



TAPER PLUG VALVES

The PR valve is grease packed, i.e. the plug rests on a lubricating film in the valve body.

The lubricant has three functions: to protect the internal closing surfaces of the valve from corrosion, to grease seal the valve, and to contribute to easy handling. With an eye to achieving the best possible action, it is therefore important to relubricate the valve. The number of relubrication will depend on the operating conditions and the demands made on sealing.

Thus a valve operating at high temperature is to be lubricated more frequently than a valve operating at low temperature. If frequently handled, the valve is to be lubricated more often, too, to obtain a good sealing.

As the lubricant dries up faster at rising temperatures, the below time intervals indicate when relubrication should take place.

Temp. between	up to 90°C up to 200°F	90 to 120°C 200 to 250°F	120 to 150°C 250 to 300°F	150 to 180°C 300 to 350°F	180 to 200°C 350 to 400°F
Time interval	24 mo.	12 - 18 mo.	8 - 12 mo.	4 - 8 mo.	2 - 4 mo.

There is PR Lubricant for each flow medium (see lubrication chart).

It is therefore important to relubricate the valve with the proper type. If the valve is ordered specifically for a given medium, then the type of lubricant is stamped on the hexagonal head of the lubricating nipple.

Use only original PR Lubricant.

Lubrication: ●

Lubricant gun (Manual or automatic). The best and fastest results is achieved by using a PR Lubricant Gun (see fig. 1). The lubricating nipple (push on connection) on the lubricant gun is fastened directly to the lubricating nipple.

Gear Lubrication: ●

Gear lubrication follows the "principle of dry lubrication", i.e. to the teeth and worms a layer of antiseizing compound is applied, while the gear bearings are lubricated through lubricating nipples by applying. The gear is lubricated at the factory and normally needs no lubrication.

Relubrication of gear:

The gear bearings are lubricated through grease nipples. (See fig. 2)

The gear tooth racks on worms and worm wheels are, as a rule, never relubricated. However, in case of trouble of control, making handling difficult, a penetrating and almost screaming sound will indicate a lack of lubrication. In such cases, a relubrication of the tooth racks is necessary.

For gear type C or D, a removal of the gear cover is necessary to make the gear parts accessible. The lubricating paste is then applied to all tooth racks of both worms and worm wheels in a layer of about 1 millimetre (1/32"). Use a little filling spatula for application.

Recommended for use by the factory are:

For bearings, worms and gears:
BCH G10.

Fig.1

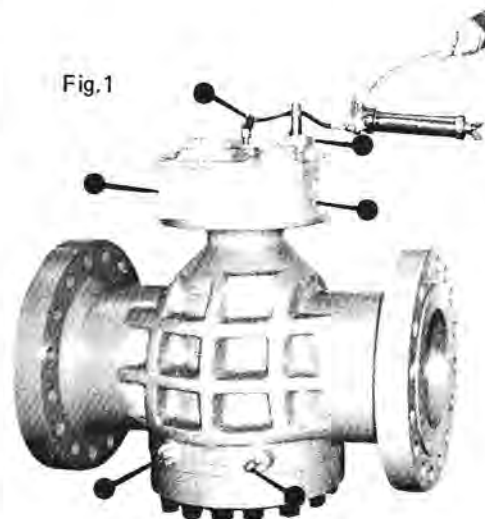


Fig.2

