

Gasketing Terms

American Bureau of Shipping

Garlock styles on the American Bureau of Shipping Type Approval program:

- ST-706
- BLUE-GARD® 3000, 3200
- GRAPH-LOCK® 3125SS, 3125TC
- GYLON® 3500, 3504, 3510
- IFG® 5500*
- 8459**
- 9200
- G-9900*
- 2400

Anti-Stick

While we prefer that gaskets be installed with only the factory-applied anti-stick, experience shows that additional anti-stick is helpful in some situations, such as areas where flanges cannot be separated easily. Coatings should be as light as possible. Dry powders are strongly recommended over pastes and grease-type compounds, which can drastically reduce the crush strength and blowout resistance of the gasket. Additionally, grease or paste type materials may deteriorate or dissolve in service, leaving a possible leak path across the gasket.

Aviation Gasoline

Gasoline with a high octane number is used for prop driven airplane engines, as opposed to jet fuel for jet engines. Aviation gasoline contains a high percentage of aromatics. GYLON® is preferred; compressed sheet styles with nitrile binders can be successful in some applications (see Jet Fuel). Consult Engineering if you are unsure.

Bubble Tests

Some end users perform bubble tests of their system to check gasket tightness. This information is helpful before specifying a gasket. Bubble tests are an extremely tough test for a gasketed joint, and may not be an appropriate means to verify correct installation. Lightweight flanges with low available compressive load may never achieve "bubble tight" results.

Chlorine Service

We recommend our GYLON® styles for chlorine. The style selection is made based on flange information. Style 3510 is listed in the Chlorine Institute's Pamphlet 95. Garlock Metallic Gasket Division products are also listed, including the GRAPHONIC® gasket.

* Accepted for use where "fire safe" requirements are specified by ABS rules, and US Coast Guard regulations.

** Non-stocked item.

Compression

The amount of compression expected on a particular gasket type depends on its compressibility data and the load applied. Sealing problems are often a result of lack of compression. Graphs of compression vs. load on popular gasketing styles are available upon request. Close tolerance sheet should be considered for applications requiring tight internal clearances such as split case pumps (see Modulus of Elasticity).

Compressive Stress

Undercompression: Underloaded gaskets will have higher leak rates and lower blowout resistance than properly loaded gaskets. This has a profound effect on performance and is the most frequent cause of joint problems.

Overcompression: Overcompression can lead to crushing, which accelerates the degradation of the gasket and can even cause immediate failure.

Uneven Compression: Gaskets resist blowout based on the friction of the gasket against the flange. The higher the compressive load, both initially and during service, the higher the blowout resistance. When areas of high and low compression exist in a flange joint, the areas of low compression are prime candidates for blowout.

Crush Strength

Garlock recommends a maximum compressive stress of 15,000 psi on compressed fiber and GYLON® gasketing, and 10,000 psi on GRAPH-LOCK® gasketing. The actual crush strength of these materials is typically higher than that of homogeneous rubber.

Cryogenic Service

We recommend our GYLON® styles down to -450°F (-268°C), and our compressed sheet gasketing is typically recommended to -100°F (-75°C).

Dielectric Breakdown Voltage

Many applications require a gasket which is not a good conductor of electricity. Garlock has dielectric breakdown voltage test data available on our most popular gasketing styles. Generally speaking, GYLON® styles and compressed sheet that does not use carbon or graphite fibers have high dielectric breakdown values. Under humid or wet conditions, Styles 3504 and 3565 are particularly resistant to dielectric breakdown.