



# FATAL ACCIDENT REMOVING CYLINDER SOLENOID VALVE

From the Clean Vehicle Education Foundation

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**The experienced owner of a CNG vehicle service company in Broken Arrow Oklahoma was killed in an industrial accident early on April 12, 2012.** An incomplete preliminary investigation indicates that the victim was attempting to remove the solenoid cylinder valve from a cylinder that he probably mistakenly believed had been vented. This bulletin has been expedited because there has been a history of such incidents but this one had particularly tragic consequences.

Cylinder solenoid valves are intended to be a safety improvement for NGVs but there is **no** reliable way to be sure that the cylinder has been depressurized without carefully following the service procedures of the vehicle manufacturer in the case of an OEM NGV or the valve manufacturer in the case of a converted vehicle.

**NEVER, EVER REMOVE A SOLENOID CYLINDER VALVE WITHOUT FIRST CARRYING OUT THE MANUFACTURER'S VENTING PROCEDURE!**

Procedures for venting common cylinder solenoid valves manufactured and marked by GFI Control Systems (GFI) or the Superior Valve Company (SVC) can be obtained from GFI Control Systems, 100 Hollinger Crescent, Kitchener, Ontario, Canada N2K 2Z3, 519 576 4270, [gfikitchener@gfics.eu](mailto:gfikitchener@gfics.eu)

If you can provide similar contact information for other manufacturers of other valve brands please send it to [JDimmick@cleanvehicle.org](mailto:JDimmick@cleanvehicle.org)

The venting connections must also be approved, typically by the local fire marshal. Improper venting of the gas from NGVs has resulted in fires and approval can assure that the system is safe. Standards for these venting systems are contained in *NFPA 52 – Vehicular Fuel Systems Code* – National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101, 617-770-3000, [www.nfpa.org](http://www.nfpa.org).