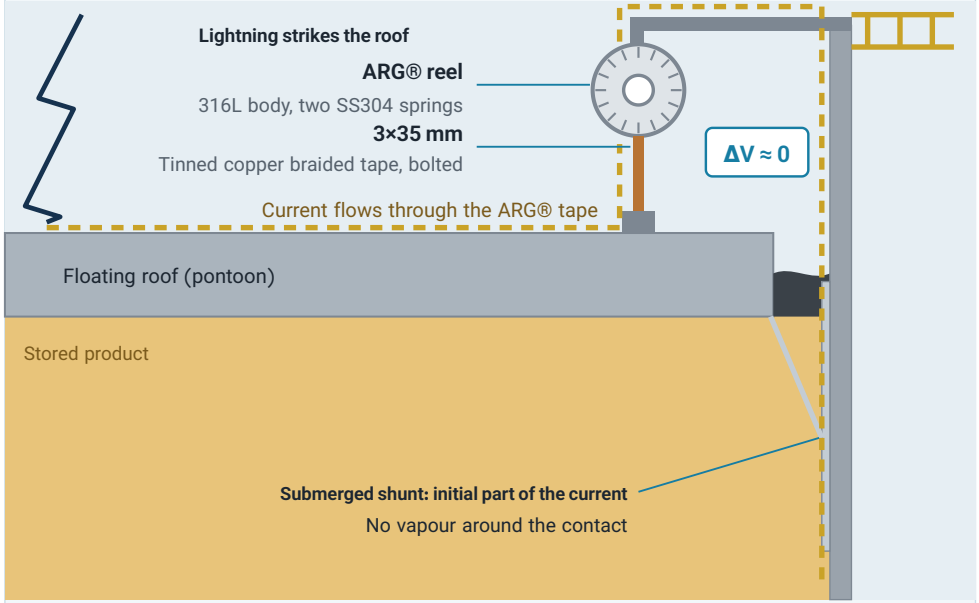
Shunts alone spark; ARG® alongside them builds a better path

03 . The rim seal problem

ARG®

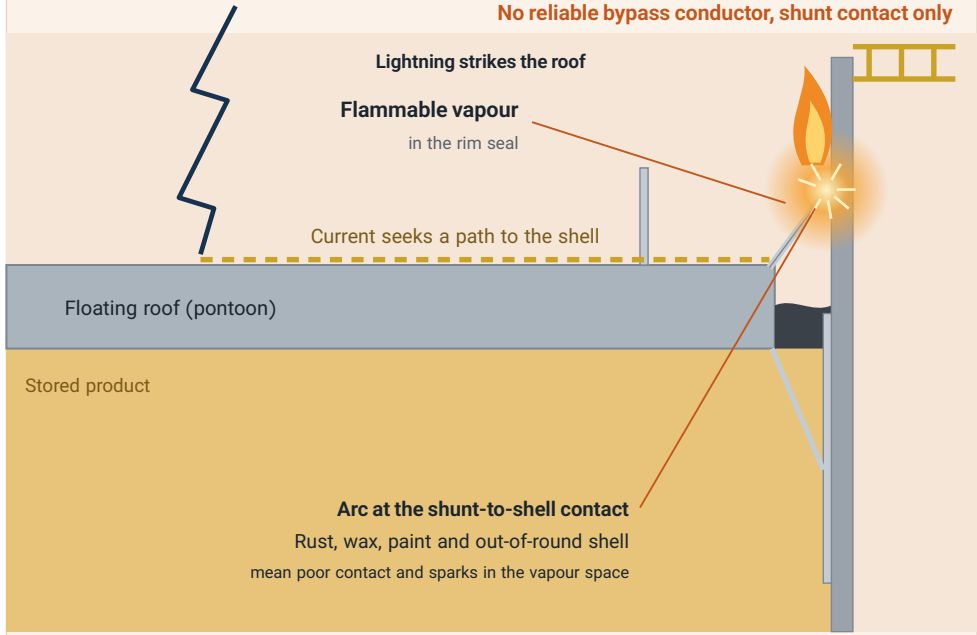
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With ARG®: a dedicated roof-to-shell bypass conductor alongside the shunts



The ARG® path is bolted to clean, unpainted metal at both ends, so it does not depend on the condition of the inner shell surface or on the roof being centred. Shunts still carry the initial part of the current.

No reliable bypass conductor, shunt contact only



On the API RP 545 test basis, arcing at the shunt-to-shell contact **in all conditions** occurs: clean or dirty, new or old, and it is the slow, long-duration part of the lightning current that ignites the vapour.

≤ 30 m

API RP 545: at least one bypass conductor per 30 m of tank circumference (minimum two), plus submerged shunts every 3 m

ARG® + shunt

ARG® does not replace shunts: shunts carry the initial part of the current and ARG® the middle, long-duration part.

< 8 mΩ

End-to-end resistance of each fully extended ARG®; the API RP 545 limit for a bypass conductor is 30 milliohms.

ΔV = 800 A × 0.008 Ω = 6.4 V

One fully extended ARG® tested under long-duration current; with four units in parallel, about 1.6 V. Below the roughly 12 to 15 V a metal contact needs to sustain an arc (engineering estimate, inductive drop excluded).

This document is not contractual; we may update product design, dimensions, weights and images without prior notice.

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