

aircraft, but a replacement is under development. Halon 1301 cannot be produced anymore because it depletes the ozone layer. Halon 1301 will be used until a suitable replacement is developed. Some military aircraft use HCL-125 and the Federal Aviation Administration (FAA) is testing HCL-125 for use in commercial aircraft.

## Containers

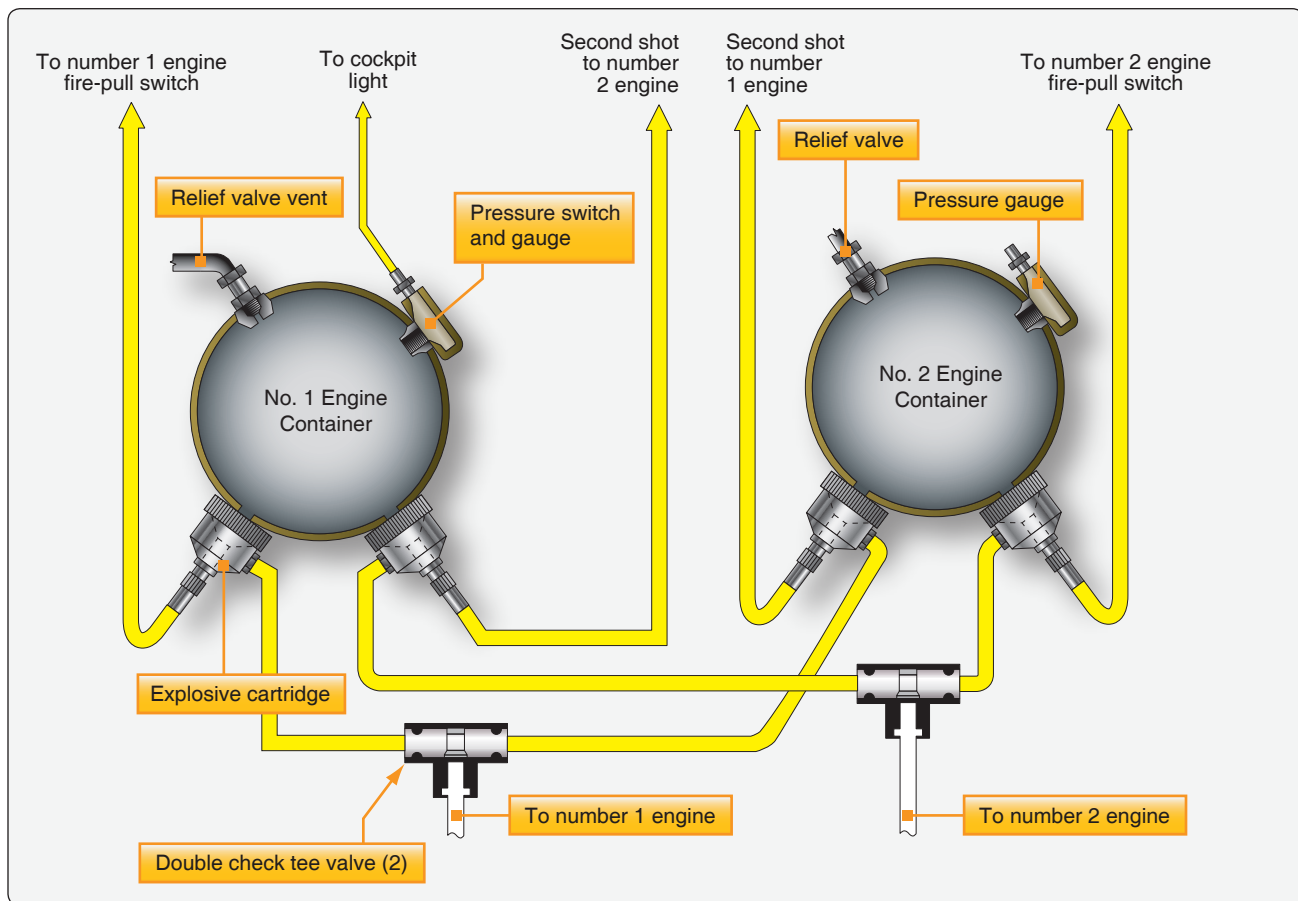
Fire extinguisher containers (HRD bottles) store a liquid halogenated extinguishing agent and pressurized gas (typically nitrogen). They are normally manufactured from stainless steel. Depending upon design considerations, alternate materials are available, including titanium. Containers are also available in a wide range of capacities. They are produced under Department of Transportation (DOT) specifications or exemptions. Most aircraft containers are spherical in design, which provides the lightest weight possible. However, cylindrical shapes are available where space limitations are a factor. Each container incorporates a temperature/pressure sensitive safety relief diaphragm that prevents container pressure from exceeding container test pressure in the event of exposure to excessive temperatures. [Figures 17-12 and 17-13]



**Figure 17-12.** Built-in non-portable fire extinguisher containers (HRD bottles) on an airliner.

## Discharge Valves

Discharge valves are installed on the containers. A cartridge (squib) and frangible disk-type valve are installed in the outlet of the discharge valve assembly. Special assemblies having solenoid-operated or manually-operated seat-type



**Figure 17-13.** Diagram of fire extinguisher containers (HRD bottles).