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**APPLICABLE TO ALL CARTER 4" API  
HYDRANT COUPLERS**

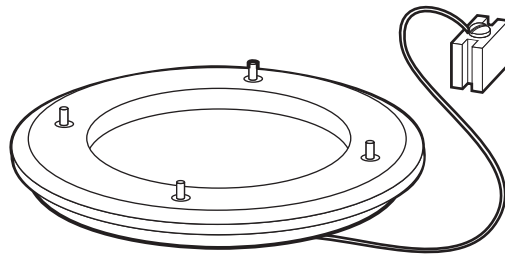
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## REVISED COUPLER WEAR GAUGE

Carter has for years offered a wear gauge (61362) for all of its various API Style Couplers. It was intended for use by coupler owners to indicate that the locking lug system was safe to use. The Third Edition of API/IP 1584 has new "pull-away" requirements for couplers and also requires the manufacturer to provide an effective wear gauge to ensure that the coupler is within safe wear limits. In addition, the strength requirements make it necessary to more closely inspect the lugs and the internal surfaces of the coupler that hold the coupler to the hydrant valve.

The 61362 Wear Gauge has been revised to add a second step in inspection of the coupler connection system, including a more definitive gauge for checking the wear on the individual lugs.

Carter has also developed new lugs to better meet the requirements of API/IP 1584 3<sup>rd</sup> Edition. The new lugs have been fully tested at Carter but must first undergo a year's field testing to prove them under operational conditions. The testing is scheduled to begin in June 2005. They will be furnished under a new part number, 221860, and it is anticipated that they will go into production couplers in approximately June 2006. See the offer by Carter to buyers of new couplers, effective January 1, 2005, on page 2.



**61362 COUPLER WEAR GAUGE with  
LUG INSPECTION GAUGE**

The revision to the 61362 Inspection Gauge entails the addition of the lug inspection attachment shown to the right in the drawing above.



**64900 4 X 4"  
HYDRANT  
COUPLER**



**64800 3 X 4"  
HYDRANT  
COUPLER**

At each overhaul, or if there is a suspicion in between scheduled overhauls that the coupler may not be up to par, the 61362 Gauge should be used to inspect the system that locks the coupler onto the hydrant valve. Use the gauge as follows:

Place the Wear Gauge into the inlet of the coupler with the pins of the gauge pointing toward the coupler inlet. Be sure that any of the four pins on the gauge do not rest on the detent pin.

(continued on back page)

Extend the collar to the locked-on position and open the poppet. This must be done to simulate a coupler locked onto a hydrant valve. Note - This should be done with no pressure inside the coupler and with a catch basin under the coupler so as not to spill fuel trapped inside the coupler.

Once the Wear Gauge is in place, all four (4) gauge pins of the gauge should be above the exposed gauge surface. Slowly rotate the collar while bearing on one side of the collar. Note the position of the gauge pins as the rotation is accomplished.

Should any one of the four pins become flush or receded below the gauge surface, the coupler exhibits excessive wear and should not be used again until overhauled.

Note - Should only one pin (of the gauge) indicate wear, it is suggested that the gauge be removed and turned approximately one-fourth turn and the inspection be repeated. There may be a local indentation in the surface of the body on which the pin rests causing a false reading. If wear is apparent the wear may be in either the collar, body, lugs or lug ring. Use the lug wear part of the gauge to determine if the lugs or the inside of the collar is the culprit.

Remove the wear gauge from the coupler and "cheat" it open by depressing the detent pin to pull the collar to the locked (onto a hydrant) position. This will rotate the locking lugs to the "locked-on" position.



Refer to the photo, above, and check each lug separately by placing the lug part of the gauge onto a lug. If the gauge sits squarely onto the I.D. of the coupler with the tip of the lug not touching the bottom of the gauge slot, the lug or the actuating collar has excessive wear. Inspect all 16 lugs. A lug in good condition will raise the gauge away from the coupler I.D. allowing it to rock on the lug.

If any lugs are found to fail this test, we strongly recommend that all 16 lugs be replaced.

After replacing, check new lugs to determine if the actuating collar could have also been worn.

The service manuals on all of the production couplers and the older 60700-1 will be changed to include this information at the next revision. Since the lugs have been specifically weakened to meet the latest pull-a-way requirements of the 3rd Edition of API 1584, this inspection operation is critical to a safe system. The gauge is available from your Carter distributor under part number 61362.

### **SPECIAL OFFER**

This offer is good to all buyers of couplers purchased on or after January 1, 2005 only.

A new set of the specially designed lugs, part number 221860 for each coupler purchased as noted above will be furnished free of charge to bring the coupler up to the 3rd Edition of 1584. The earliest these sets of lugs will be available will be in June 2006 after the field testing has been completed. This could be delayed if the field tests are not successful. The following information is required to obtain the free sets of lugs:

Coupler part number.

Serial number of coupler(s) affected.

If the serial number(s) is not available then the date purchased must be furnished.

The name, shipping address, phone number and e-mail address of the coupler owner.

If the coupler was purchased through a distributor, the replacement order and above information must be provided to Carter through the distributor.