

Jamesbury valves

Railroad Wafer-Sphere™ valves

WSRR and WSRF Fire-Tite™
mod. 5 and mod. 6
(KT version – food grade service only)

Installation, maintenance and
operating instructions

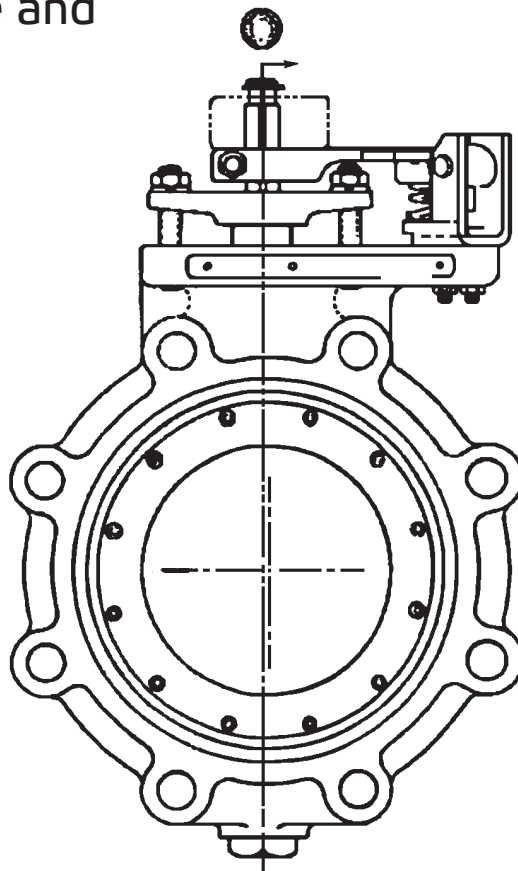


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READ THESE INSTRUCTIONS FIRST!

These instructions provide information about safe handling and operation of the valve.

If you require additional assistance, please contact the manufacturer or manufacturer's representative.

SAVE THESE INSTRUCTIONS!

Addresses and phone numbers are printed on the back cover.

INTRODUCTION

READ THESE INSTRUCTIONS FIRST!

These instructions provide information about safe handling and operation of the valve. If you require additional assistance, please contact the manufacturer or manufacturer's representative.

Addresses and phone numbers are printed on the back cover. See also www.valmet.com/flowcontrol/valves for the latest documentation.

SAVE THESE INSTRUCTIONS!

The following instructions should be thoroughly reviewed and understood prior to installing, operating or performing maintenance on this equipment. Throughout the text, safety and/or caution notes will appear and must be strictly adhered to, otherwise, serious injury or equipment malfunction could result.

Valmet has highly skilled personnel available for startup, maintenance and repair of our valves and component parts. Arrangements for this service can be made through your local Valmet representative or sales department. When performing maintenance use only Valmet replacement parts. Parts are obtainable through your local representative or spare parts department.

When ordering parts, always include Model and Serial Number of the unit being repaired.

1. GENERAL

This instruction manual contains important information regarding the installation, operation and maintenance of the *Jamesbury* WSRR Railroad *Wafer-Sphere* Valve and WSRF *Fire-Tite* Railroad *Wafer-Sphere* valve. Please read these instructions carefully and save them for future reference.

1.1 WARNING

FOR YOUR SAFETY, IT IS IMPORTANT THAT THE FOLLOWING PRECAUTIONS BE TAKEN PRIOR TO REMOVAL OF THE VALVE FROM THE TANK CAR OR BEFORE ANY DISASSEMBLY.

1. EXERCISE NORMAL SAFETY PRECAUTIONS TO PROTECT YOURSELF AGAINST THE FLUID BEING HANDLED.
2. DO NOT REMOVE THE VALVE FROM A LOADED TANK CAR.

1.2 SAFETY PRECAUTIONS

WARNING: **DO NOT EXCEED THE VALVE PERFORMANCE LIMITATIONS!**

Exceeding the pressure or temperature limitations marked on the valve identification plate may cause damage and lead to uncontrolled pressure release. Damage or personal injury may result.

WARNING: **SEAT AND BODY RATINGS!**

The practical and safe use of this product is determined by both the seat and body ratings. Read the identification plate and check both ratings. This product is available with a variety of seat materials. Some of the seat materials have pressure ratings that are less than the body ratings. All of the body and seat ratings are dependent on valve type and size, seat material, and temperature. Do not exceed these ratings!

WARNING: **DO NOT DISMANTLE THE VALVE OR REMOVE IT FROM THE PIPELINE WHILE THE VALVE IS PRESSURIZED!**

Dismantling or removing a pressurized valve will result in uncontrolled pressure release. Always isolate the relevant part of the pipeline, release the pressure from the valve and remove the medium before dismantling the valve.

Be aware of the type of medium involved. Protect people and the environment from any harmful or poisonous substances. Make sure that no medium can enter the pipeline during valve maintenance. Failure to do this may result in damage or personal injury.

WARNING: **BEWARE OF DISC MOVEMENT!**

Keep hands, other parts of the body, tools and other objects out of the open flow port. Leave no foreign objects inside the pipeline. When the valve is actuated, the disc functions as a cutting device. Disconnect any pneumatic supply lines, any electrical power sources and make sure springs in spring-return actuators are in the full extended/relaxed state before performing any valve maintenance. Failure to do this may result in damage or personal injury!

WARNING: **WHEN HANDLING THE VALVE OR VALVE/ACTUATOR ASSEMBLY, TAKE ITS WEIGHT INTO ACCOUNT!**

Never lift the valve or valve/actuator assembly by the actuator, positioner, limit switch or their piping. Place lifting devices securely around the valve body. Failure to follow these instructions may result in damage or personal injury from falling parts.

Please consult separate document: instructions for lifting Valmet products. (See Valmet document id: 10LIFT70EN.PDF).

CAUTION: **BEWARE OF NOISE EMISSIONS!**

The valve may produce noise in the pipeline. The noise level depends on the application. Observe the relevant work environment regulations on noise emission. This can be measured or calculated using Neles Nelprof software.

CAUTION: **BEWARE OF A VERY COLD OR HOT VALVE!**

The valve body may be very cold or very hot during use. Protect yourself against cold injuries or burns.

NOTE:

Do not turn the disc more than 90° as this could damage the seat. The valve is so constructed that the disc operates only between 0-90°.

ATEX/EX SAFETY

CAUTION!

Potential electrostatic hazard, ensure the protection (grounding, etc.) in the process.

CAUTION!

The actual surface temperature of valve is dependent on the process temperature. The protection from high or low temperature must be considered by the end user before valve is put into service.

CAUTION!

Ensure the general process and worker protection from static electricity in the facilities.

Note! Within series there is possibility to Category 2, Category 3 and non-ATEX valve.

1.3 WELDING NOTES

WARNING:

Welding and/or grinding stainless steel and other alloys containing chromium metal may cause the release of hexavalent chromium. Hexavalent chromium(VI) or Cr(VI), is known to cause cancer. Be sure to use all appropriate personal protective equipment (PPE) when welding metals containing chromium.

NOTE:

A qualified welder must do the installation welding. The welder and welding procedure should be qualified in accordance with the ASME Boiler and Pressure Vessel Code Section IX or other applicable regulation.

CAUTION:

To prevent damage to the seat and seals, do not allow the temperature of the seat and body seal area to exceed 94 °C (200 °F).

It is recommended that thermal chalks be used to check the temperature in these areas during welding.

CAUTION:

Ensure that any weld splatter does not fall onto the valve closing members eg. trim or seats. This may damage critical seating surfaces and cause leaks.

2. TRANSPORTATION AND STORAGE

Check the valve and the accompanying devices for any damage that may have occurred during transport.

Store the valve carefully. Storage indoors in a dry place is recommended.

Do not remove the flow port protectors until installing the valve.

Move the valve to its intended location just before installation.

The valve is usually delivered in the closed position.

If the valve(s) are to be stored for a long duration, follow the recommendations of IMO-S1.

3. DESCRIPTION

The Jamesbury *Wafer-Sphere* Railroad Tank Car valve is a one-piece body butterfly valve with a resilient positive sealing seat. It consists of a body, an insert, a PTFE seat, a disc and shaft, shaft seals and bearings, and a compression plate. The seat is contained in the body by the insert. The shaft seals are held in place by the compression plate. The shaft and disc are positively joined by wedge pins.

One of the design features of the *Wafer-Sphere* valve that is responsible for its superior performance is the valve's eccentric shaft design. The shaft is offset in two planes: (1) away from the valve disc center line, and (2) behind the disc sealing plane. This offset shaft design makes the rotating disc cam back and away from the seat, completely eliminating the usual wear points at the top and bottom of the seat.

The valve is compact and lightweight for easy installation.

The valve is designed with a locking feature to prevent accidental opening of the valve in case of derailment. The handle can be removed and the valve will remain locked. In normal operation the valve can be opened only after it is unlocked by squeezing the gripper part of the handle. When the valve is closed, the spring will automatically engage the lock arm without squeezing the gripper part of the handle, ensuring that the valve is locked in the closed position.

Jamesbury valves manufactured for railroad use meet all applicable AAR specifications.

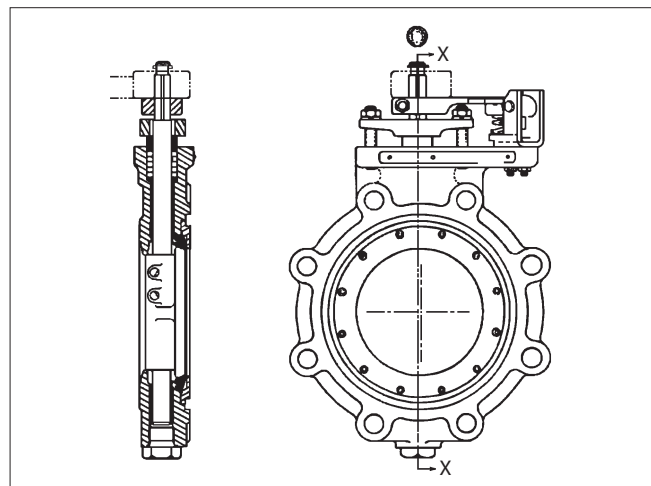


Figure 1A

4. INSTALLATION

The Jamesbury Railroad *Wafer-Sphere* valves are installed with the body insert against the tank car. Follow the recommended practices of the gasket manufacturer when tightening flange bolts.

5. MAINTENANCE

WARNING:

Observe the safety precautions mentioned in Section 1.3 before maintenance!

CAUTION:

When handling the valve or the valve package as a whole, be mindful of the weight of the valve or the entire package.

WARNING:

For safety reasons the shaft packing MUST always be installed according to Section 5.2.

Numbers in () refer to items shown in Figures 2, 3, 4, & 5.

Routine maintenance consists of tightening down the compression plate periodically to compensate for seal wear. The valve should be closed during tightening. The compression plate, however, should not be tightened down too severely, since this will shorten the life of the seals. More extensive maintenance such as seat, seal and bearing replacement is described below.

WARNING:

FOR YOUR SAFETY IT IS IMPORTANT THE FOLLOWING PRECAUTIONS BE TAKEN PRIOR TO REMOVAL OF THE VALVE FROM THE PIPELINE OR BEFORE ANY DISASSEMBLY:

1. Wear any protective clothing or equipment normally required when working with the fluid involved.
2. Depressurize the pipeline by placing the valve in the open position and draining the pipeline.

After removal and before any disassembly, cycle the valve again several times.

NOTE:

When sending goods to the manufacturer for repair, do not disassemble them. Clean the valve carefully and flush the valve internals. For safety reasons, inform the manufacturer of the type of medium used in the valve (include material safety datasheets (MSDS)).

NOTE:

In order to ensure safe and effective operation, always use original spare parts to make sure that the valve functions as intended.

NOTE:

For safety reasons, replace pressure retaining bolting if the threads are damaged, have been heated, stretched or corroded.

5.1 SEAT REPLACEMENT

WARNING:

Do not dismantle the valve or remove it from pipeline while the valve is pressurized.

Ensure that the valve is not pressurized and the pipeline is empty. Ensure that the medium cannot flow into the section where servicing is to take place. Support the valve carefully with a hoist. Place ropes carefully and unscrew the pipe flange bolts. Ensure that the ropes are positioned correctly.

1. After removing the valve from the car, place it on a bench and cycle it open. Take care not to damage the sealing edge of the valve disc.
2. Remove the insert screws (21) and the insert (2), (See **Figure 2**). If the insert does not lift out easily, tap it out from the shaft side using a wooden or plastic rod and a hammer. Don't strike the valve directly with the hammer.
3. Remove the metal sealing ring (60) in type WSRF *Fire-Tite* valves only. Remove the soft seat (5) and discard it. If the valve is *Fire-Tite*, carefully clean the sealing ring. Polish the I.D. It should be free of all grooves and scratches. If deep scratches are present, replace the sealing ring.
4. Clean the valve.
5. Carefully clean and polish the sealing surface of the disc (3). It should be free of all grooves and scratches. **BE CAREFUL NOT TO DAMAGE COATING ON FOOD DISC.**

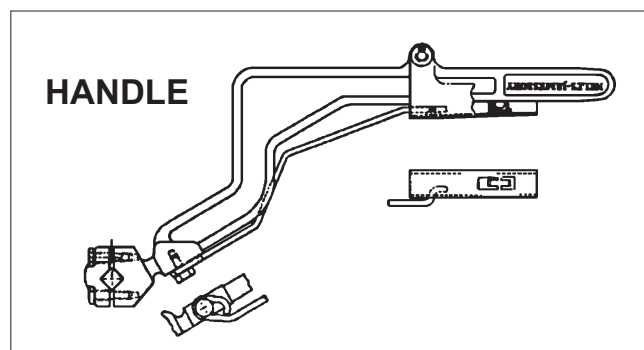


Figure 1B

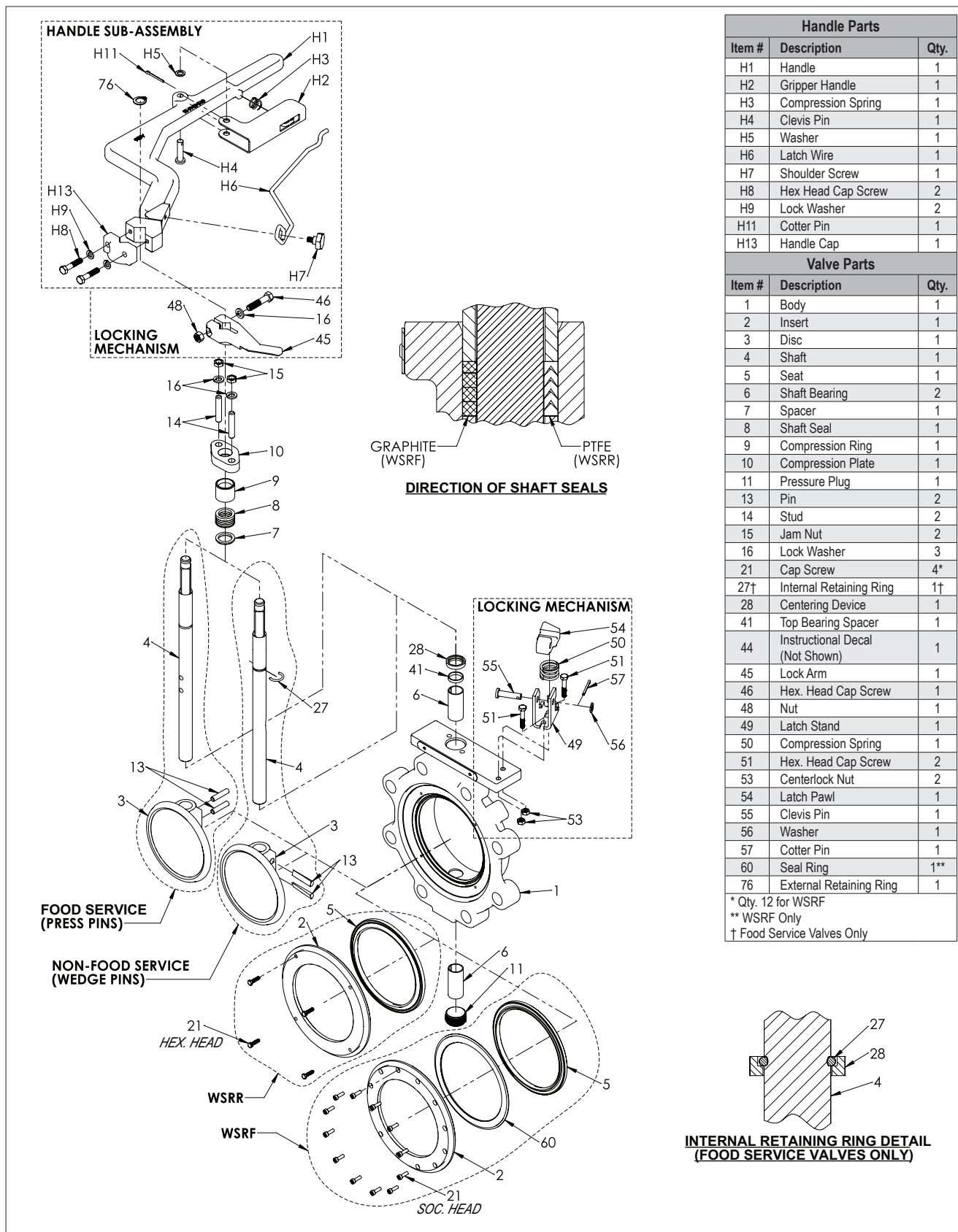


Figure 2.

6. If the disc is slightly damaged it may be possible to smooth the sealing surface with crocus cloth, a fine stone, or the equivalent **EXCEPT ON FOOD GRADE VALVES**. If deep scratches are present, replace the disc or return the valve to the factory for service.
7. Cycle the valve closed. Set the disc level with the body within $1/32"$ (.79 mm).
8. Verify that the disc is in the level position. Install the new soft seat (5). Install the sealing ring (60) at this time if *Fire-Tite*. (See **Figure 2**)
9. Replace the insert (2) and insert screws (21). Tighten the screws uniformly in a sequence such as shown in (**Figure 3**), to a torque value of 17 – 25 IN•LBS (1.9 – 2.8 N•m) On *Fire-Tite* valves, check the gap between the sealing ring and the disc using feeler gauges. The gap must not vary more than .008" (.2 mm) when checked at six spots equally spaced on the disc (See **Figure 4**). **Note:** After installation of a new seat, torque may be higher for a few cycles.

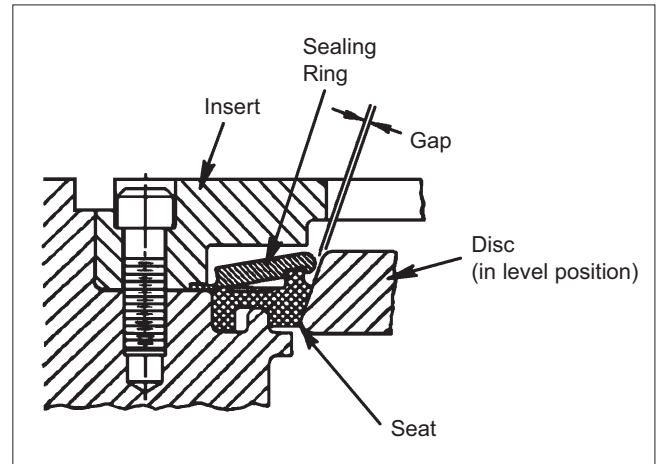


Figure 4. *Fire-Tite* Seat Cross Section

5.2 SHAFT PACKING REPLACEMENT

WARNING:

Do not dismantle the valve or remove it from pipeline while the valve is pressurized.

1. Remove the retaining ring (76).
2. Remove the handle by loosening the cap screws (H8) which hold the handle assembly to the shaft square. Slide the handle off. Also, loosen cap screw (46) and remove the lock arm (45) from the shaft square.
3. Remove the nuts (15) and lockwashers (16) from above the compression plate. Remove the compression plate. The studs (14) do not have to be removed.
4. Remove the compression ring (9).
5. Remove the old shaft packing (8) with a packing tool.
6. The spacer (7) need not be removed for shaft packing replacement.
7. Install new packing (8) (**See Figure 2 for orientation**).
8. Reinstall the compression ring (9), the compression plate (10), the lockwashers (16) and the nuts (15).
9. Close the valve (the seat should be in the valve at this point).
10. Tighten the nuts (15) evenly until the packing is adequately compressed to prevent leakage. This should require tightening the nuts approximately 1-1/2 to 2 full turns past the "finger-tight" position.
11. Reinstall the lock arm (45) and handle as described in steps 12 and 13 to follow.

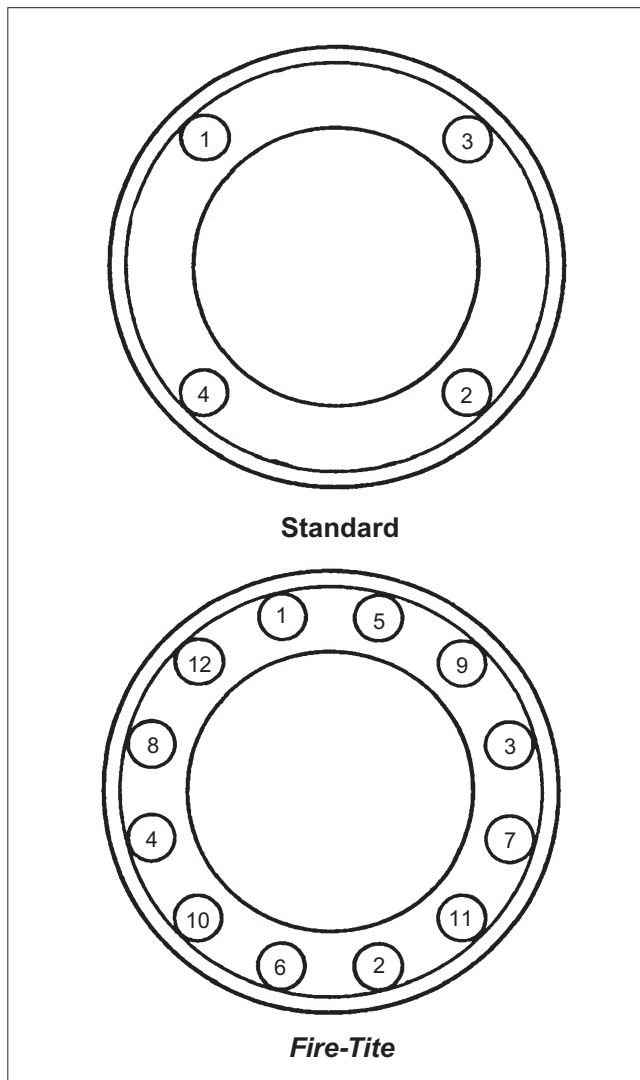


Figure 3. BOLT SEQUENCE

12. Reinstall the lock arm (45) over the shaft (4) until it rests on Surface A of the latch pawl (54). Tighten the nut (48) with 27 – 33 FT•LBS (37 – 45 N•m) of torque. With the lock arm flush against the latching surface (Surface B), and the disc in a level position, no adjustment should be required if the latch stand (49) has not been moved. If the latch stand has been moved, be certain the latch pawl (54) is squared with the lock arm (45). Tighten the nuts (53) to 100 – 115 IN•LBS (11.3 – 13 N•m) of torque. Apply a 1/8" by 1/4" (3.2 mm by 6.3 mm) long weld bead at the joint between the body and the bottom of the latch stand as was done during the original assembly at the factory.
13. Reinstall the handle (H1) on the shaft until the latch wire (H6) rests firmly on Surface C of the latch pawl (54). Do not push the handle assembly down so far that it pushes the latch down. Tighten the (H8) Nyloc® cap screws (Grade 8) with 14 – 20 FT•LBS (10 – 27 N•m) of torque. Make sure the handle (H1), handle cap (H13) and shaft (4) are properly aligned as in (Figure 5). Reinstall the retaining ring (76). Try locking and unlocking the handle two or three times to ensure that it operates properly.

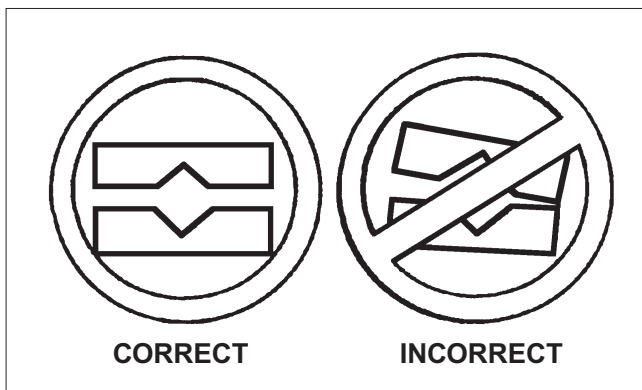


Figure 5.

5.3 DISC REPAIR/ REPLACEMENT

NOTE:

Take caution not to damage sealing surfaces when disassembling the valve. When removed, protect disc sealing surface.

WARNING:

Do not dismantle the valve or remove it from pipeline while the valve is pressurized.

Ensure that the valve is not pressurized, and the pipeline is empty. Ensure that the medium cannot flow into the section where servicing is to take place. Support the valve carefully with a hoist. Place ropes carefully and unscrew the pipe flange bolts. Ensure that the ropes are positioned correctly.

Dis-assembly

1. See Sections 5.1.1 through 5.1.4 for removal of insert screws (21), insert (2), metal sealing ring (60) (WSRF only) and seat (5).
2. See Section 5.2.1-5 for removal of retaining ring (76), handle sub-assembly (H1-H13), compression plate (10), compression ring (9) and shaft seal (8).
3. Remove spacer (7) from bonnet end of body (1).
4. Remove pressure plug (11) from non-bonnet end of body (1).
5. Remove pins (13) from disc:
 - a. For Non-Food Service valves (wedge pins): remove the pin welds by grinding or machining off the welds. Drive out the pins opposite the installation direction shown in (Figure 2).
 - b. For Food Service valves (pressed pins): drill holes carefully to the center of the pins (13). Choose a drill 0.008"-0.020" smaller than the diameter of the pin. Drill the holes deep, but not enough to reach the disc. Pull the pins out.
6. Remove shaft (4) from the disc (3) and body (1).
 - a. For Food Service valves: the internal retaining ring (76) will be clamped to the shaft (4), separate the internal retaining ring (76) from the groove in the shaft (4).
7. Remove disc (3) from body (1).
8. Remove centering device (28) and top bearing spacer (41) from bonnet end of body (1).
9. Remove shaft bearings (6) from body (1).

Visual Inspection Criteria for Re-Use of Parts

The following parts MUST be replaced when repairing/replacing the disc:

- Soft goods: seat (5) and shaft packing (8).
- Food-Service valves only: disc (3), pins (13) and shaft bearings (6).
 - If accepted by owner; current disc may be re-used if ENP coating is removed and part is in good condition. See below section on repairing/replacing ENP Discs for more info.

Other parts MUST be inspected and meet the following criteria to qualify for re-use:

- Remaining soft goods: centering device (28) and bearing spacer (41).
- Inspect all hardware to be certain that it is free of dirt and foreign material.
- Valve pressure retaining parts and all internals must be inspected for damage, corrosion or erosion, which may have resulted in reduced wall thicknesses. Damaged pressure retaining parts must be replaced with original equipment manufacturers' (OEM) replacement parts or repaired to factory specifications by an authorized Valmet service partner in order to maintain the warranty.
- Check the condition of sealing surfaces on the trim (disc, pressure plug, etc.), body (1) and insert (2). Replace parts if there are significant wear, scratches, or damage.
- Check the wear of bearings and bearing contact surfaces on the shaft and replace damaged parts if necessary.

- Pressure retaining parts of valves in high temperature applications must be carefully examined for the effects of material creep and fatigue.

NOTE: When ordering spare parts, always include the following information:

- Valve catalog code from Identification plate
- If the valve is serialized – the serial number (stamped on the valve body)
- The ballooned part number, part name and quantity from (Figure 2).

Repairing/Replacing ENP Discs:

- If ENP coated disc is required by the valve owner, the corresponding disc repair kit must be purchased (see Section 6). These kits include a replacement ENP coated disc.
- If owner accepts an un-coated disc, then ENP coating must be completely removed from all surfaces of the disc - using a means that does not expose the disc to iron ions, which may cause rust.
 - This option is only acceptable if disc is not damaged during pin removal.
- It is recommended to use cleaning practices and chemicals that are compatible with the commodity in accordance with the owner's requirements.
- It is recommended to recertify the product by testing to the Owner's requirements.

Re-Assembly of Disc and Shaft

1. Assembly Preparation for Food Service Valves only:
 - a. Products shall be assembled on a clean bench covered with clean plastic. Assemblers & Testers must take precautions not to accidentally use tools from adjacent work areas which have not been cleaned.
 - b. If a press is used to press fit parts together, suitable protective measures must be taken to prevent contamination of the parts by the press.
 - i. Any tools used must be cleaned to remove all wax and/or oil by using an alkaline based detergent. Use suitably shaped brushes to reach completely into crevices and cavities.
 - c. Special care must be taken with a minimum handling of parts after cleaning in order to prevent oil or other contamination from people's hands being put on parts. Clean polyethylene gloves or clean lint free cloths must be used when handling parts.
 - d. Valves must be protected immediately after assembly to keep them internally clean by sealing them inside new, clean plastic bags.
 - e. If dirt, foreign material, or fingerprints are present, wipe the part(s) with ISOPROPANOL alcohol. A strong white light and/or black light may be used to verify cleanliness of the part(s).
2. Visually examine all sealing surfaces for nicks, scratches, chips, or other conditions that may adversely affect sealing. Inspect all hardware to be certain that it is free of dirt and foreign material.
3. Assemble shaft bearings (6) into body (1). Bearing I.D.'s must be free of any burrs that will make shaft insertion difficult.

4. Insert the disc (3) into the body (1). Ensure proper orientation by confirming the pin bosses are on the "BONNET" side of the body.
5. Assemble top bearing spacer (41) and centering device (28) into bonnet end of body with counterbore toward bonnet. Food service valves only: Assemble retaining ring (27) into groove on shaft (4)
6. Slide the shaft (4) into the body from the bonnet end, through the disc, until:
 - a. Non-Food Service valves: pin holes in disc align with cut in shaft.
 - b. Food Service valves: retaining ring (27) bottoms out in the centering device (28).
7. Insert the pins:
 - a. Food Service valves:
 - i. Orient valve with insert side face down (see Figure 6) on a support plate. The valve must be completely supported by the disc (3), not by the valve body (1). The disc support tool must be smooth and free of imperfections. The O.D. of the support plate shall be 0.050"-0.300" smaller than the recessed diameter on the disc face. The height of the support plate must be tall enough to provide clearance for the valve body (1).
 - ii. Insert the pins (13) into disc (3) chamfer side up. Pins should be 1/16" above the surface of the hub prior to pressing.
 - iii. Apply 11,000lbs pressing force to center of each pin with a punch tool. Punch tool diameter shall be 0.001"-0.003" smaller than pin diameter.
 - iv. Pins should be 1/16" below the surface of the disc after pressing. Impression of punch tool should be 1/16" deep min.
 - b. Non-Food Service valves:
 - i. Insert wedge pins into the disc, with flat side towards shaft, and drive the pins in. Reference (Figure 2) for installation direction.
 - ii. Pins must be assembled so that ends protrude evenly within +/- 1/16" when driven into place. Maximum protrusion of pins beyond disc bosses must not exceed 0.300" large end and 0.375" on the small end. Pins may be cut to fit this requirement as necessary.

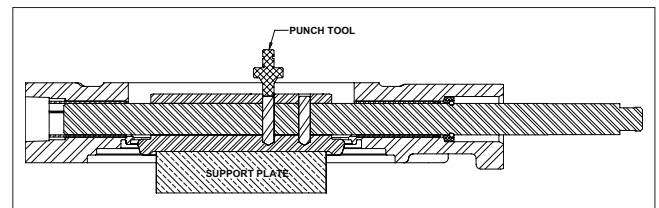


Figure 6.

8. Install the metal spacer (7) (chamfer end first) and the shaft seal packing (8) into the bonnet end of the body.
9. Install the two compression plate studs (14) using Loctite 271 to secure in body to a height of 1 3/8" +/- 1/32.

10. Install the compression ring (9), compression plate (10), lock washers (16), and nuts (15) (reference **Figure 2**). Tighten the compression plate nuts until they are flush with the top of the studs.
11. Install and wrench tighten the pressure plug (11) and tighten to a torque level of 60-65 ft-lbs.
12. Grind, machine or chip off tack weld holding latch stand sub-assembly to bonnet of body. Loosen latch stand sub-assembly nuts (53) so they are snug, but not tight.
13. Install the lock arm (45) over the shaft (4) until it rests on surface A (**Figure 7**) of the latch pawl. Tighten the lock arm nut (48) to a torque level of 27-33 ft-lbs with the lock arm flush against the latching surface B (**Figure 7**), the face of the disc must be level to 3/32" max. overclosed (**Figure 8**).

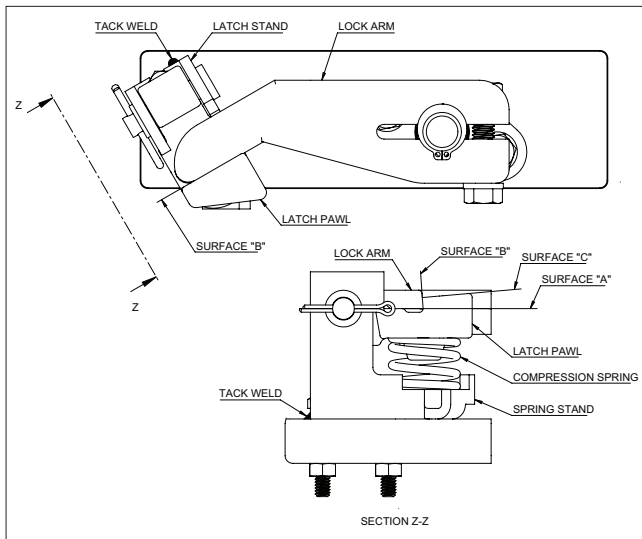


Figure 7.

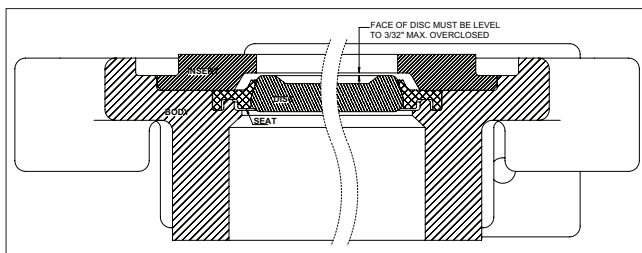


Figure 8.

14. Tighten the latch stand sub-assembly nuts (53) to a torque level of 100-115 ft-lbs.
15. Install seat, insert, body seal (WSRR only), and sealing ring (WSRF only).
 - a. Close the disc to the level position (reference **Figure 8**)
 - b. WSRF Only:
 - i. Install the metal sealing ring (60) and insert (2) (reference **Figure 9**). Install the insert screws (21) and tighten them in sequence per (**Figure 3**), to a torque of 17-25 in-lbs.
 - ii. Perform a leak test by pressurizing the insert side with 100 psig air. Allowable leakage is 15 SCFH. (WARNING: DO NOT CYCLE THE VALVE)

- iii. Disassemble insert and sealing ring. Mark position of sealing ring before removing from valve
- iv. Verify that the disc is in the level position before proceeding.
- c. Install soft seat (5), insert (2) and metal sealing ring (60) (WSRF ONLY).
- d. Install the insert screws and tighten them in sequence per (**Figure 3**), to a torque of 17-25 in-lbs.

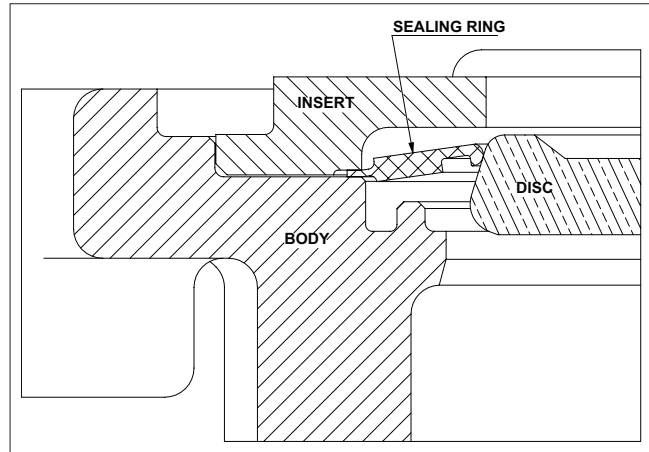


Figure 9.

16. Mount Handle sub-assembly and install external retaining ring to shaft.
 - a. When the handle is mounted, the latch wire should rest firmly on top of the latch pawl, at surface C (**Figure 7**). Do not push handle assembly down so far that it pushes the latch pawl down. Tighten the screws with 27-33 ft-lbs of torque. Verify proper locking operation.
17. Seat Test
 - a. The pneumatic test will consist of the application of 90-110 psig to the insert side of the valve.
 - b. Test medium for Food Service valves shall be nitrogen, test medium for WSRR and WSRF valves shall be air.
 - c. For Food Service valves:
 - i. Pressure shall be held for a minimum of 1 minute in a clean environment. Detection of leakage is to be made by use of a 1/4 inch (6.3mm) O.D. x 0.032 inch (0.8mm) wall tube submerged in water to a depth of from 1/8 inch to 1/4 inch (3mm to 6mm). The tube end shall be cut square and smooth with no chamfers or burrs and the tube axis shall be perpendicular to the surface of the water Repeat the pneumatic test with a pressure of 25-35 psig to the insert side of the valve. Pressure shall be held for a minimum of 30 seconds while the unpressurized side of the valve is clamped in a press in a clean environment. Detection of leakage is to be made by use of a 1/4-inch (6.3mm) O.D. x 0.032 inch (0.8mm) wall tube submerged in water to a depth of from 1/8 inch to 1/4 inch (3mm to 6mm). The tube end shall be cut square and smooth with no chamfers or burrs and the tube axis shall be perpendicular.

- d. For Non-Food Service valves:
 - i. Pressure shall be held for a minimum of 60 seconds while the unpressurized side of the seat is covered with water to a depth of approximately 1/2 inch. Because of the mechanical play in the latching and latch stand sub-assembly, the seat leakage test is to be performed with a handle mounted. No leakage is allowed within both extreme positions allowed by lockarm setting.
 - e. The acceptance/rejection criterion is that no visible leakage is allowed while the seat is subjected to the test pressure for the specified time period. During initial pressurization, minor leakage may be discounted. However, leakage at any pressure between zero and the required test pressure must be checked to be certain that it does stop.
18. If valve will be shipped after repair:
 - a. Remove Handle sub-assembly for shipment.
 - b. Re-assemble external retaining ring to shaft for shipment.
 19. After testing the valve, retighten all insert screws in the same sequence as shown in **(Figure 3)** to a torque level of 17-25 in-lbs.
 20. For Non-Food Service valves only:
 - a. Just before welding disc pins, drive them into place to eliminate loosening that may have occurred during testing.
 - b. Tack weld both ends of the disc pins, small end first. (Attach grounding clamp to shaft end or non-sealing area of disc)
 - c. Weld filler material to be ER316L or 17-4PH.
 - d. After cooling, use a stainless-steel brush to clean up welds. **CAUTION:** Use extreme care to keep contamination out of the valve. If contamination occurs, clean the valve with clean dry air.
 21. Tack weld latch stand sub-assembly to bonnet of body (reference **Figure 7**).
 22. For Food Service valves: visually inspect the valve to ensure that contamination has not occurred.
 - a. If dirt, foreign material or fingerprints are present: wipe the part(s) with ISOPROPANOL alcohol. A strong white light and/or black light may be used to verify cleanliness of the part(s).

6. REPAIR KITS/SPARE PARTS

Overhaul maintenance consists of replacing seats and seals. IF FURTHER REFURBISHING OF THE VALVE IS REQUIRED, PLEASE CONTACT YOUR NEAREST VALMET SERVICE CENTER. The standard service kit consisting of these parts may be obtained by contacting Valmet.

Kit designations are as follows:

6" (DN 150)	WSRR	RKR32MT RKR32TT
6" (DN 150)	WSRF	RKR32TL
6" (DN 150)	WSRR w/ WM KT (Unplated Disc)	RKR57TT

For further information on spare parts and service or assistance visit our web-site at www.valmet.com/flowcontrol.

7. GENERAL SAFETY WARNINGS AND DISCLAIMERS

General safety warnings

Lifting

1. Always use a lifting plan created by a qualified person to lift this equipment. Lifting guidance is provided in this IMO (Installation, Maintenance and Operation manual) to assist in lifting plan development. Think about the center of gravity (CG) of the equipment being lifted. Make sure the CG is always under the central lifting point.
2. Valves may be equipped with lifting threads on the body or on the flanges. These are intended to be used with the lifting plan.
3. Use only correct and approved lifting devices. Ensure that lifting devices and straps are securely attached to the equipment prior to lifting.
4. Check, that lifting devices are not damaged and in good condition with a valid check stamp prior to use.
5. Workers must be trained for lifting and handling valves.
6. Never lift an assembly by the instrumentation (solenoid, positioner, limit switch, etc.) or by the instrumentation piping. Straps and lifting devices should be fitted to prevent damage to instrumentation and instrumentation piping. Failure to follow the lifting guidance provided may result in damage and personal injury from falling objects.

Work activities on the valve

1. Wear your personal safety equipment. Personal safety equipment includes but is not limited to protective shoes, protective clothing, safety glasses, helmet, hearing protection and working gloves.
2. Always follow the local safety instructions in addition to the Valmet instructions. If Valmet instructions conflict with local safety instructions, stop work and contact Valmet for more information.
3. Before beginning service on the equipment, make sure that the actuator is disconnected from any kind of power source (pneumatic, hydraulic, and/or electric), and no stored energy is applied on the actuator (compressed spring, compressed air volumes, etc.). Do not attempt to remove a spring return actuator unless the stop screw is carrying the spring force.
4. Make sure that there is a LOTOTO (Lock Out / Tag Out / Try Out) procedure in place for the system in which the valve is installed and strictly follow it.
5. Always make sure that the pipeline is depressurized and in ambient temperature condition before maintenance work is started.
6. Keep hands and other body parts out of the flow port when the valve is being serviced and the actuator is connected to the valve. There is a high risk of serious injury to hands and/or fingers due to malfunction if the valve suddenly starts to operate.
7. Beware of Trim (Disc, Ball or Plug) movement even when the valve is disassembled. Trim may move simply due to the weight of the part or change in position of the valve. Keep hands or other body parts away from locations where they may be injured by movement of the trim. Do not leave objects near or in the valve port which may fall in and need to be retrieved.

General disclaimers

Receiving, handling and unpacking.

1. Respect the safety warnings above!
2. Valves are critical components for pipelines to control high pressure fluids and must therefore be handled with care.
3. Store valves and equipment in a dry and protected area until the equipment is installed.
4. Do not exceed the maximum storage temperatures given in the IMO (installation, maintenance, and operating instructions).
5. Keep the original packaging on the valve as long as possible to avoid environmental contamination by dust, water, dirt, etc.
6. Remove the valve endcaps just before mounting into the pipeline.
7. FOR YOUR SAFETY IT IS IMPORTANT TO FOLLOW THESE PRECAUTIONS BEFORE REMOVAL OF THE VALVE FROM THE PIPELINE OR ANY DISASSEMBLY:
 - Be sure you know what flow medium is in the pipeline. If there is any doubt, confirm with the proper supervisor.
 - Wear any personal protective equipment (PPE) required for working with the flow medium involved in addition to any other PPE normally required.
 - Depressurize the pipeline, bring to ambient temperature, and drain the pipeline flow medium.
 - Cycle the valve to relieve any residual pressure in the body cavity.
 - After removal but before disassembly, cycle the valve again until no evidence of trapped pressure remains.
 - The valves with offset shaft (Butterfly, eccentric rotary plug) have greater trim area on one side of the shaft. This will cause the valve to open when pressurized from the preferred direction without a locking handle or an actuator installed.
 - **WARNING:** DO NOT PRESSURIZE THE ECCENTRIC VALVE WITHOUT A HANDLE OR AN ACTUATOR MOUNTED ON IT!
 - **WARNING:** DO NOT REMOVE A HANDLE OR AN ACTUATOR FROM AN ECCENTRIC VALVE WHILE PRESSURIZED!
 - Before installing the eccentric valve in or remove it from the pipeline, cycle the valve closed. Eccentric valves must be in the closed position to bring the trim within the face to face of the valve. Failure to follow these instructions will cause damage to the valve and may result in personal injury.

Operating

8. The identification plate (ID-plate, type plate, nameplate, or engraved markings) on the valve gives the information of max. process conditions to the valve.
9. (For soft seats) The practical and safe use of this product is determined by both the temperature and pressure ratings of the seat and body. Read the identification plate and check both ratings. This product is available with a variety of seat materials. Some seat materials have pressure ratings that are lower than the body ratings. All body and seat ratings are dependent on the valve type, size and material of the body and seat. Never exceed the marked rating.

10. Temperatures and pressures must never exceed values marked on the valve. Exceeding these values may cause uncontrolled release of pressure and process medium. Damage or personal injury may result.
11. The operating torque of the valve may rise over time due to wear, particles or other damage of the seat. Never exceed the actuator torque preset values (air supply, position). Application of excessive torque may cause damage to the valve.
12. Valmet valves typically are designed to be used in atmospheric conditions. Do not use valves under external pressurized conditions unless specifically designed and explicitly marked for this service.
13. Avoid Pressure shocks or water hammer. Systems with high pressure valves should be equipped with a bypass to reduce the differential pressure before opening the valve to avoid pressure shock.
14. Avoid thermal shock. High temperature, Low temperature and cryogenic valves should be operated in a way that limits the rate of increase or decrease in temperature. The valve should be thermally stabilized before being pressurized.
15. Materials of the valve are carefully selected for the process conditions. Changes to the process media can have a major impact on function and safety of the valve. Always confirm the materials are suitable for the service prior to installation.
16. As the use of the valve is application specific, several factors should be considered when selecting a valve for a given application. Therefore, some situations in which the valves are used are outside the scope of this manual.
17. It is the end user's responsibility to confirm compatibility of the valve materials with the intended service, however if you have questions concerning the use, application, or compatibility of the valve for the intended service, contact Valmet for more information.
18. Never use a valve with enriched or pure oxygen if the valve is not explicitly designed and cleaned for oxygen. Selected materials and design have a major impact on the safety to operate the valve with oxygen.
19. Valves intended for use in or with explosive atmospheres must be equipped with a grounding device and marked according ATEX (or equivalent international standards).
20. Manual handles are available for specific butterfly valve sizes and maximum line pressures. Do not operate a valve with a handle or wrench outside the size and pressure limits stated in the IMO. High line pressure may create a large enough force to pull the handle from the operator's hands. Damage or personal injury may result.
25. Always check the position of the valve before starting maintenance work. Follow the Lock out /tag out (LOTO) rules at the site before starting any maintenance activity.
 - See IMO for the correct stem position.
 - Consider that the positioner may give the wrong signals.
26. Sealing materials (soft sealing parts) should be changed when the valve in maintenance. Always use original equipment manufacturers (OEM) spare parts to ensure proper performance of the repaired valve.
27. All pressure containing parts must be inspected visually for damage or corrosion. Damaged parts must be replaced.
28. Valve pressure retaining parts and all internals must be inspected for corrosion or erosion which may result in reduced wall thickness on pressure retaining parts. Damaged pressure retaining parts must be replaced with original equipment manufacturer's (OEM) replacement parts or repaired to factory specifications by an authorized Valmet service partner in order to maintain the warranty.
29. Do not use sharp tools, grinding machines, or files to work on functional surfaces such as sealing, seating or bearing surfaces as this can damage these surfaces.
30. Check the condition of sealing surfaces on the seats, trim (disc, ball, plug, etc.), body and body cap. Replace parts if there are significant wear, scratches, or damage.
31. Check the wear of bearings and bearing contact surfaces on the shaft and replace damaged parts if necessary.
32. Do not weld on pressure retaining parts without an ASME and PED qualified procedure and personnel.
33. Pressure retaining parts of valves in high temperature applications must be carefully examined for the effects of material creep and fatigue.
34. Make sure that the valve is positioned in the correct flow direction into the pipeline.
35. If the valves are marked to be suitable for explosive atmospheres, the correct function of the discharging device must be tested before returning to service.
36. Always work in a clean environment. Avoid getting particles inside the valve due to machining, grinding, or welding nearby.
37. Never store a valve in maintenance without flow port protection.
38. When pressure testing valve seats, never exceed the maximum operating pressure of the system or the maximum shut-off pressure marked on the valve identification plate.
39. Actuator mounting and unmounting:
 - Before installing the actuator on to the valve, be sure the actuator is properly indicating the valve position. Failure to assemble these to indicate correct valve position may result in damage or personal injury.
 - When installing or removing a linkage kit, best practice is to remove the entire linkage assembly, including couplings which may fall off the valve during lifting or when position changes.
 - Mounting sets have been designed to support the weight of the Valmet actuator and recommended accessories either as is or with additional actuator support. Use of the linkage to support additional equipment or additional weight such as people, ladders, etc. may result in equipment damage or personal injury.

Maintenance

21. Respect the safety warnings above!
22. Plan service and maintenance actions, that spare parts, lifting devices and service personnel is available.
23. Maintain the valve within the recommended minimum maintenance intervals or within the recommended maximum operating cycles.
24. Always make sure that the valve and the pipeline is depressurized before starting any kind of maintenance work at a valve.

40. The valve should be installed between flanges using appropriate gaskets and fasteners that are compatible with the application, and in compliance with applicable piping codes and standards. Center the gaskets carefully when fitting the valve between the flanges. Do not attempt to correct pipeline misalignment by means of the flange bolting.
41. Repairs on valves for special service like Oxygen, Chlorine, and Peroxide, have special requirements.
- Parts must be cleaned appropriate to the service and protected from contamination prior to assembly.
 - Assembly areas and tools must be clean and dry to prevent contamination of the parts during assembly.
 - Test equipment must be clean and dry to prevent contamination during testing. This includes the test equipment internals that may allow particles or other contamination into the test medium during the test.
 - Lubrication shall be used only if specifically required in the instructions. Where lubrication is required, the lubricant must be approved for the service by the end user.

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