel when used for several years. Perolo already offers tooling to repair pitting in valve seats, but it is now trying to get ahead of the problem by adding an extra layer of Hastelloy on the seat. This extra layer of protection can be ordered as an option on all major footvalves in the Perolo range.

Further developments in the transport of corrosive chemicals include new polyvinylidene difluoride (PVDF) internal parts in Halar®-lined valves, rather than Hastelloy (C276 or C22) or titanium that have previously been used. PVDF, a hard polymer, is the perfect companion for corrosive chemicals, limited only by reduced temperature and pressure ranges, although it is sufficient for use with most corrosive chemicals. BIP Perolo now offers wetted components in PVDF on its complete range of ball valves, butterfly valves, footvalves and safety relief valves.

Finally, in the rail tank car range, Perolo has developed a new mechanical bottom discharge which benefits from a very solid design that will allow for easy maintenance and improved flow. An even more challenging development concerns the hydraulic valves for rail tank cars that will be launched by the end of 2021. More information on these will be revealed once approvals are finalised.

Clearly, innovation is a continuous process across the BIP Perolo range. It will be interesting to see what challenges the market will bring for the company's engineering team over the next year.

www.perolo.com

O USING A PVDF BALL IN PEROLO'S HASTELLOY-LINED VALVES OFFERS BROADER CORROSION RESISTANCE

