

# Angel Seat Valve

Installation, operation and maintenance



## **1. WARNING**

Users must strictly comply with the instructions and the use of proper function of angle seat valves. DVC A/S will not be responsible for problems due to inappropriate use of angle seat valves.

## **2. ATTENTION**

Do not touch the valve body as it becomes hot during operation, which can cause serious human injury.

## **3. AREAS OF USE**

All our angle seat valves are made of 100% stainless steel, and can withstand medias such as water, salt water, steam, chemicals, oil, crude oil and are suitable for use in the textile industry and similar areas.

## **4. STORAGE OF VALVES**

On receipt, check that the valve is in fully assembled condition. End caps on the valve should be kept intact and removed only at the time of installation. Performance depends on preventing damage to the seating surfaces.

Valves should be stored in a covered area. If a covered area is not available any water proof covering material should be spread over the valves and the valves should be kept on a wooden pallet at least 6" above the ground level.

Do not apply tar, paint, grease or any other material inside the valve or on the stem, as this could interfere with the performance of the valve.

## **5. INSTALLATION**

Before installation, remove all foreign matter in the pipeline by flushing the line with water or compressed air.

End connections of the valve should be carefully checked and cleaned before installation. Taper threaded end fittings should not be overtightened. Valves should be checked for proper alignment of gasket before tightening the flange joint.

## **6. USE OF THE ANGLE SEAT VALVE**

1. Make sure the air is clean and dry.
2. Check the regulator for correct air pressure and correction (3-8 Bar).
3. Check the environmental temperature (-10°C to 80°C)
4. Check the fluid temperature (PTFE:-20°C to 180°C)
5. Verify on/off positions in the valve.

## **7. WELD END VALVES**

While welding the valves with the pipeline, ensure absolute cleanliness as dirt can enter the body and damage the sealing of the stem guide and seats.

Dismantle the top of the valve before welding.

## **10. OPERATION**

Before putting new valve into service, check the size, ends, material and pressure temperature limitation of the valve with the operating parameters for capacity and compatibility.

## **11. MAINTENANCE**

Parts of the valves are generally maintenance free. The materials of the sliding parts have been selected to keep wear to a minimum. However, for reasons of safety and to reduce maintenance and repair costs, all valves, especially those which are operated occasionally should be inspected at least two times a year.

## **12. DISMANTLING**

If the valves do not seal tight, it indicates that the seat is damaged and the valve must be dismantled.

Before removing the complete valve from the pipeline or prior to repair of the valve in the pipeline itself, the entire valve must be depressurized and sufficiently cooled down so that the temperature is below the evaporation temperature of the flow medium (in stuffing box too) and scalding prevented.

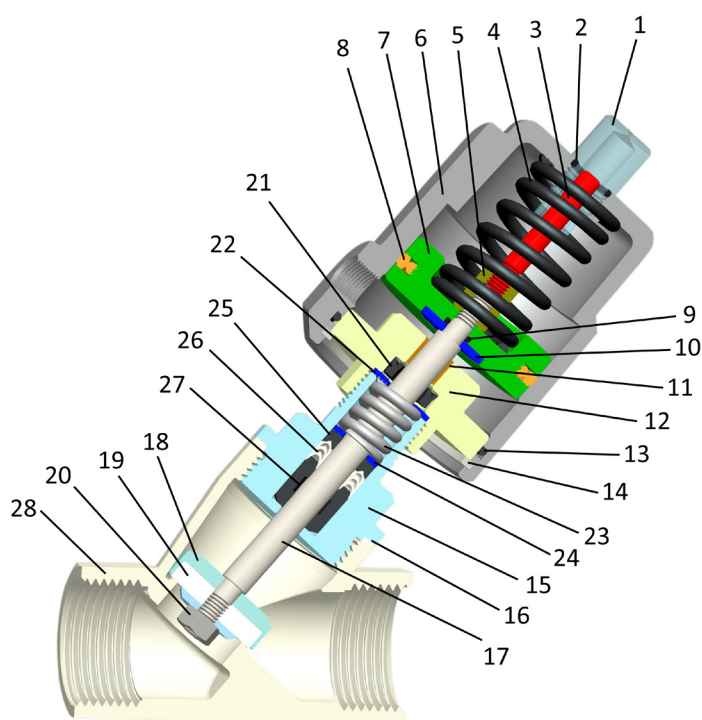
The seating surfaces and gasket should then be examined. If damaged please change the valve or seat.



## Warning:

Before any maintenance work is carried out the valve must be sealed off, depressurized and cooled sufficiently.

The actuator must be disconnected from supply air.



NO.	DESCRIPTION	MATERIAL
1	TOP CAP	PC / STAINLESS STEEL
2	O-RING	NBR
3	INDICATOR ROD	NYLON
4	SPRING	65MN
5	NUT	ALUMINUM
6	CYLINDER	CF8
7	PISTON	ALUMINUM
8	PISTON SEAL	FPM
9	O-RING	NBR
10	WASHER	AISI 304
11	BEARING	COPPER
12	CYLINDER COVER	AISI 304
13	O-RING	NBR
14	SPRING LOCK RING	AISI 304
15	CONNECTOR	CF8M
16	BODY SEAL	PTFE
17	VALVE ROD	AISI 316
18	VALVE CORE	CF8M
19	SEAT	PTFE
20	HEX NUT	AISI 316
21	SEAL	FPM
22	WASHER	AISI 304
23	SPRING	AISI 304
24	WASHER	AISI 304
25	VALVE ROD SEAL I	PTFE + CARBON
26	VALVE ROD SEAL II	PTFE
27	VALVE ROD SEAL III	PTFE + CARBON
28	VALVE BODY	CF8M