



A-210L to A-212 Vacuum Relief Valve

A-210L to A-212 Vacuum Relief Valves protect against excess vacuum in tank cars

Midland has a long, successful history of developing Vacuum Relief Valves that offer low-cost assurance that excess vacuum will not collapse or otherwise damage the tank car or tank-car fittings. The vacuum relief valve is designed to allow atmospheric air to enter the tank car and protect it from collapse when there is a vacuum in the tank car. The new Midland Vacuum Relief Valves are designed with a philosophy to keep the debris out of the tank, relieve vacuum pressure in the tank and avoid the Non-Accidental Release (NAR) of commodity by keeping it safely secured inside the tank.

Enhanced Valve Design

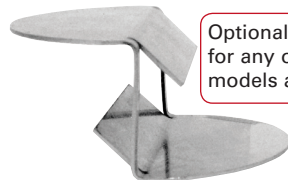
These valves have been designed based on the input from customers and to meet anticipated regulations from the federal government. These valves incorporate the benefits found in Midland's existing Vacuum Relief Valves and add a number of features our customers need in order to meet today's more demanding regulations. The result is a line of Vacuum Relief Valves that are able to meet the new regulatory demands of the railroad industry, while helping to eliminate NARs of hazardous commodities both during transport and in the railyard during the loading and unloading process.



(1) Stem with retainer and seal

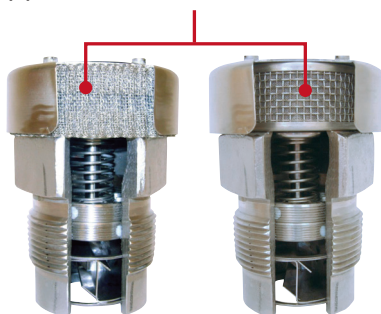


(2) Stainless-Steel Baffle



Optional item for any of the models available

(3) Stainless-Steel Mesh Screen Filter



Screen prevents debris from entering the valve-seating area

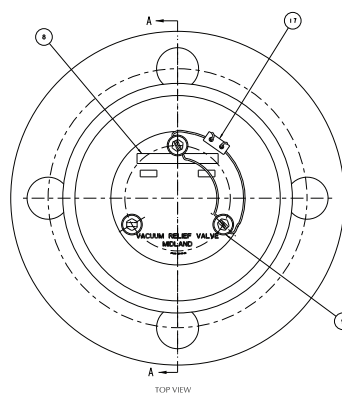
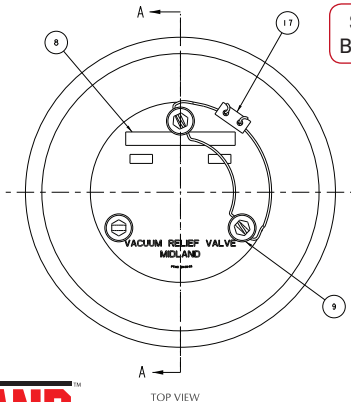
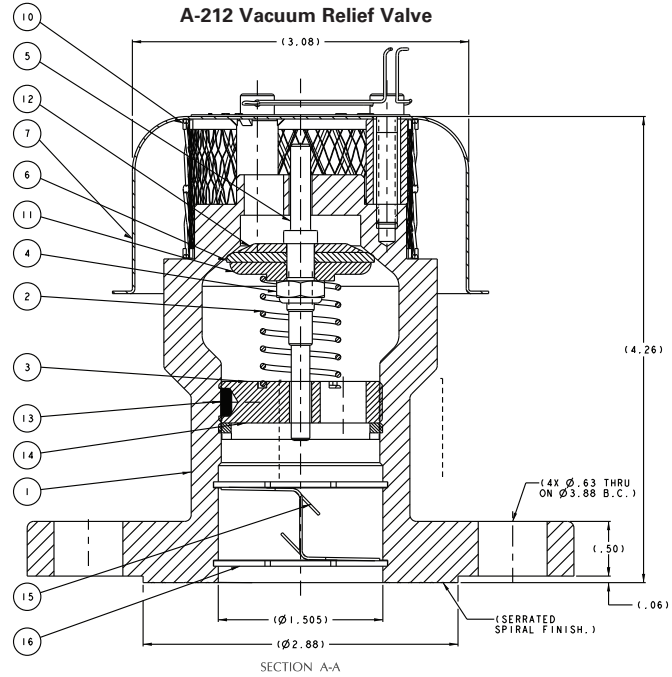
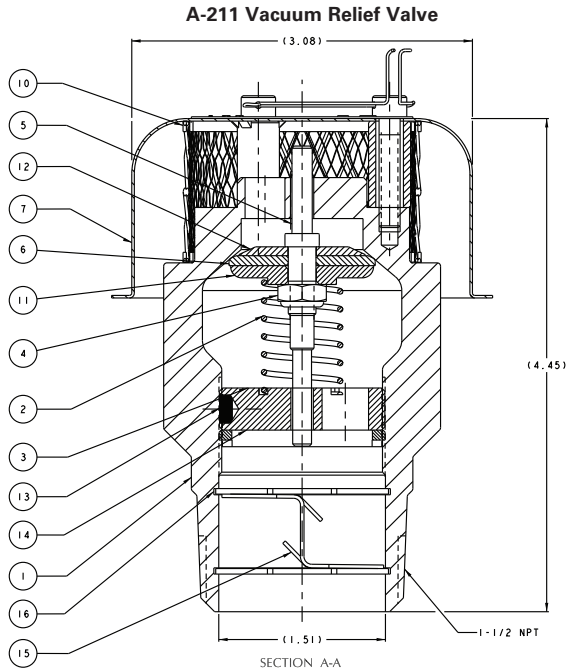
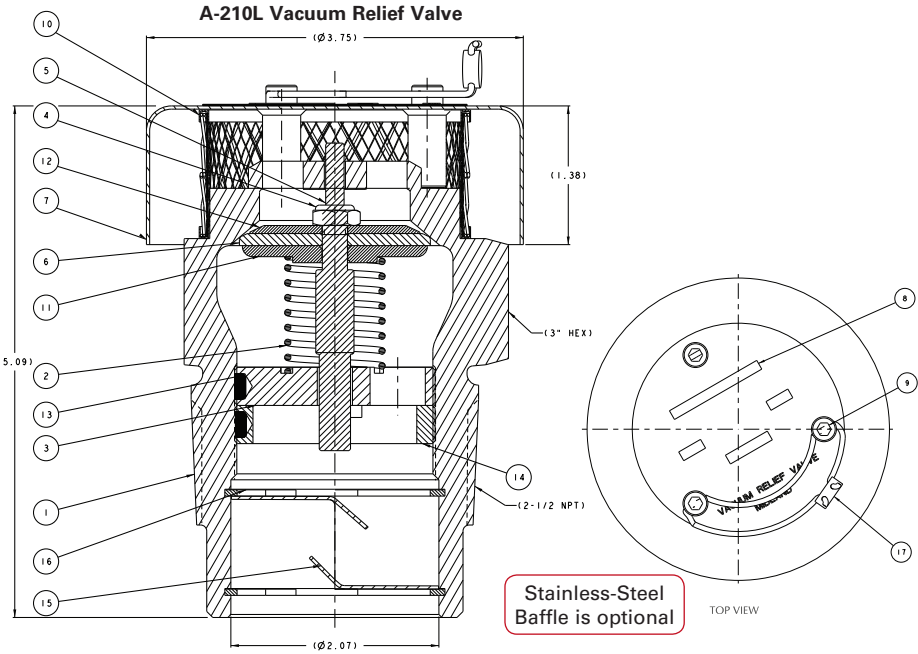
Features

- No-step design eliminates improper cycling of the valve to release pressure
- Built-in debris screen (two types available) keeps outside contamination from entering the valve-seating area
- Unique seal design eliminates the possibility of using incorrect materials or performing improper installation
 - Use of a disc instead of an O-ring eliminates the chance of using an incorrect sealing material
 - Seal is located between two pieces for a solid connection that eliminates “blow outs” by pressure in or out of the valve
- The poppet on the valve has been reversed, moving the sealing surface away from the lading
- An optional baffle keeps the lading from the sealing surface during product surges
- The stem is guided in two places
 - This reduces accidental cycling or “burping” of the valve due to car impact or vibration
 - Gives the valve a more consistent seal and decreases the chances of pressure leaks
- Stainless-steel construction for better corrosion resistance
- Tamper-evident seal wire on top screws
- Pressure settings from $\frac{3}{4}$ psi to 3 psi

A-210L to A-212 Vacuum Relief Valve

Ordering Specifications

ITEM	DESCRIPTION	A-210L	A-211	A-212
1	BODY, STAINLESS	210-010-SS	211-01-SS	212-01-SS
2	SPRING, STAINLESS	210-02-MO	215-02-MO	215-02-MO
3	ADJUSTMENT, STAINLESS	210-03-SS	211-03-SS	211-03-SS
4	LOCKNUT, STAINLESS	210-04-SS	210-04-SS	210-04-SS
5	STEM, STAINLESS	210-05-SS	211-05-SS	211-05-SS
6	SEAL, BUNA N (*)	210-06-BN	211-06-BN	211-06-BN
7	WEATHER CAP ASM, STAINLESS	210-07-SS	211-07-SS	211-07-SS
8	NAMEPLATE, STAINLESS	210-08-SS	211-08-SS	211-08-SS
9	CAP SCREW, STAINLESS	210-09-SS	210-09-SS	210-09-SS
10	FILTER, STAINLESS (*)	210-10-SS	211-10-SS	211-10-SS
11	WASHER, STAINLESS	210-11-SS	211-11-SS	211-11-SS
12	RETAINER, STAINLESS	210-12-SS	211-12-SS	211-12-SS
13	INSERT, PTFE	210-13-TF	210-13-TF	211-13-TF
14	LOCKING RING, STAINLESS	210-140-SS	211-14-SS	211-14-SS
15	BAFFLE, STAINLESS	210-150-SS	211-15-SS	211-15-SS
16	RETAINING RING, STAINLESS	210-160-SS	211-16-SS	211-16-SS
17	SEAL WIRE, STAINLESS/LEAD	22-72-PB	22-72-PB	22-72-PB



NOTE:
 (1) Standard minimum start to discharge pressure setting is .75 PSI vacuum. Alternate start to discharge pressure settings are available.
 (*) Alternate material configurations available.



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Learn more about stopping NARs. Go to midlandmfg.net and follow the link to <http://nar.aar.com>