# **APPLICATION DATA SHEET**

**COPPER • BRASS • BRONZE** 

# Soldering and Brazing Copper Tube and Fittings

# INTRODUCTION

The basic theory and technique of soldering and brazing are the same for all diameters of copper tube. The only variables are the filler metal and the amount of time and heat required to complete a given joint. The American Welding Society defines soldering as a joining process which takes place below 840°F and brazing as a process that takes place above 840°F but below the melting point of the base metals. In actual practice for copper systems, most soldering is done at temperatures from about 350°F to 600°F, while most brazing is done at temperatures ranging from 1100°F to 1500°F.

The choice between soldering or brazing generally depends on the operating conditions of the system and the requirements of the governing construction codes. Solder joints are generally used where the service temperature does not exceed 250°F, while brazed joints can be used where greater joint strength is required or where system temperatures are as high as 350°F.

Although brazed joints offer higher joint strength in general, the annealing of the tube and fitting which results from the higher heat used in the brazing process can cause the rated pressure of the system to be less than that of a soldered joint. This fact should be considered in choosing which joining process to use.

Although soldering and brazing are the most common methods of joining copper tube and fittings, they are often the least understood. It is this lack of understanding that can develop into poor installation techniques and lead to poor or faulty joints. Investigations into the common causes of joint failures revealed several factors contributing to faulty joints, including:

- Improper joint preparation prior to soldering.
- Lack of proper support and/or hanging during soldering or brazing.
- Improper heat control and heat distribution through the entire joining process.
- Improper application of solder or brazing filler metal to the joint.
- Inadequate amount of filler metal applied to the joint.
- Sudden shock cooling and/or wiping the molten filler metal following soldering or brazing.
- Pre-tinning of joints prior to assembly and soldering.

Although soldering and brazing operations are inherently simple, the deletion or misapplication of a single part of the process may mean the difference between a good joint and a failure.

# THE JOINING PROCESS

Regardless of the process, soldering or brazing, the same basic steps should be followed, with the only differences being the fluxes, filler metals and amount of heat used. The following joining process outlines the basic requirements for consistently making a high-quality soldered or brazed joint:

- measuring and cutting
- reaming
- cleaning
- fluxing
- assembly and support
- heating
- applying the filler metal
- cooling and cleaning

# **Measuring and Cutting**

Accurately measure the length of each tube segment. Inaccuracy can compromise joint quality. If the tube is too short, it will not reach all the way into the cup of the fitting and a proper joint cannot be made. If the tube segment is too long, system strain may be introduced which could affect service life.

Cut the tube to the measured length. Cutting can be accomplished in a number of different ways to produce a satisfactory squared end. The tube can be cut with a disc-type tube cutter (Figure 1), a hacksaw, an abrasive wheel, or a stationary or portable bandsaw. Care must be taken to ensure the tube is not deformed while being cut. Regardless of the method, the cut must be square to the run of the tube so the tube will seat properly in the fitting cup.

#### Reaming

Ream all cut tube ends to the full inside diameter of the tube to remove the small burr created by the cutting operation. If this rough, inside edge is not removed by reaming, erosioncorrosion may occur due to local turbulence and increased local flow velocity in the tube. A properly reamed piece of tube provides an undisturbed surface for smooth, laminar flow.

Remove any burrs on the outside of the tube ends created by the cutting operation to ensure proper assembly of the tube into the fitting cup.

Figure 1. Cutting



Figure 4. Cleaning: Abrasive Pad



Tools used to ream tube ends include the reaming blade on the tube cutter, half-round or round files (Figure 2), a pocket knife, and a suitable deburring tool (Figure 3). With soft tube, care must be taken not to deform the tube end by applying too much pressure.

Soft temper tube, if deformed, can be brought back to roundness with a sizing tool consisting of a plug and sizing ring.

#### Cleaning

The removal of all oxides and surface soil from the tube ends and fitting cups is crucial to proper flow of filler metal into the joint. Failure to remove them can interfere with capillary action and may lessen the strength of the joint and cause failure.

The capillary space between tube and fitting is approximately 0.004 in. Filler metal fills this gap by capillary action. This spacing is critical because it determines whether there is a proper flow of the filler metal into the gap ensuring a strong joint.

Lightly abrade (clean) the tube ends using sand cloth or nylon abrasive pads (Figure 4) for a distance slightly more than the depth of the fitting cup.

Clean the fitting cups by using abrasive cloth, abrasive pads, or a properly sized fitting brush (Figure 5).

#### Figure 2. Reaming: File



Figure 5. Cleaning: Fitting Brush



Copper is a relatively soft metal. If too much material is removed from the tube end or fitting cup, a loose fit may result in a poor joint.

Chemical cleaning may be used if the tube ends and fittings are thoroughly rinsed after cleaning according to the procedure furnished by the chemical manufacturer. Do not touch the cleaned surface with bare hands or oily gloves. Skin oils, lubricating oils and grease impair the adherence of the filler metal.

#### SOLDERED JOINTS

#### Fluxing

Use a soldering flux that will dissolve and remove traces of oxide from the cleaned surfaces to be joined, protect the cleaned surfaces from reoxidation during heating, and promote wetting of the surfaces by the solder metal, as recommended in the general requirements of ASTM B 813. Apply a thin, even coating of flux with a brush to both tube and fitting as soon as possible after cleaning **(Figures 6** and **7)**.

**WARNING:** Do not apply with fingers. Chemicals in the flux can be harmful if carried to the eyes, mouth or open cuts.

Figure 3. Reaming: Deburring Tool



Figure 6. Fluxing: Tube



Use care in applying flux. Careless workmanship can cause problems long after the system has been installed. If excessive amounts of flux are used, the flux residue can cause corrosion. In extreme cases, such flux corrosion could perforate the wall of the tube, fitting or both.

#### **Assembly and Support**

Insert tube end into fitting cup, making sure that the tube is seated against the base of the fitting cup . A slight twisting motion ensures even coverage by the flux. Remove excess flux from the exterior of the joint with a cotton rag (**Figure 8**).

Support the tube and fitting assembly to ensure an adequate capillary space around the entire circumference of the joint. Uniformity of capillary space will ensure good capillary flow (Figure 12) of the molten solder metal. Excessive joint clearance can lead to solder metal cracking under conditions of stress or vibration.

#### Heating

WARNING: When dealing with an open flame, high temperatures and flammable gases, safety precautions must be observed as described in ANSI/AWS Z49.1.

Begin heating with the flame perpendicular to the tube (Figure 12,

#### Figure 7. Fluxing: Fitting



Figure 10. Electric Resistance Soldering Tool

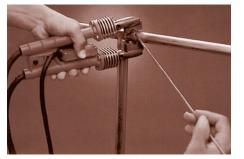
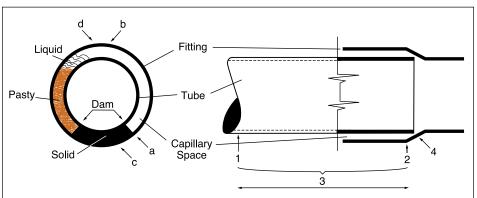


Figure 12. Schematic of Solder Joint



position 1). The copper tube conducts the initial heat into the fitting cup for even distribution of heat in the joint area. The extent of this preheating depends upon the size of the joint. Preheating of the assembly should include the entire circumference of the tube in order to bring the entire assembly up to a suitable preheat condition. However, for joints in the horizontal position, avoid directly preheating the top of the joint to avoid burning the soldering flux. The natural tendency for heat to rise will ensure adequate preheat of the top of the assembly. Experience will indicate the amount of heat and the time needed.

Next, move the flame onto the fitting cup **(Figure 12, position 2)**. Sweep the flame alternately between the

#### Figure 8. Removing Excess Flux



Figure 11. Cleaning



fitting cup and the tube a distance equal to the depth of the fitting cup (Figure 12, position 3). Again, preheating the circumference of the assembly as described above, with the torch at the base of the fitting cup (Figure 12, position 4), touch the solder to the joint. If the solder does not melt, remove it and continue heating.

**CAUTION:** Do not overheat the joint or direct the flame into the face of the fitting cup. Overheating could burn the flux, which will destroy its effectiveness, and the solder will not enter the joint properly.

When the solder melts, apply heat to the base of the cup to aid capillary action in drawing the molten solder into the cup toward the heat source.

Figure 9. Soldering



Heat is generally applied using an air-fuel torch (Figure 9). Such torches use acetylene or an LP gas. Electric resistance soldering tools can also be used (Figure 10). They employ heating electrodes and should be considered when an open flame is a concern.

#### **Applying Solder**

For joints in the horizontal position, start applying the solder metal slightly off-center at the bottom of the joint (Figure 12, position a, and Figure 9). When the solder begins to melt from the heat of the tube and fitting, push the solder straight into the joint while keeping the torch at the base of the fitting and slightly ahead of the point of application of the solder. Continue this technique across the bottom of the fitting and up one side to the top of the fitting (Figure 12, position b).

The now-solidified solder at the

bottom of the joint has created an effective dam that will prevent the solder from running out of the joint as the sides and top of the joint are being filled.

Return to the point of beginning, overlapping slightly (Figure 12, position c), and proceed up the uncompleted side to the top, again, overlapping slightly, (Figure 12, position d). While soldering, small drops may appear behind the point of solder application, indicating the joint is full to that point and will take no more solder. Throughout this process you are using all three physical states of the solder: solid, pasty and liquid.

For joints in the vertical position, make a similar sequence of overlapping passes starting wherever is convenient.

Solder joints depend on capillary action drawing free-flowing molten solder into the narrow clearance between the fitting and the tube.

Molten solder metal is drawn into the joint by capillary action regardless of whether the solder flow is upward, downward or horizontal.

Capillary action is most effective when the space between the surfaces to be joined is between 0.002 inch and 0.005 inch. A certain amount of looseness of fit can be tolerated, but too loose a fit can cause difficulties with larger size fittings.

For joining copper tube to soldercup valves, follow the manufacturer's instructions. The valve should be in the open position before applying heat, and the heat should be applied primarily to the tube. Commercially available heat-sink materials can also be used for protection of temperaturesensitive components during the joining operation.

The amount of solder consumed when adequately filling the capillary space between the tube and either wrought or cast fittings may be

Nominal or	0.D.	Сир				_	Joint Clearance, inches						Wt. in lbs at .010
Standard Size, inches	of Tube, inches	Depth of Fitting, inches	0.001	0.002	0.003	0.004	0.005	0.006	0.007	0.008	0.009	0.010	clearance per 100 joints
1/4	.375	.310	.030	.060	.089	.119	.149	.179	.208	.238	.268	.298	.097
<sup>3</sup> /8	.500	.380	.049	.097	.146	.195	.243	.292	.341	.389	.438	.486	.159
1/2	.625	.500	.080	.160	.240	.320	.400	.480	.560	.640	.720	.800	.261
<sup>5</sup> /8	.750	.620	.119	.238	.357	.476	.595	.714	.833	.952	1.072	1.191	.389
3/4	.875	.750	.168	.336	.504	.672	.840	1.008	1.176	1.344	1.512	1.680	.548
1	1.125	.910	.262	.524	.786	1.048	1.311	1.573	1.835	2.097	2.359	2.621	.856
<b>1</b> <sup>1</sup> / <sub>4</sub>	1.375	.970	.341	.683	1.024	1.366	1.707	2.049	2.390	2.732	3.073	3.415	1.115
<b>1</b> <sup>1</sup> / <sub>2</sub>	1.625	1.090	.454	.907	1.361	1.814	2.268	2.721	3.175	3.628	4.082	4.535	1.480
2	2.125	1.340	.729	1.458	2.187	2.916	3.645	4.374	5.103	5.833	6.562	7.291	2.380
<b>2</b> <sup>1</sup> / <sub>2</sub>	2.625	1.470	.988	1.976	2.964	3.952	4.940	5.928	6.916	7.904	8.892	9.880	3.225
3	3.125	1.660	1.328	2.656	3.985	5.313	6.641	7.969	9.297	10.626	11.954	13.282	4.335
<b>3</b> <sup>1</sup> / <sub>2</sub>	3.625	1.910	1.773	3.546	5.318	7.091	8.864	10.637	12.409	14.182	15.955	17.728	5.786
4	4.125	2.160	2.281	4.563	6.844	9.125	11.407	13.688	15.969	18.250	20.532	22.813	7.446
5	5.125	2.660	3.490	6.981	10.471	13.962	17.452	20.943	24.433	27.924	31.414	34.905	11.392
6	6.125	3.090	4.846	9.692	14.538	19.383	24.229	29.075	33.921	38.767	43.613	48.459	15.815
8	8.125	3.970	8.259	16.518	24.777	33.035	41.294	49.553	57.812	66.071	74.330	82.589	26.955
10	10.125	4.000	10.370	20.739	31.109	41.478	51.848	62.218	72.587	82.957	93.326	103.696	33.845
12	12.125	4.500	13.970	27.940	41.910	55.881	69.851	83.821	97.791	111.761	125.731	139.701	45.596
Using ¼-inch diameter (No. 9) Wire Solder (1 inch length = .01227 cubic inches).						Average Actual Consump-					Estin	or nating oses <sup>3</sup>	

# Table 1: Solder Requirements for Solder Joint Pressure Fittings, length in inches<sup>(1)</sup>

<sup>2</sup> Actual consumption depends on workmanship.

<sup>3.</sup> Includes an allowance of 100% to cover wastage and loss.

NOTE: Flux requirements are usually 2 oz per lb of solder.

tion<sup>2</sup>

#### Table 2: Filler Metals for Brazing

AWS Classification <sup>1</sup>		Temperature, °F						
	Silver(Ag)	Phosphorus(P)	Zinc(Zn)	Cadmium(Cd)	Tin(Sn)	Copper(Cu)	Solidus	Liquidus
BCup-2	—	7.00-7.5	—	—	—	Remainder	1310	1460
BCup-3	4.8-5.2	5.8-6.2	_	_	_	Remainder	1190	1495
BCup-4	5.8-6.2	7.0-7.5	_	—	_	Remainder	1190	1325
BCup-5	14.5-15.5	4.8-5.2	_	_	_	Remainder	1190	1475
BAg-1 <sup>2</sup>	44-46	—	14-18	23-25 <sup>2</sup>	—	14-16	1125	1145
BAg-2 <sup>2</sup>	34-36	—	19-23	17-19 <sup>2</sup>	_	25-27	1125	1295
BAg-5	44-46	_	23-27	_	_	29-31	1225	1370
BAg-7	55-57	_	15-19	_	4.5-5.5	21-23	1145	1205

<sup>1</sup> ANSI/AWS A5.8 Specification for Filler Metals for Brazing

<sup>2</sup> WARNING: BAg1 and BAg2 contain cadmium. Heating when brazing can produce highly toxic fumes.

Avoid breathing fumes. Use adequate ventilation. Refer to ANSI/ASC Z49 1 Safety in Welding and Cutting.

estimated from **Table 1**. The flux requirement is usually 2 ounces per pound of solder.

#### **Cooling and Cleaning**

Allow the completed joint to cool naturally. Shock cooling with water may stress or crack the joint. When cool, clean off any remaining flux residue with a wet rag (Figure 11). Whenever possible, based on end use, completed systems should be flushed to remove excess flux and debris. Use a soldering flux meeting the requirements of ASTM B 813

# Testing

Test all completed assemblies for joint integrity. Follow the testing procedure prescribed by applicable codes governing the intended service.

# **BRAZED JOINTS**

Strong, leak-tight brazed connections for copper tube may be made by brazing with filler metals which melt at temperatures in the range between 1100°F and 1500°F, as listed in **Table 2**. Brazing filler metals are sometimes referred to as "hard solders" or "silver solders." **These confusing terms should be avoided.** 

The temperature at which a filler metal starts to melt on heating is the solidus temperature; the liquidus temperature is the higher temperature at which the filler metal is completely melted. The liquidus temperature is the minimum temperature at which brazing will take place.

The difference between solidus and liquidus is the melting range and may be of importance when selecting a filler metal. It indicates the working range for the filler metal and the speed with which the filler metal will become solid after brazing. Filler metals with narrow ranges, with or without silver, solidify more quickly and, therefore, require careful application of heat. The working ranges of common brazing filler metals are shown in **Figure 13a**.

#### **Brazing Filler Metals**

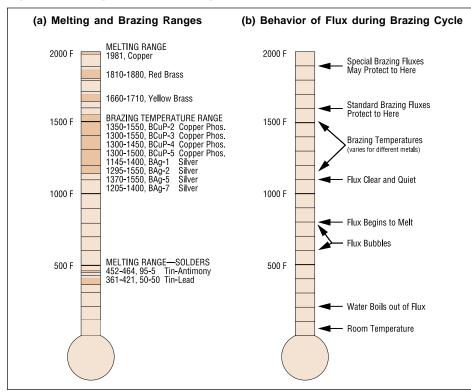
Brazing filler metals suitable for joining copper tube are of two classes: (1) the BCuP series alloys containing phosphorus and (2) the BAg series alloys containing a high silver content. The two classes differ in their melting, fluxing and flowing characteristics and this should be considered in selection of a filler metal (See Table 2). While any of the listed filler metals may be used, those most commonly used in plumbing, HVAC refrigeration and fire sprinkler systems are BCuP-2 (for close tolerances), BCuP-3, 4 or 5 (where close tolerances cannot be held) and BAg-1, BAg-5 and BAg-7. The BCuP series filler metals are more economical than the BAg series filler metals and are better suited for general piping applications. BAg series filler metals should be used when joining dissimilar metals, or the specific characteristics of the BAg series filler metals are required. For joining copper tube, any of these filler metals will provide the necessary strength when used with standard solder-type fittings or commercially available short-cup brazing fittings.

According to the American Welding Society (AWS), the strength of the brazed joint will meet or exceed that of the tube and fitting being joined when the joint overlap and the depth of filler metal penetration is a minimum of three times the thickness of the thinner base metal (tube or fitting), and a well-developed fillet is present.

The strength of a brazed copper tube joint does not vary much with the different filler metals but depends mainly on maintaining the proper clearance between the outside of the tube and the cup of the fitting. Copper tube and solder-type fittings are accurately made for each other, and the tolerances permitted for each assure the capillary space will be within the limits necessary for a joint of satisfactory strength.

The rated internal working pressures of brazed copper tube systems at service temperatures up to 350°F (the temperature of saturated steam at

#### Figure 13. Melting Temperature Ranges



120 psi) are shown in **Table 3.** These pressure ratings should be used only when the correct capillary space has been maintained.

# **FLUXES**

The fluxes used for brazing copper joints are different in composition from soldering fluxes. The two types cannot be used interchangeably.

Brazing fluxes are water based; whereas, most soldering fluxes are petroleum based. Similar to soldering fluxes, brazing fluxes dissolve and remove residual oxides from the metal surface, protect the metal from reoxidation during heating and promote wetting of the surfaces to be joined by the brazing filler metal.

Brazing fluxes also provide the craftsman with an indication of temperature (Figure 13b). If the outside of the fitting and the heat-affected area of the tube are covered with flux (in addition to the end of the tube and the fitting cup), oxidation will be minimized and the appearance of the joint will be greatly improved. The fluxes best suited for brazing copper and copper alloy tube should meet the requirements of AWS Standard A5.31, Type FB3-A or FB3-C.

**Figure 14** illustrates the need for brazing flux with different types of copper and copper-alloy tube, fittings and filler metals when brazing.

#### Assembly

Assemble the joint by inserting the tube into the socket against the stop and turn if possible. The assembly should be firmly supported so that it will remain in alignment during the brazing operation.

#### Applying Heat and Brazing

Apply heat to the parts to be joined, preferably with an oxy-fuel torch with a neutral flame. Air-fuel is sometimes used on smaller sizes. Heat the tube first, beginning about one inch from the edge of the fitting, sweeping the flame around the tube in short strokes at right angles to the axis of the tube (Figure 12, position 1).

It is very important that the flame be kept in motion and not remain on any one point long enough to damage the tube. The flux may be used as a guide as to how long to heat the tube. The behavior of flux during the brazing cycle is described in **Figure 13b**.

Switch the flame to the fitting at the base of the cup (Figure 12, position 2). Heat uniformly, sweeping the flame alternately from the fitting to the tube until the flux becomes quiet. Avoid excessive heating of cast fittings, due to the possibility of cracking.

When the flux appears liquid and transparent, start sweeping the flame back and forth along the axis of the joint to maintain heat on the parts to be joined, especially toward the base of the cup of the fitting (Figure 12, **position 3)**. The flame must be kept moving to avoid melting the tube or fitting.

For 1-inch tube and larger, it may be difficult to bring the whole joint up to temperature at one time. It frequently will be found desirable to use an oxy-fuel, multiple-orifice heating tip to maintain a more uniform temperature over large areas. A mild preheating of the entire fitting is recommended for larger sizes, and the use of a second torch to retain a uniform preheating of the entire fitting assembly may be necessary in larger diameters. Heating can then proceed as outlined in the steps above.

Apply the brazing filler metal at a point where the tube enters the socket of the fitting. When the proper temperature is reached, the filler metal will flow readily into the space between the tube and fitting socket, drawn in by the natural force of capillary action.

Keep the flame away from the filler metal itself as it is fed into the joint. The temperature of the tube and fitting at the joint should be high enough to melt the filler metal.

Keep both the fitting and tube heated by moving the flame back and forth from one to the other as the filler metal is drawn into the joint.

When the joint is properly made, filler metal will be drawn into the fitting socket by capillary action, and a continuous fillet of filler metal will be visible completely around the joint. To aid in the development of this fillet

Table 3: Pressure-Temperature Ratings for Copper Tube Joints
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Material         Temperature, F         Pressure <sup>21</sup> V/ through 1         1// through 2         2// through 4         Sthrough 8         10th 10th           Alloy Sn50 50-50 Thr-Land Solder <sup>20</sup> 100         Pressure <sup>20</sup> 200         175         150         135         10           150         Pressure <sup>20</sup> 150         125         100         90         77           200         Pressure <sup>20</sup> 100         90         75         70         55           200         Pressure <sup>20</sup> 100         90         75         70         55           200         Pressure <sup>20</sup> 100         90         75         70         55           200         Pressure <sup>20</sup> 855         75         50         45         44           000/*			Fitting Type	Maximum Working Gage Pressure (psi), for Standard Water Tube Sizes <sup>(1)</sup>							
Image: bit	Joining Material <sup>(4)</sup> T			Nominal of Standard Size, inches							
Altoy Sn0 50-50 Tin-Lead         100         DW/*          95         80         70            Solder*         150         Pressure*         150         125         100         90         7           Solder*         200         Pressure*         100         90         75         70         55         45            200         Pressure*         100         90         75         70         55         45         44           DW/*          50         40         35          55         50         45         44           DW/*  <		۴		<sup>1</sup> / <sub>8</sub> through 1	1 <sup>1</sup> /4 through 2	2 <sup>1</sup> / <sub>2</sub> through 4	5 through 8	10 through 12			
Alloy Sh50 50-50-50 Tin Lead Solder**         DWV**          95         80         70            Alloy Sh50 Tin Lead Solder**         150         1150         1125         100         90         77           200         Pressure**         100         90         75         70         55           200         Pressure**         100         90         75         70         55           200         Pressure**         150         15         15         15         15           300         Pressure***         15         15         15         15         15           100         Pressure***         1090         850         705         660         55           305         225         330          - <td< td=""><td></td><td>100</td><td>Pressure<sup>(2)</sup></td><td>200</td><td>175</td><td>150</td><td>135</td><td>100</td></td<>		100	Pressure <sup>(2)</sup>	200	175	150	135	100			
Alloy S50 50-50 Solder*         150         DWV**          70         55         445            200         Pressure**         100         90         75         70         55           200         Pressure**         85         75         50         445         4           200         Pressure**         85         75         50         445         4           200         Pressure**         115         15         15         15         15           Saturated Steam         Pressure**         1090         850         705         660         50           95-5         150         Pressure**         625         4485         405         375         226           100         DWV**          225         185         190            200         Pressure**         505         395         325         305         225           200         Pressure**         270         210         175         165         12           200         Pressure**         270         210         175         165         12           200         Pressure**         15         15		100	DWV <sup>(3)</sup>	—	95	80	70	—			
Alloy Stol Solder <sup>10</sup> DWV <sup>®</sup> —         70         55         45         —           200         Pressure <sup>®</sup> 100         90         75         70         55           200         DWV <sup>®</sup> —         50         40         35         —           250         Pressure <sup>®</sup> 85         75         50         45         44           DWV <sup>®</sup> —         …         …		150	Pressure <sup>(2)</sup>	150	125	100	90	70			
Tin-Lead Solder**         200         Pressure**         100         30         73         70         33           250         DWV**          50         40         35            250         Pressure**         85         75         50         40         35            Saturated Steam         Pressure         15         15         15         15         15         15           100         DWV**   200         DW/**          205         305         325         305         225         205         200         Pressure**         150         155         15         15         15         15         15         15         15         15         15         15         15         15         15         15 <td>Alloy Sn50</td> <td>150</td> <td>DWV<sup>(3)</sup></td> <td>—</td> <td>70</td> <td>55</td> <td>45</td> <td>—</td>	Alloy Sn50	150	DWV <sup>(3)</sup>	—	70	55	45	—			
Solder**         DW/**          50         40         35            250         Pressure**         85         75         50         45         44           DW/**   160         170          180         150         155             180         150         155            160          180          180          150         15         15         15         15         15         15         15         15         15	50-50 Tin-Lead	200	Pressure <sup>(2)</sup>	100	90	75	70	50			
Alloy Sb5 95-5         DWV®		200	DWV <sup>(3)</sup>	—	50	40	35	_			
Alloy Sb5 95-5 Tin-Antimory Solder         DWV®		250	Pressure <sup>(2)</sup>	85	75	50	45	40			
Alloy Sb5 95-5 URA-Atilinony Solder         100         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 1090         850         705         660         50           150         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 390         325         330            200         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 225         185         190            200         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 180         150         155            250         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 180         150         155            250         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 180         150         155         15           250         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 95         80         80            300         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 95         80         80            300         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 155         15         15         15           100         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 170         140         140            200         Pressure <sup>(2)</sup> / <sub>DWV<sup>(3)</sup></sub> 135         110         1		230	DWV <sup>(3)</sup>	—	_	—	_	_			
Alloy Sb5 95-5 Solder         100         DWV <sup>iii</sup> 390         325         330            Alloy Sb5 95-5 Solder         150         Pressure <sup>in</sup> 625         485         405         375         226           DWV <sup>iii</sup> 225         185         190            200         Pressure <sup>in</sup> 505         395         325         305         22           DWV <sup>iii</sup> 180         150         155            250         Pressure <sup>in</sup> 270         210         175         165         12           DWV <sup>iii</sup> 95         80         80          -         155         15         15         15         15         15         15         15         15         15         15         15         16         12           100         Pressure <sup>in</sup> 710         555         460         430         32         23         23         23         23         23         23         23         23         23         23         23         23         240         225         17          170	ç	Saturated Steam	Pressure	15	15	15	15	15			
Alloy Sb5 95.50 Tin-Antimovy Solder         DWV <sup>(n)</sup> 390         325         330            150         Pressure <sup>(n)</sup> 625         485         405         375         226           150         DWV <sup>(n)</sup> 225         185         190            200         Pressure <sup>(n)</sup> 505         395         325         305         225           200         Pressure <sup>(n)</sup> 505         395         325         305         225           250         Pressure <sup>(n)</sup> 270         210         175         165         12           250         Pressure <sup>(n)</sup> 95         80         80            3aturated Steam         Pressure         15         15         15         15         15           100         Pressure <sup>(n)</sup> 710         555         460         430         32           150         Pressure <sup>(n)</sup> 710         555         460         430         32           200         Pressure <sup>(n)</sup> 375         290         240         225         17           200         Pressure <sup>(n)</sup> 320         250		100	Pressure <sup>(2)</sup>	1090	850	705	660	500			
Alloy Sb5 95-5 Solder         150         DWV®          225         185         190            200         Pressure®         505         395         325         305         235           200         Pressure®         270         210         175         165         12           250         Pressure         15         15         15         15         15         15           34urated Steam         Pressure®         710         555         460         430         33           100         Pressure®         710         555         210         215         -           150         Pressure®         770         140         140         -           200         Pressure®         375         290         240         225         17           250         Pressure         320         250         205		100	DWV <sup>(3)</sup>	_	390	325	330	_			
Alloy BD 95-5         DWV®         —         225         185         190         —           200         Pressure®         505         395         325         305         225           250         DWV®         —         180         150         155         —           250         Pressure®         270         210         175         165         112           250         DWV®         —         95         80         80         60         —           260         DWV®         —         95         80         80         60         —           35.dturated Steam         Pressure         15         15         15         15         15         15         15           100         Pressure®         710         555         460         430         32           150         Pressure®         375         290         240         225         17           200         Pressure®         320         250         205         195         14           250         Pressure®         320         250         205         195         14           250         DWV®         —         115		150	Pressure <sup>(2)</sup>	625	485	405	375	285			
Alloy E         200         Pressure <sup>(n)</sup> 505         395         325         305         225           250         Pressure <sup>(n)</sup> 270         210         175         165         12           250         Pressure <sup>(n)</sup> 270         210         175         165         12           3durated Steam         Pressure         15         15         15         15         15           100         Pressure <sup>(n)</sup> 710         555         460         430         32           100         Pressure <sup>(n)</sup> 710         555         210         215            150         DWV <sup>(n)</sup> 255         210         215            100         Pressure <sup>(n)</sup> 475         370         305         285         217           150         DWV <sup>(n)</sup> 170         140         140            200         Pressure <sup>(n)</sup> 320         250         205         195         14           200         Pressure <sup>(n)</sup> 320         250         205         195         14           100         Pressure <sup>(n)</sup> 320         255 <td>Alloy Sb5</td> <td>DWV<sup>(3)</sup></td> <td>—</td> <td>225</td> <td>185</td> <td>190</td> <td>_</td>	Alloy Sb5		DWV <sup>(3)</sup>	—	225	185	190	_			
Solide         DWV/s         —         180         150         155         —           250         Pressure <sup>(2)</sup> 270         210         175         165         17           Saturated Steam         Pressure <sup>(2)</sup> 15         15         15         15         15         1           100         Pressure <sup>(2)</sup> 710         555         460         430         33           DWV <sup>(3)</sup> —         255         210         215         —           100         Pressure <sup>(2)</sup> 475         370         305         285         21           150         Pressure <sup>(2)</sup> 475         370         305         285         21           150         Pressure <sup>(2)</sup> 375         290         240         225         17           200         Pressure <sup>(2)</sup> 375         290         240         225         17           250         Pressure <sup>(2)</sup> 320         250         205         195         14           0W <sup>(3)</sup> —         115         15         15         15         15         15         15         15           100         Pressure <sup>(2)</sup> 1035 <td>Tin-Antimony</td> <td rowspan="2">200</td> <td>Pressure<sup>(2)</sup></td> <td>505</td> <td>395</td> <td>325</td> <td>305</td> <td>230</td>	Tin-Antimony	200	Pressure <sup>(2)</sup>	505	395	325	305	230			
Alloy E         250         DWV <sup>(3)</sup> 95         80         80            Saturated Steam         Pressure         15         15         15         15         15         15           Alloy E         100         Pressure <sup>(3)</sup> 710         555         460         430         33           Alloy E         100         Pressure <sup>(2)</sup> 710         555         210         215            150         Pressure <sup>(2)</sup> 475         370         305         285         210           150         Pressure <sup>(2)</sup> 375         290         240         225         177           200         Pressure <sup>(2)</sup> 375         290         240         225         177           250         Pressure <sup>(2)</sup> 375         290         240         225         177           250         Pressure <sup>(2)</sup> 320         250         205         195         14           250         Pressure <sup>(2)</sup> 320         250         205         195         14           250         Pressure <sup>(2)</sup> 1035         805         670         625         447           1	Solder		DWV <sup>(3)</sup>	—	180	150	155	_			
Alloy E         DWV®          95         80         80            Alloy E         Saturated Steam         Pressure         15         15         15         15         15         15           100         Pressure <sup>(2)</sup> 710         555         460         430         32           100         Pressure <sup>(2)</sup> 710         555         460         430         32           100         Pressure <sup>(2)</sup> 475         370         305         285         21           150         Pressure <sup>(2)</sup> 475         370         305         285         21           200         Pressure <sup>(2)</sup> 375         290         240         225         17           200         Pressure <sup>(2)</sup> 320         250         205         195         14           250         Pressure <sup>(2)</sup> 320         250         205         195         14           100         Pressure <sup>(2)</sup> 320         250         205         195         14           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 710 <td></td> <td rowspan="2">250</td> <td>Pressure<sup>(2)</sup></td> <td>270</td> <td>210</td> <td>175</td> <td>165</td> <td>125</td>		250	Pressure <sup>(2)</sup>	270	210	175	165	125			
Alloy E         100         Pressure <sup>[2]</sup> 710         555         460         430         32 $150$ $DWV^{(3)}$ 255         210         215 $150$ $Pressure^{[2]}$ 475         370         305         285         21 $200$ $Pressure^{[2]}$ 375         290         240         225         17 $200$ $Pressure^{[2]}$ 320         250         205         195         14 $250$ $Pressure^{[2]}$ 1035         805         670         625         47 $100$ $Pressure^{[2]}$ 1035         805         670         625         26 $10V^{(3)}$ <t< td=""><td></td><td>DWV<sup>(3)</sup></td><td>_</td><td>95</td><td>80</td><td>80</td><td>_</td></t<>			DWV <sup>(3)</sup>	_	95	80	80	_			
Alloy E         100         DWV®          255         210         215            150         Pressure®         475         370         305         285         21           200         Pressure®         375         290         240         225         17           200         Pressure®         320         250         205         195         14           250         Pressure         15         15         15         15         17           300         935         805         670         625         47           100         Pressure®         1035         805         670         625         47           150         10WV®          370         310         315		Saturated Steam	Pressure	15	15	15	15	15			
Alloy E         DWV®         —         255         210         215         —           150         Pressure®         475         370         305         285         21           DWV®         —         170         140         140         -         -           200         Pressure®         375         290         240         225         17           200         Pressure®         375         290         240         225         17           250         Pressure®         320         250         205         195         14           250         Pressure®         320         250         205         195         14           100         Pressure         15         15         15         15         15         15           100         Pressure         1035         805         670         625         47           100         Pressure®         710         555         460         430         32           150         Pressure®         710         555         265         20         -           200         Pressure®         440         345         285         265         20		100	Pressure <sup>(2)</sup>	710	555	460	430	325			
Alloy E         Iso         DWV(3)          170         140         140            200         Pressure <sup>(2)</sup> 375         290         240         225         17           DWV(3)          135         110         115            250         Pressure <sup>(2)</sup> 320         250         205         195         14           200         Pressure <sup>(2)</sup> 320         250         205         195         14           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           150         DWV <sup>(3)</sup> 370         310         315            200         Pressure <sup>(2)</sup> 710         555         130 <td< td=""><td></td><td>DWV<sup>(3)</sup></td><td>_</td><td>255</td><td>210</td><td>215</td><td>_</td></td<>			DWV <sup>(3)</sup>	_	255	210	215	_			
Alloy E         DWV <sup>(3)</sup> 170         140         140            200         Pressure <sup>(2)</sup> 375         290         240         225         17           DWV <sup>(3)</sup> 135         110         115            250         Pressure <sup>(2)</sup> 320         250         205         195         14           310         Nov <sup>(3)</sup> 115         95         95            310         Mission          370         310         315            150         Pressure <sup>(2)</sup> 710         555         460         430         32           200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135          - </td <td></td> <td rowspan="2">150</td> <td>Pressure<sup>(2)</sup></td> <td>475</td> <td>370</td> <td>305</td> <td>285</td> <td>215</td>		150	Pressure <sup>(2)</sup>	475	370	305	285	215			
Alloy HB         200         DWV <sup>(3)</sup> 135         110         115            250         Pressure <sup>(2)</sup> 320         250         205         195         14           DWV <sup>(3)</sup> 115         95         95            Saturated Steam         Pressure         15         15         15         15         1           MIoy HB         Pressure <sup>(2)</sup> 1035         805         670         625         447           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           150         Pressure <sup>(2)</sup> 710         555         460         430         32           200         Pressure <sup>(2)</sup> 710         555         210         215            250         Pressure <sup>(2)</sup> 440         345         285         265         20           250         DWV <sup>(3)</sup> 155         130			DWV <sup>(3)</sup>	_	170	140	140	_			
Alloy HB         DWV <sup>(3)</sup> 135         110         115            250         Pressure <sup>(2)</sup> 320         250         205         195         14           Saturated Steam         Pressure         15         15         15         15         1           100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 710         555         460         430         32           200         Pressure <sup>(2)</sup> 710         555         210         215            250         Pressure <sup>(2)</sup> 440         345         285         265         20           250         DWV <sup>(3)</sup> 155         130<	Alloy E	200	Pressure <sup>(2)</sup>	375	290	240	225	170			
Alloy HB         250         DWV <sup>(3)</sup> 115         95         95            Alloy HB         100         Pressure <sup>(2)</sup> 1035         805         670         625         47           100         Pressure <sup>(2)</sup> 710         555         460         430         32           150         Pressure <sup>(2)</sup> 710         555         210         215            200         Pressure <sup>(2)</sup> 440         345         285         265         20           250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            Saturated Steam         Pressure			DWV <sup>(3)</sup>	_	135	110	115	_			
Alloy HB         DWV <sup>(3)</sup> 115         95         95            Alloy HB         Pressure         15 <td< td=""><td></td><td rowspan="2">250</td><td>Pressure<sup>(2)</sup></td><td>320</td><td>250</td><td>205</td><td>195</td><td>145</td></td<>		250	Pressure <sup>(2)</sup>	320	250	205	195	145			
Alloy HB         Pressure <sup>(2)</sup> 1035         805         670         625         477           Alloy HB         100         Pressure <sup>(2)</sup> 1035         805         670         625         477           150         Pressure <sup>(2)</sup> 710         555         460         430         322           200         Pressure <sup>(2)</sup> 710         555         210         215			DWV <sup>(3)</sup>	_	115	95	95	_			
Alloy HB         IOU         DWV <sup>(3)</sup> 370         310         315            150         Pressure <sup>(2)</sup> 710         555         460         430         32           DWV <sup>(3)</sup> 255         210         215            200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            250         Pressure <sup>(2)</sup> 430         335         275         260         19           Saturated Steam         Pressure         15         15         15         1         1	ç	Saturated Steam	Pressure	15	15	15	15	15			
Alloy HB         DWV <sup>(3)</sup> 370         310         315            150         Pressure <sup>(2)</sup> 710         555         460         430         32           200         Pressure <sup>(2)</sup> 710         555         210         215            200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            250         Pressure         15         15         15         1         1           Joining         Pressure temperature ratings consistent with the materials and procedures employed (see Table 3 Appendix)         Appendix         Appendix         Appendix			Pressure <sup>(2)</sup>	1035	805	670	625	475			
Alloy HB         150         DWV <sup>(3)</sup> 255         210         215            Alloy HB         200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         Saturated Steam         Pressure         15         15         15         1           Joining         Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Appendix)         Appendix         Appendix		100	DWV <sup>(3)</sup>	_	i	310	315	_			
Alloy HB         ISO         DWV <sup>(3)</sup> 255         210         215            Alloy HB         200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         Saturated Steam         Pressure         15         15         15         1           Joining         Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Appendix)         Appendix         Appendix		150	Pressure <sup>(2)</sup>	710	555	460	430	325			
Alloy HB         200         Pressure <sup>(2)</sup> 440         345         285         265         20           DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         195           250         DWV <sup>(3)</sup> 155         125         130            Saturated Steam         Pressure         15         15         15         1         1           Joining         Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Appendic)         Appendic         Appendic         Appendic				_	255	210	215	_			
200         DWV <sup>(3)</sup> 155         130         135            250         Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> 155         125         130            Saturated Steam         Pressure         15         15         15         15         1	Alloy HB	200	Pressure <sup>(2)</sup>	440				200			
Pressure <sup>(2)</sup> 430         335         275         260         19           250         DWV <sup>(3)</sup> —         155         125         130         —           Saturated Steam         Pressure         15         15         15         15         1           Joining         Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Appendix)         Appendix         Appendix					1		1				
250         DWV <sup>(3)</sup> —         155         125         130         —           Saturated Steam         Pressure         15         15         15         15         1		250		430				195			
Saturated Steam         Pressure         15         15         15         1           Joining         Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Appendix)         Appendix				_	1	1					
Joining Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3 Anne-	;	Saturated Steam	1	15		1		15			
IIIdlefildis	materials	Pressure-temperature ratings consistent with the materials and procedures employed (see Table 3, Annealed).									
melting at or pove 1100° F <sup>(6)</sup> Saturated Steam Pressure 120 120 120 120 12	melting at or pove 1100° F <sup>(6)</sup>	Saturated Steam	Pressure	120	120	120	120	120			

NOTE: For extremely low working temperatures in the 0°F to minus 200°F range, it is recommended that a joint material melting at or above 1100°F be employed (see Note (6)).

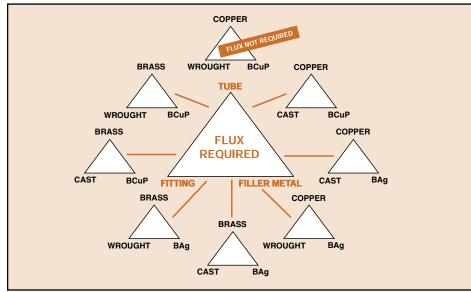
<sup>(1)</sup> Standard water tube sizes per ASTM B 88.

<sup>(2)</sup> Ratings up to 8 inches in size are those given in ASME B16.22 *Wrought Copper and Copper Alloy Solder Joint Pressure Fittings* and ASME B16.18 *Cast Copper and Copper Alloy Solder Joint Fittings*. Rating for 10- to 12-inch sizes are those given in ASME B16.18 *Cast Copper and Copper Alloy* Solder Joint Pressure Fittings.

<sup>(a)</sup> Using ASME B16.29 Wrought Copper and Wrought Copper Alloy Solder Joint Drainage Fittings — DWV, and ASME B16.23 Cast Copper Alloy Solder Joint Drainage Fittings — DWV.
 <sup>(a)</sup> Alloy designations are per ASTM B 32.

<sup>(6)</sup> The Safe Drinking Water Act Amendment of 1986 prohibits the use in potable water systems of any solder having a lead content in excess of 0.2%. <sup>(6)</sup> These joining materials are defined as *brazing alloys* by the American Welding Society.

#### Figure 14. Brazing Flux Recommendations



during brazing, the flame should be kept slightly ahead of the point of filler metal application. Stop feeding as soon as you see a complete fillet.

#### Horizontal and Vertical Joints

When brazing horizontal joints, it is preferable to first apply the filler metal slightly off-center at the bottom of the joint, proceeding across the bottom of the joint and continuing up the side to the top of the joint. Then, return to the beginning point, overlapping slightly, and proceed up the uncompleted side to the top, again, overlapping slightly. This procedure is identical to that used for soldering.

Also, similar to the soldering process, make sure the operations overlap. On vertical joints, it is immaterial where the start is made. If the opening of the socket is pointing down, care should be taken to avoid overheating the tube, as this may cause the brazing filler metal to run down the outside of the tube.

#### **Removing Residue**

After the brazed joint has cooled, the flux residue should be removed with a clean cloth, brush or swab using warm water. Remove all flux residue to avoid the risk of the hardened flux temporarily retaining pressure and masking an imperfectly brazed joint. Wrought fittings may be cooled more readily than cast fittings, but all fittings should be allowed to cool naturally before wetting.

# General Hints and Suggestions

If the filler metal fails to flow or has a tendency to ball up, it indicates oxidation on the metal surfaces or insufficient heat on the parts to be joined. If tube or fitting start to oxidize during heating, there is too little flux. If the filler metal does not enter the joint and tends to flow over the outside of either member of the joint, it indicates that one member is overheated or the other is underheated.

### Testing

Test all completed assemblies for joint integrity. Follow the testing procedure prescribed by applicable codes governing the intended service.

# PURGING

Some installations, such as medical gas and ACR systems, require the addition of an inert gas during the brazing process. The purge gas displaces oxygen from the interior of the system while it is being subjected to the high temperatures of brazing and therefore eliminates the possibility of oxide formation on the interior tube surface.

Purge gas flow rates and methods of application should be included in the Brazing Procedure Specifications for these applications.

For further information about soldering and brazing of copper tubes and fittings, contact:

Copper Development Association Inc. 260 Madison Avenue New York, NY 10016 Tel. 212/251-7200 Fax 212/251-7234



**NOTICE**: This publication has been prepared for use of journeymen plumbers, pipefitters, refrigeration fitters, sprinkler fitters, plumbing and heating contractors, engineers, and others involved in the design or installation of plumbing, heating, air-conditioning, refrigeration and other related systems. It has been compiled from information sources Copper Development Association Inc. (CDA) believes to be competent. However, CDA assumes no responsibility or liability of any kind in connection with this publication or its use by any person or organization and makes no representations or warranties of any kind hereby.