



TAPER PLUG VALVES

The 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, to obtain good sealing.

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

Temp. between	0° C- 90°	90° C- 120°C	120° C- 150°C	150° C- 180° C	180° C- 200°C
Time interval	24 mo.	12 - 18 mo.	8 - 12 mo.	4 - 8 mo.	2 - 4 mo.

There is a 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 screw. Use only original Lubricant.

Lubrication procedure-a)

Lubricant gun (Manual or automatic).

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

b) Lowering of the lubricating screw. Lubrication can also be effected by turning the lubricating screw into the lubricant chamber. In doing so, the lubricant under the screw is pressed into the lubricating channels of the valve (see fig. 2).

Refilling of the lubricant chamber is done by removing the lubricating screw, inserting a new lubricant cartridge (see fig. 3), and then turning in the lubricating screw.

Gear Lubrication:

The lubrication of the gear follows the "principle of dry lubrication", meaning that a layer of antiseizing paste with a content of molybdenum disulphide is applied to bearings, teeth and worms. Bearings are lubricated through lubricating nipples.

The gear is lubricated at the factory and needs no lubrication within the first year of valve action.

Relubrication of gear:

The gear bearings are lubricated through grease nipples. (See fig. 4)

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.

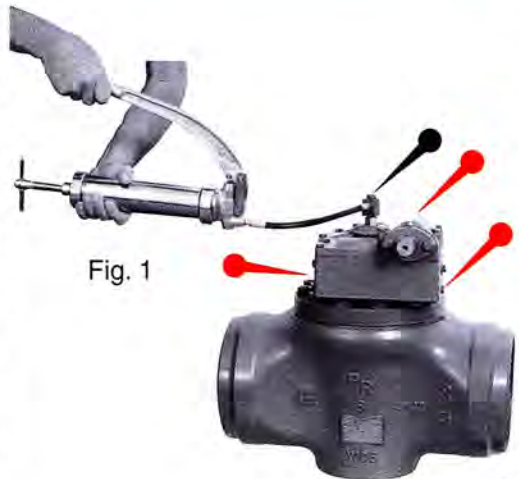


Fig. 1



Fig. 1



Fig. 3



Fig. 4

