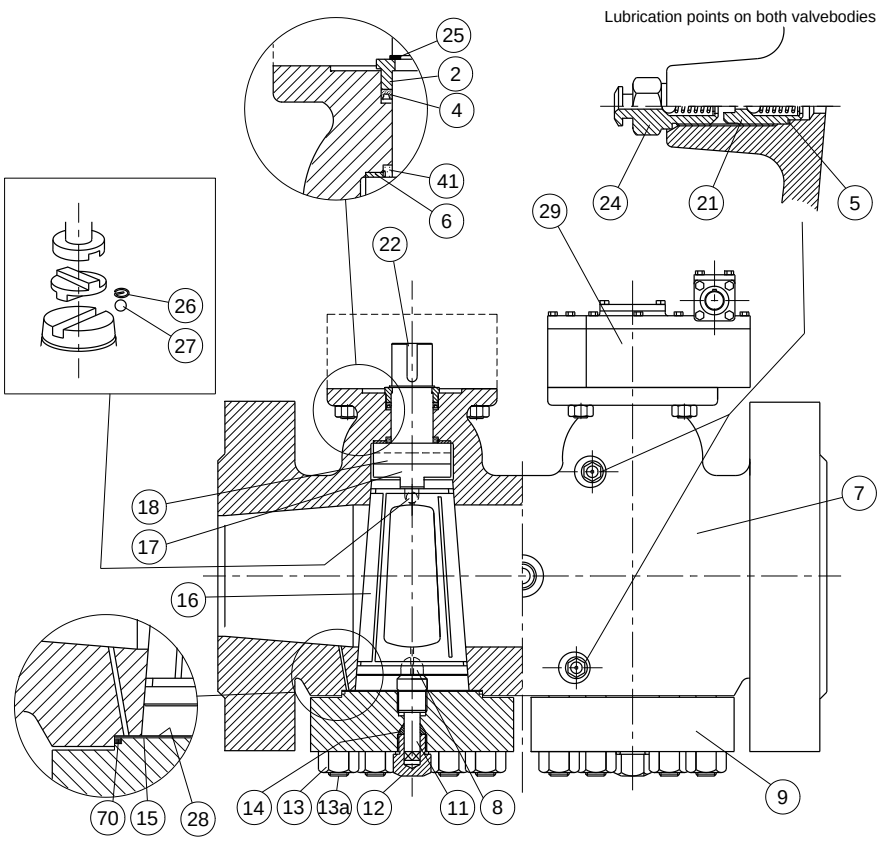

Part No.:
2. Stembearing
4. Sealing Ring
5. Gasket
6. Thrust Plate
7. Body
8. Distance Piece
9. Bottom Cover
11. Pressure Screw
12. Bottom Screw
13. Nut
13a. Stud
14. Retaining Ring
15. Diaphragm
16. Plug
17. Equalizer Ring
18. Operating Stem
21. Check Valve
22. Parallel Key
24. Lubricant Screw
25. Snap Ring
26. Spring
27. Ball
28. Diaphragm
29. Gearbox
41. Fire Seal
70. Sealing Ring

The Christensen lubricated twin plug valve is designed for use in critical applications where, verifiable tight shutoff is demanded. The design of the Twin Plug Valve is very compact, space and weight is minimized. Futhermore, the design has far less possible leak paths compared to the conventional Double Block & Bleed Valve assemblies. In most sizes and pressure classes, the face to face dimensions of this valve are the same as for a single plug valve or ball valve.

Since the only moving parts are the plug and the stem, the basic operation of the valve is very simple. When the plug is turned 90°, the valve moves from closed to open position – and vice versa.

The plug is tapered 1:6 and is individually fitted to the valve body with very close tolerances. It incorporates Metal to Metal sealing, which means that no soft seal will be damaged by the flowing medium.

As a secondary seal, the valve is provided with a lubrication system which allows feeding a special lubricant into the valve while the valve is in operation.

Besides, sealing, the purpose of the lubricant is to protect the internals of the valve against corrosion and wear as well as reducing the valve torque.

The valve is manufactured in a “Pressure Balanced Design”, this means that the plug is provided with pressure balance holes, which ensure that the plug is always in axial balance and consequently prevents the plug from taper locking. Futhermore, in order to reduce the valve torque, the surface of the plug is coated with P.T.F.E. Film.

The plug and the operating stem are two separate parts, which are connected by means of an equalizer ring acting as a universal joint. The stem is Blowout-proof. This means the only way to remove it is from the bottom after the valve is disassembled.