

## Proper Use Of Thread Sealants (Loctite)

This procedure addresses the proper use of hydraulic sealants on vehicle tanks. It is important that the appropriate amount of sealant is used whenever installing parts onto the vehicle fuel tank. A thin coat of sealant should be spread evenly over the area shown in Figure 1. Sealant should not drip or run from the part to which it was applied. Either excessive or too little sealant can lead to potential problems later after tank is put back into service.

- 1) Clean parts of all dirt and debris.
- 2) Apply sealant to male threads. Start approximately one (1) or two (2) threads from the threaded end of the part to be installed. Refer to Figure 1 for approximate locations of where **sealant** should be applied.

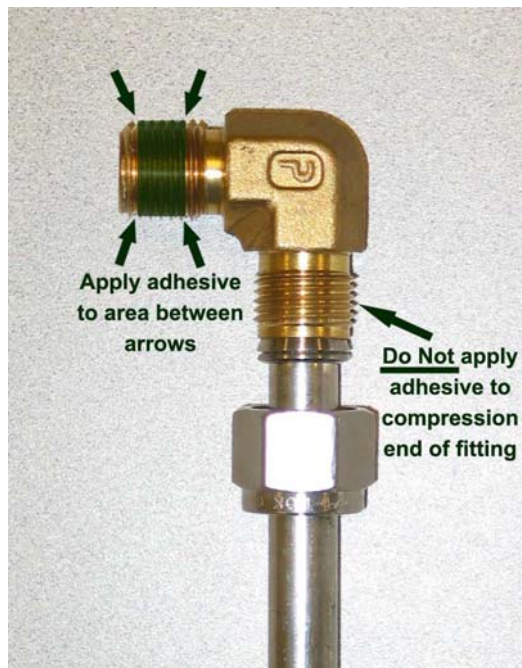


Figure 1

- 3) Assemble parts. **Note: Do not over tighten!**

The following section concerning pipe threads and pipe sealants are excerpts taken from the Vehicle Fuel Tank System Operations Manual. Although this brief section is included as part of this procedure, always refer to the operations manual before performing any vehicle tank maintenance or repairs.

### Thread Sealants

For small threads, (less than 1/2" pipe size) anaerobic sealants like Loctite 569 are recommended. For fittings 1/2" pipe size and over use an anaerobic sealant with Teflon lubricant such as Loctite PST 567. When using anaerobic sealants on stainless steel the fitting must first be primed with an activator for the sealant to cure. A typical activator is Loctite Kleen-N-Prime. All anaerobic sealants must be allowed to cure the appropriate amount of time before pressure can be applied. Primers shorten these cure times. PST on brass requires 3 days to cure (4 hours primed) and 567 requires 1 day to cure (30 minutes primed). When applying anaerobic sealants, apply a small amount to the male thread 2 threads up from the end. Do not allow the sealant to run into the piping system, since it will seal up valves and regulators as well as fittings. The use of thread tapes is not recommended since tape filaments from can interfere with regulators, relief valves, and engine components.

### Pipe Threads

All pipe fittings should be installed using thread sealants. After the sealant is applied to the fitting it should only be tightened in the clockwise direction to its final position. If the pipefitting is tightened past its desired position do not turn it counterclockwise to reposition.

Remove the fitting, clean both surfaces, and start over. Turning a pipe thread counterclockwise will cause tiny thread leaks to develop over time. If multiple pipe fittings are stacked up be sure to use two wrenches to keep the back fitting from breaking

**This procedure is for use by trained technicians experienced with using Liquefied Natural Gas systems and vacuum technology. Review all pertinent safety documents before starting this procedure.**



**NEXGEN**  
FUELING™

*A division of Chart Industries*

**VT-0021**

**001**

**SJB**

**Proper Use Of Thread Sealants  
(Loctite)**

loose. There are many types of commercial pipe fittings available. NexGen recommends the use of NFPT fittings for leak resistance. When stainless fittings are used, we recommend the use of stainless to brass to prevent galling during installation. When maintenance is performed, replace brass fittings with new ones. The use of stainless to stainless pipe threads is not recommend since severe galling during installation makes achieving leak tight fittings nearly impossible. If maintenance is required it is difficult, if not impossible, to get such fittings apart without destroying the threads. If stainless to stainless threads must be used, be sure to use a pipe sealant that contains anti-galling compounds.

**This procedure is for use by trained **technicians** experienced with using Liquefied Natural Gas systems and vacuum technology. Review all pertinent safety documents before starting this procedure.**